Public participation is invited on each agenda item prior to the Board's deliberation. **When called upon, please approach the microphone and state your name and the address where you live. Kindly limit your remarks to three (3) minutes.**

Special Meeting of the Villa Park Planning and Zoning Commission

VILLAGE OF VILLA PARK
Village Hall, Board Room Chambers
20 S. Ardmore Avenue
Villa Park, IL 60181

Planning and Zoning Commission

June 30, 2022 **7:30 PM**

Chairman Jason Jarrett
Commissioners: Larry Calvert, Edward Hofstra, Kenneth Jackson, Eric Luedtke, Michael Orlowski, Dominick Romano, Justin Shlensky and Louis LeMieux

1. **Call to Order - Roll Call**

2. **Public Comment**

3. **Approval of Minutes**

4. **Public Hearing - New Business**
Please note that no further testimony on a matter can be considered after the close of the public hearing.
   a. Staff Input
   b. Presentation of Petitioner
   c. Public Participation and Questions
   d. Questions from the Commission
   e. Closing Comments of Petitioner
   f. Close Public Hearing
   g. Discussion by Commission Members
   h. Motion

4.a

Petition PZ-22-0005 / 27 W. Park Avenue (Ardmore Flats) / Plat of Subdivision / Variances. Ross Builders, Inc. (Petitioner) on behalf of Apex Ardmore, LLC (Owner)

PZ-22-0005 Staff Memo.06-30-22 PZ.pdf
Ex 1 PZ 22 0005 Site Plans 06-16-22 6-17-22.pdf
Ex 2 PZ 22 0005 Petitioner Narrative.pdf
Ex 3 PZ 22 0005 Archtectural Plan-06-16-22.pdf
Ex 4 Landscape 05-27-22.pdf
Ex 5 Eng Plans Full 05-06-26.pdf
Ex 6 Photometric Plan 27 W Park_05-25-22.pdf
Ex 7 PZ 22 0005 Traffic Assessment 6-21-2022.pdf

Ex 8 Boundary Survey 01-07-22.pdf
Ex 9 22-044 LUO report.pdf
Ex 10 Mucerino Public Comment.pdf
Ex 11 Ross presentation for 27_W_Park-06-9-22-PZ.pdf

5. Adjournment

The Villa Park Village Hall is subject to the requirements of the Americans with Disabilities Act of 1990. An elevator is operational at the north side entrance to the Village Hall during normal work hours and also during evenings. Individuals with special needs are requested to contact the Village's Compliance Officer at (630) 834-8500 so that reasonable accommodations can be made for those persons.

Planning and Zoning Commission Agenda Item Report

Meeting Date: June 30, 2022
Submitted by: Pat Boksha
Submitting Department: Planning and Zoning Commission
Item Type: Business (Commission Only)
Agenda Section: Public Hearing - New Business

Subject:

Petition PZ-22-0005 / 27 W. Park Avenue (Ardmore Flats) / Plat of Subdivision / Variances. Ross Builders, Inc. (Petitioner) on behalf of Apex Ardmore, LLC (Owner)

Suggested Action:

Attachments:
PZ-22-0005 Staff Memo.06-30-22 PZ.pdf
Ex 1 PZ 22 0005 Site Plans 06-16-22 6-17-22.pdf
Ex 2 PZ 22 0005 Petitioner Narrative.pdf
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Ex 10 Mucerino Public Comment.pdf
Ex 11 Ross presentation for 27_W_Park-06-9-22-PZ.pdf

Village of Villa Park

Community Development Department, 11 W. Home Avenue, Villa Park, IL 60181

TO: Planning & Zoning Commission
FROM: Community Development Department
DATE: June 30, 2022
RE: **Petition PZ-22-0005 / 27 W. Park Avenue** (Ardmore Flats) / Plat of Subdivision / Variances
Ross Builders, Inc. (Petitioner) on behalf of Apex Ardmore, LLC (Owner)

A public hearing is scheduled before the Planning & Zoning Commission at 7:30 p.m. on June 30, 2022, at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, IL, to consider a request by Craig Ross (petitioner) of Ross Builders (Petitioner) on Apex Ardmore LLC (owner) for the property at 27 W Park, Villa Park, Illinois.

A Public Hearing was held on June 9, 2022 with over 50 residents in attendance. That evening, the Commission approved a motion to continue the hearing to June 30, 2022. Due to the fact that additional variances were necessary for the petition, additional Public Notice was provided. Public Hearing Notices signs were placed on the property and a Public Notice was published in the Daily Herald newspaper on Tuesday, June 14, 2022 with two additional variance requests: relief from Sec. 9.1.5.3 Landscaping and Screening Requirements for the five foot rear foundation landscaping, and relief from Sec. 7.9 Parking Area Design for drive aisle width.

Site Information:

Present Zoning:	MX-T Mixed-Use Transitional
Present Land Use:	Commercial building / Law Office
Property Size:	.4 Acre, 17,338.83 sq. ft.
PINS:	06-09-220-001, 06-09-220-002

Surrounding Zoning:		**Present Land Use**
North:	Mixed-Use Main Street (MX-2)	Green Space / Prairie Path / Commercial
West:	Residential Single Dwelling (RS-7.5)	Detached Single Family Housing
East:	Mixed Use Main Street (MX-2)	Accessory Parking Lot & Commercial
South:	Mixed Residential District 2 (MX- R2)	Multi-family Housing

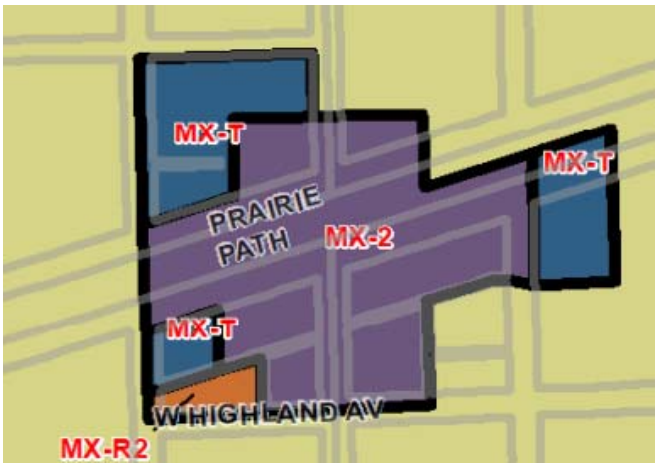
NATURE OF REQUEST: The Petitioner wishes to construct a four (4) story 24-unit market-rate apartment building with elevator, individual storage units on each floor, 22 parking spaces on the first floor in an enclosed internal parking garage, and 12 parking along the rear of the building.

Petitioner is seeking approval for a **Plat of Subdivision** to consolidate two land parcels; and variations from the MX-T Zoning District of the Zoning Ordinance (Appendix C), per **Article 11, Section 11.5-Variations**, for the following pursuant to its application with the Village of Villa Park:

- 33 Parking spaces, where 37 spaces are required **(Sec. 7.2)**
- Less than 24' wide aisle width (**Sec. 7.9 Parking Area Design)**
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted **(Sec. 4.4.3(10))**
- 90.6% Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed **(Sec. 4.4.3.A.7)**
- Streetscape area from 0' to 10', where Minimum 13 ft. streetscape area is required along street frontages (**Sec. 4.5.2 Build-To-Zone)**
- 0' rear foundation landscaping where 5' is required (**Sec. 9.1.5.3)**
- Relief from the Visibility Triangle **(Sec. 9.3**) in order to accommodate required build-to-zones

Approval of Final Engineering, Final Landscaping, and a Plat of Subdivision to consolidate two land parcels would be required prior to Building Permit.

Zoning Map



Location Map – 27 W. Park

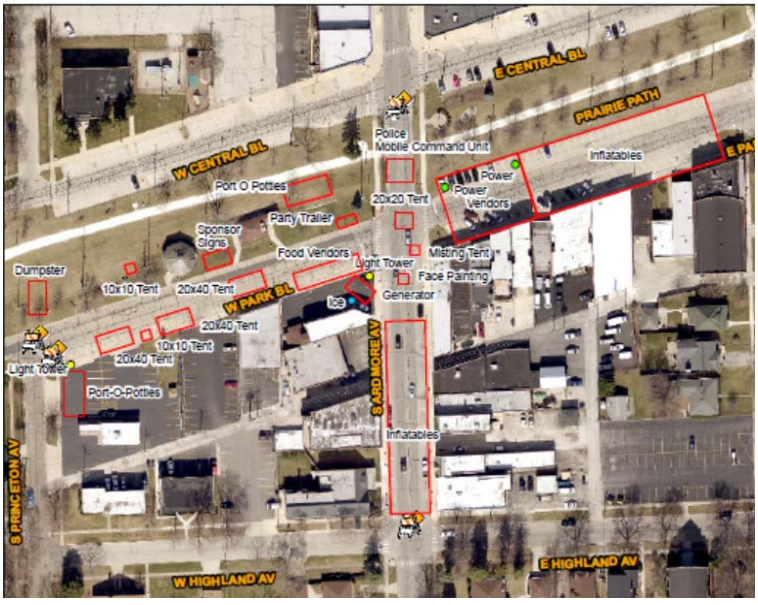
Comprehensive Plan Designation - Business District Mixed-Use:
Future Land Use is classified as Business District Commercial (BDC) which covers the traditional smaller-scale retail and service businesses, including offices and residents and is recommended for the Village's neighborhood business districts: Ardmore Avenue, Villa Avenue, and the TOD area. The multi-story buildings that house these businesses are mixed-use by nature and the businesses tend to generate and benefit from, pedestrian traffic.

Future Land Use Map, P. 22, 2009 Comprehensive Plan

The Comprehensive Plan contemplates the *Ardmore Avenue Business District* as a healthy neighborhood mixed-use activity node which would benefit from enhanced pedestrian and bike connections with the Villa Avenue Business District, the Municipal Campus and the TOD area through the introduction of mixed-use medium-density residences within the district to support retail stores and restaurants.

Policy formation suggests new restaurants, cafes, retail shops, a plaza large enough to handle live bands, parking, senior housing, and condos; and, preservation of historic buildings. Ardmore Business District was suggested as location for a community center / performing arts center.

Summer Fest Site Plan - Park and Ardmore



Background:
Ross Builders is an award winning third generation general contractor providing luxury custom built homes in Chicago's western suburbs since 1999. They currently own and manage several multi-family unit projects, and are currently working on two (2) eighteen-unit buildings (Wheaton and Downers Grove).

The petitioner presented a Concept Plan at the April 14, 2022 Planning and Zoning Commission meeting, presented the Variance requests at the June 9, 2022 Public Hearing; and, hosted a community Open House at Fuel & Crème on June 2, 2022. The petitioner's June 9, 2022 Public Hearing PowerPoint presentation is in this packet as Exhibit 11. The petitioner met with Traffic and Safety Commission in March and June, and will meet with Traffic and Safety at the July meeting.

The petitioner met with Village staff prior to purchasing the property and discussed the concept of a Planned Unit Development (Sec. 11.3). At request of Community Development staff, a Zoning Application for Variances (in order to build a four-story apartment building with internal and external parking) was submitted per Sec. 11-5. Staff has continued to work with the petitioner, seeking revisions which could minimize variance from the Standards for a General Building in the MX District (per Sec. 4.4.3) and other code sections.

Project Summary:
The property is an irregular shaped lot located south of the Prairie Path Bike Trail, 1 mile south of the Metra Station, within the Ardmore Avenue Business District. Park Avenue is an 80' right-of-way and often used for community events and festivals such as SummerFest, the July Kiwanis Concerts, and at one time, the French Market. The property currently contains a 1,491 sq. ft. building, 25 parking spaces, and a 1,778 sq.ft. pervious grass area in the northeast corner of the property.

The Petitioner's Project Narrative is Exhibit 2. The proposed project would contain:

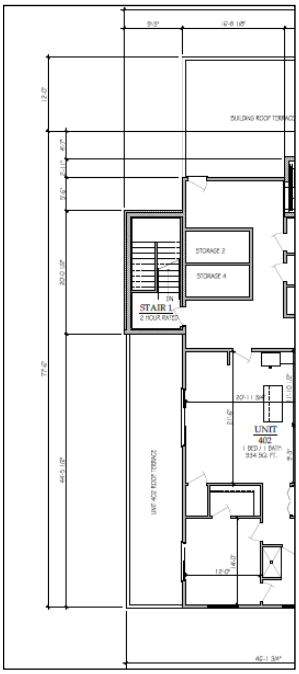
- An 11,239 sq. ft., 24 unit, four-story residential building with two street-level residential units on Park, and 3 stories of apartments above, and 33 on-site parking spaces.
- Eleven one-bedroom/1 den/2 bath and 13 two-bedroom/2 bath units for a total of 24 units containing a total of 37 total bedrooms, thereby requiring 37 parking spaces. *Variance request is for 4 spaces.* Units. By Building Code, the den is not considered a bedroom as there is no exterior window.
- There will be 6 new street parking spaces – one of the six is to be ADA compliant - on Park Blvd (after driveway is closed), but per Village Code Sec. 7.4.1, street parking can be counted towards requirement of commercial use, not residential.
- The entrance to one first floor unit would be from the north (Park Blvd), and for the other, on the east façade of the building.
- Entrance to the lobby in the northwest corner of the building would be from Park.
- Entrance to the first-floor parking garage (22 spaces) would be from the west on Princeton.
- 11 exterior perpendicular parking spaces are south of the building, with entrance from the public alleyway.
- The building is proposed at 46' tall with the fourth floor stepped back, per the Zoning Code. To provide some comparison, St. Alexander's church (just off the Prairie Path) has eaves at about 38' feet and a peak of almost 50'. The Kenilworth townhomes are approximately 35-40' to the peak, and the Villa Park Police department parapet is about 35' above the Ardmore sidewalk grade.

Looking south from the corner of Park and Princeton

- The eastern curb of Princeton would be extended north to create a landscaped island at Park Boulevard. The final design to be determined at time of final engineering.

Since the June 9, 2022 Public Hearing the petitioner has revised the proposal as follows:

- One bedroom has been removed, reducing the required number of parking spaces by 1, to 37.
- Perpendicular parking stalls are provided along the rear of the (net 1 new parking space). With 22 internal stalls and 12 exterior stalls, a variance of 4 spaces is requested. The paved portion of the parking stall would be 15.5' deep with a 2.5' overhang. Village standards generally seek an 18' long stall or a 16' stall with 2' overhang so this is acceptable. A curb would be installed in place of wheel stops which is acceptable.
- The westernmost perpendicular stall at the rear of the building would be an ADA space with 8' striped egress pad, placed to the east of the existing power pole. This creates an additional 77 sq. ft. of landscape area adjacent to the ADA parking stall in the southwest corner of the site.
- 2.5' green-strip with ground cover and curbing adjacent to the rear of the building. Previously, the building had been moved north a foot and narrowed by a foot to provide angle parking with a four-feet on-site path residents can travel to the building entrances. 2.5' strip adjacent to the building measures 192 sq. ft.
- Downsizing of the landscape peninsula (to create a 6th new space which meets ADA dimensions), but reduces the size of the peninsula.
- Stepping back the southwest corner of the 4th floor (reducing bedroom count by 1). The petitioner has submitted a rendering they believe to be more indicative of what the rear wall would look like but confirms the stairwell remains in the same location as previously indicated for each floor (floors 1-4).

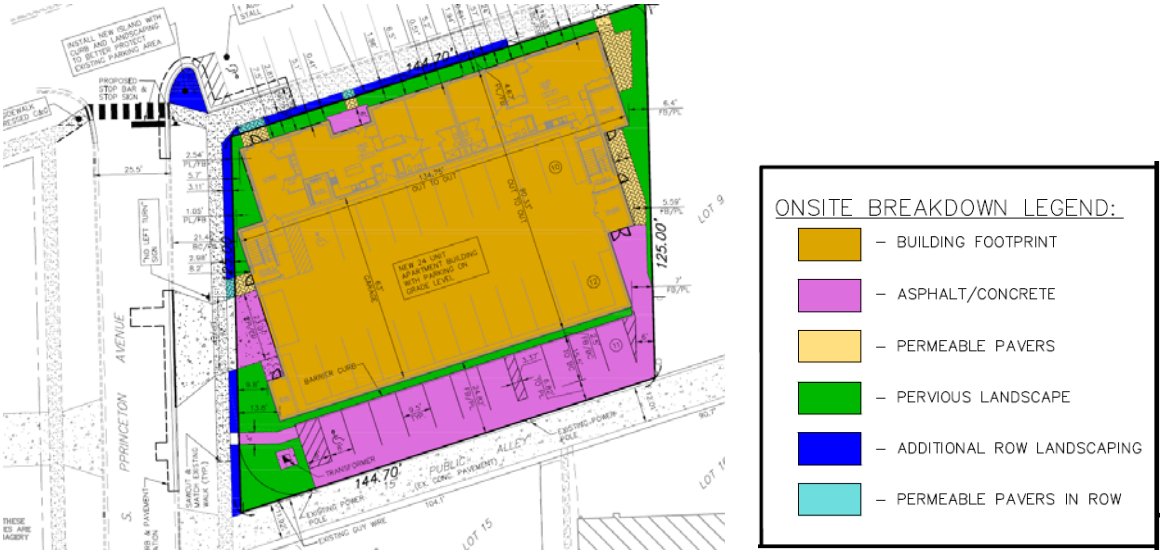


South elevation as viewed looking north along Princeton is above. 4th floor of SWC of building is proposed to be set back. Stairwell will be visible however, though not shown above. SWC of the 4th Floor layout, to the right, illustrates stairwell is the western most building element.

- The current plan is 84.99% impervious building/asphalt/concrete, a decrease of 4.91% from the current condition of the property. Overall, the site is getting greener, on the subject property and off-site, where an adjacent additional 751 sq. ft. of pervious landscaping is being added. (see the blue area in Exhibit 2)

Existing vs. Proposed Lot Coverage Summary:			
	Existing sq. ft.	**Proposed Development sq. ft.**	**Code Requirement MX-T**
Building Footprint	1,491 (8.60%)	11,239 / 64.82%	70% Maximum Impervious Cover (12,187 sq)
Asphalt/Concrete	14,070 / 81.15%	3,497 / 20.17%	
Total Impervious	89.75%	84.99%	
Permeable Pavers *	0 / 0%	437 / 2.52%	25% Maximum Additional Semi-Pervious Cover (4,352 sq. ft.)
Pervious Landscape Areas	1,778 / 10.25%	2,166 / 12.49%	Minimum 5%
Additional landscaping in ROW		751 sq. ft.	N/A
* % Imperviousness of Materials to be confirmed by Public Works Director			

This revised Site Plan below includes the proposed landscaping in the public ROW, in blue.



Approved Final Engineering, a Final Landscaping Plan, and an approved/recorded Plat of Subdivision to consolidate two land parcels will be required prior to a Building Permit. Final Engineering may lead to changes in the design of the landscape peninsula at Princeton and Park, and the adjacent public parking spaces, therefore the Landscape Plan will be reviewed at, or before the Building Permit review and will include landscape beds similar to what is found in the Ardmore area at the Metra Station.

The Site plan proposes 2' of landscape in the ROW on the perimeter of the subject lot. As elsewhere the property owner is responsible for maintenance of the landscaping in the public parkway. The owner of 27 W. Park will maintain the corner plantings as well as the strip adjacent to their building.

Zoning Request:
PZ 22-0005 was published on May 24, 2022 for consideration of a Plat of Consolidation/Subdivision and five variations. The proposed project generally meets Village requirements, including height, architecture/design, and landscape, except for these items which would necessitate a variation from Appendix C of the Zoning Ordinance, per **Section 11.5-Variations.**

The Developer revised the plan after the June 9, 2022 meeting. In preparation for the June 30, 2022 Public Hearing, a Public Notice was published on June 14, 2022 with the addition of two variances, underlined in italics:

- 32 Parking spaces, where 38 spaces are required **(Sec. 7.2);**
- *Less than 24' wide aisle width, per* ***Sec. 7.9 Parking Area Design;***
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted **(Sec. 4.4.3(10));**
- 90.6% Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed **(Sec. 4.4.3.A.7);**
- Streetscape area from 0' to 10', where Minimum 13 ft. streetscape area is required along street frontages (**Sec. 4.5.2 Build-To-Zone);**
- Relief from exterior lighting requirement (S**ec. 9.4. - OUTDOOR LIGHTING**)
- *0' rear foundation landscaping where 5' is required (****Sec. 9.1.5.3)***
- Relief from the Visibility Triangle **(Sec. 9.3**) in order to accommodate required build-to-zones; **and,**
- Such other and further relief as may be required to effectuate the proposed development;

Internal Staff Review:
Per **Sec. 11.5.1. – Intent**, a Variation is to grant relief from strict compliance of the zoning ordinance – not as a means to simply remove an inconvenience or financial burden, but to help alleviate a practical difficulty or particular hardship that would be caused by literal enforcement. Variances provide site specific relief when the zoning code would render land difficult or impossible to use.

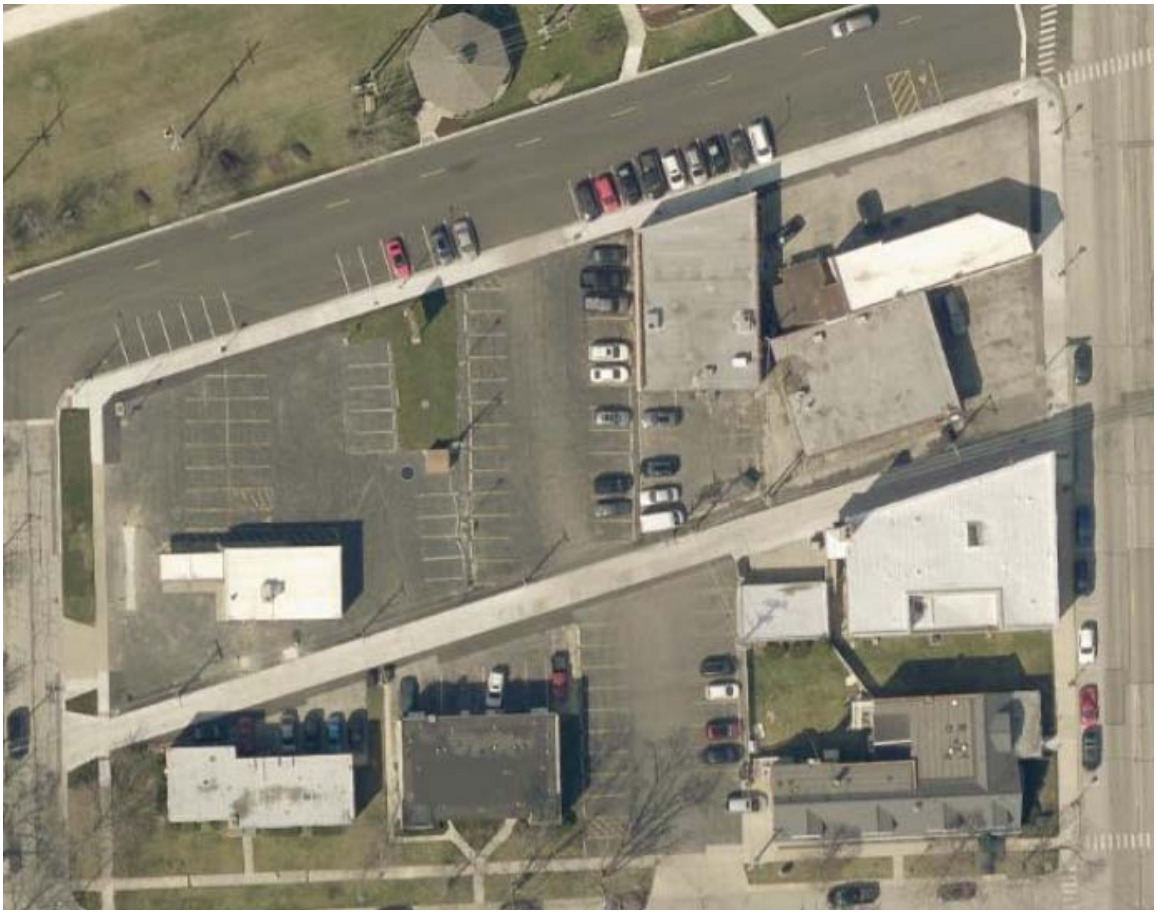
The irregular shape of the lot may create some hardship for development warranting consideration for several of the variations but Village Staff does not believe hardship has been proven for each of the variance requests:

- Parking requirements could be met through a variety of changes which could include shrinking the building footprint, reducing bedroom count, or including commercial uses.
- Lot Coverage could be met through a variety of changes which could include shrinking the building, or increased use of permeable surface. Staff had discussed increasing permeable surface in the rear area adjacent to the alley with concrete adjacent to the alley to avoid damage from snow plows.
- Rear Landscape requirements could be met by shrinking the building.

General Comments
In consideration of the request, Village staff notes that Approval of Final Engineering, Final Landscaping, and a Plat of Subdivision to consolidate two land parcels would be required prior to Building Permit.

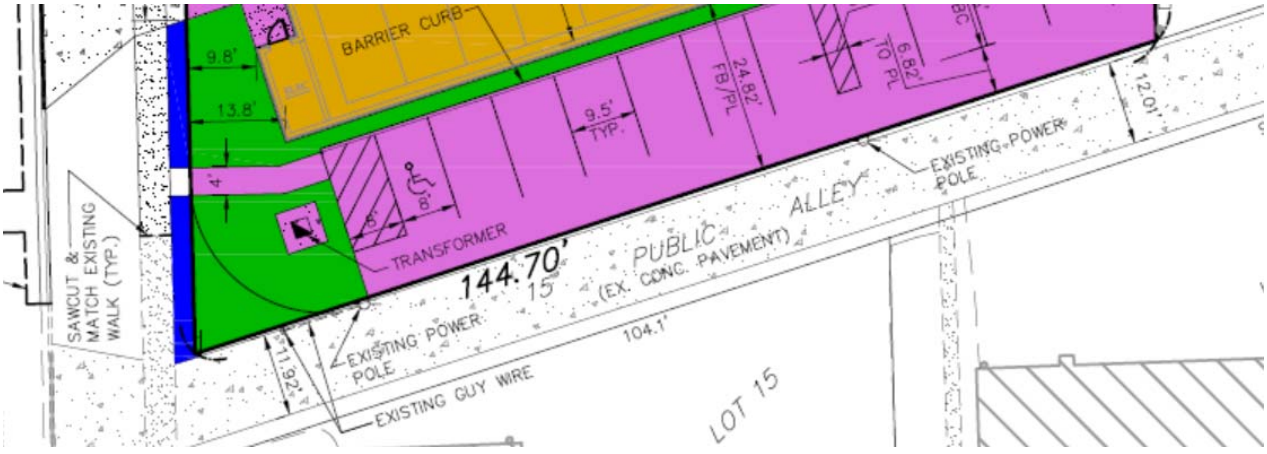
The development shall comply with all applicable Village Codes and regulations. The petitioner will obtain all necessary permits/certifications for development, including a building permit, right-of-way permit, and a stormwater certification. Security systems are subject to review and approval by Villa Park Police Department and will include Village of Villa Park access to the closed circuit security (CCTV) system in the common areas of the complex.

Site Design: Review of the Site Design is made with input from Community Development, Economic Development, Police, Fire, and Engineering Departments. The revised plan, submitted June 10, 2022 does include perpendicular parking at the rear of the building. In considering hardship, as it relates to a variance, the Commission should consider the impact to the neighborhood. The alley is integral to operation of businesses to the east. Parking for the two apartment buildings immediately south side (of the alley) is perpendicular to that building, and the angular dimension of the alley makes it easier to exit west-bound



Village staff sought perpendicular parking to allow circulation in either direction and disperse trips in both directions (not concentrating ingress/egress from one street). *A two-way alley configuration is preferred by Police, Fire, Engineering, and Community Development.*

Note – <u>two-way does not connote both directions with cars passing at the same time, rather it refers to the ability to move both east and west, not a one-way only movement.</u>



Community Development

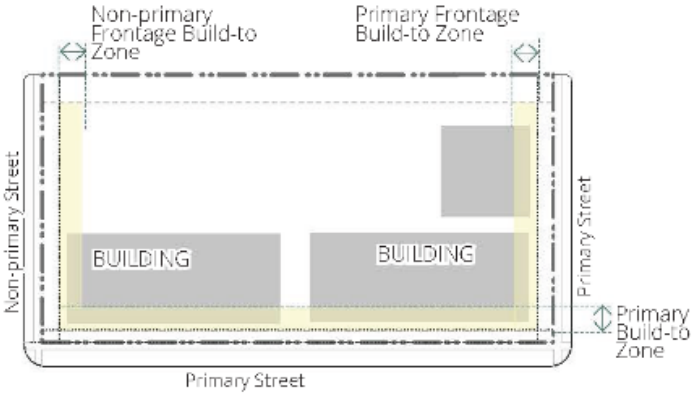
Zoning: The property is part of the Ardmore Business District, designated in the Comprehensive Plan as a secondary business district. In 2007 a Commercial PUD was approved via Ordinance 3427 for a three story mixed-use development consisting of first floor office and 16 residential condominiums on the second and

third floors. The project was not completed and the PUD approval expired. Zoning then reverted back to C2 Commercial district which would have permitted, by "right," a 4 story office building at a maximum of 45' tall, with 7' yard setbacks, or alternately, a strip mall as is found at the east end of the District. In the previous code lot coverage was measured as the ratio of the building to the lot and there were not landscape requirements, so a building on 50% of lot with the remainder as parking would have met zoning requirements.

The property is currently zoned MX-T. Per 4.33 of the Zoning Code, three building types are permitted in the district: General Building, Row Buildings, and Civic Buildings. A "General Building" form is proposed. General Buildings may be built in the MX-T, MX-R1, and MX-R2 districts.

Sect. 4.5.2 of the zoning code explains what a "Build-to-Zone" is, as illustrated in. Figure 4-17. (to the right)

Figure 4-17. Build-to Zones



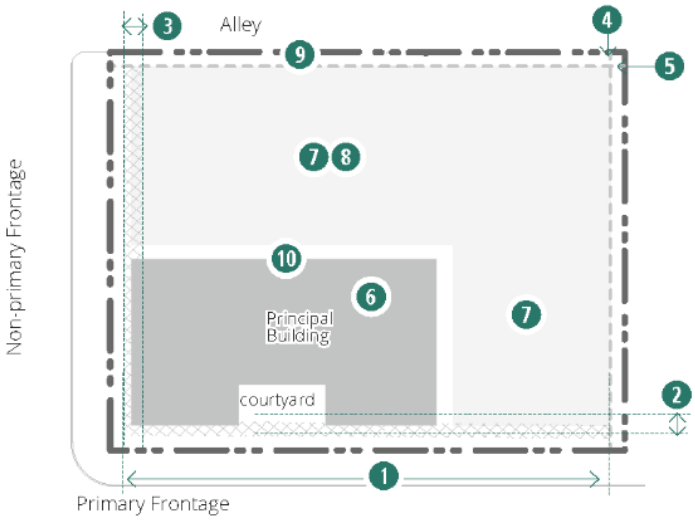
For 27 W. Park, per Section 4.2.1 Streets and Blocks, consider the Primary Build-to-Zone to be Park Boulevard as it fronts civic open space. Though the length of the parcel along Park Boulevard is longer than that of Princeton, Park Boulevard is the "front yard" of the lot, even though in a non-MX district, the shorter length is considered the front yard (14.2.15).

Princeton is also a "Primary Street because the subject lot is a corner lot.

The table below, Section 4.4.3 of the Zoning Code, identifies the zoning requirements for a "General Building" in the MX-T district and the needed variances.

The numbers in the first column of the table below are identified in Figure 4-7 General Building: Siting. (to the right).

Figure 4-7. General Building: Siting



For example, 4.4.3.3, the Corner Build to Zone, is labeled as "3" in Figure 4-7 General Building: Siting. Likewise, 4.4.3.5 Minimum Rear Yard Setback is labeled as "5" in Figure 4-7 (to the right).

In Figure 4-7 General Building: Siting, Park Boulevard is the "Primary Frontage," and Princeton would be considered the "Non-Primary Frontage." Therefore the distance marked at "3" is the "Corner Build-to-Zone."

Lines 1 through 10 are illustrated in Figure 4-7. Other applicable code sections are in the second table below.

Conformance to Section 4.4.3
"General Building" Requirements

		Requirement MX-T	Proposed	Notes	Variance Needed
Building Siting					
1	Minimum Primary Frontage Build-to-Zone Coverage	75%	86%	125'-8" (building width) / 144'-8" (lot width) = 0.86	
2	Front Build-to-Zone	5' - 10'	5.24'	Meets code with 5.24' on Park Blvd.	
3	Corner Build-to-Zone	0' - 10'	1' – 13.8' building setback on Princeton 5.24' building setback on Park	Building setbacks comply.	
4	Minimum Side Yard Setback	5'	5.59' – 7' building setback on east lot line	Meets Code	
5	Minimum Rear Yard Setback	5'	22.82'	Meets Code	
6	Maximum Building Width	none		N/A	
7	Maximum Impervious Cover Additional Semi-Pervious Cover	70% (12,187 sq. ft.) 25% (4,352 sq. ft.)	84.99% Impervious 15.01% semi pervious and pervious total / 2,603 sq. ft.	Requires making the parking/walkways/patios semi-pervious pavers. Impervious is building/driveway/trash roll-out path	Variance
8	Surface Parking or Accessory Parking Structure	Rear & limited side yard only	Interior parking & rear surface parking	Meets code, location complies	
9	Permitted Driveway Access Locations	Alley; if no alley exists, 1 driveway permitted off each non-primary streets; if no alley and non-primary street abut the parcel, 1 driveway permitted off a primary street with an admin adjustment		N/A	
10	Permitted Garage Entrance Location	Rear Façade; side façade garage access requires administrative adjustment	Requires Administrative Adjustment		Variance Hardship consideration – shallow parcel dictates garage circulation - east to west.
Height					
11	Height - Overall (min. & Max.)	2 story min. & 5 story max.	4 stories	Meets Code	

12	Stepped back upper stories	Stories above the 3rd story should step back 12' from front façade	Proposing to step back the 4th floor to comply with step back from front façade	The building is proposed at 46’ tall. General Buildings are allowed at 2 to 5 stories with a minimum height of 9’ and maximum height of 14’ for each floor. 11’ is proposed for each floor. The fourth story is stepped back 12’ from the front façade as required. Note, the four story height was contemplated in the current zoning district and in the previous C-2 district.	
13	Each story height (min & max)	9' min. & 14' max.	Proposing 11' floor to floor; might be 12' from ground floor to 2nd		
Uses					
14	Ground Story & Basement	All permitted uses except commercial service, eating and drinking establishments, and retail sales are limited to no more than 50% of gross floor area of the story	MX-T permitted uses include residential units	Meets Code. Refer to previous Planning & Zoning discussion	
15	Upper Stories	Any permitted uses except commercial service, eating and drinking establishments and retail sales	MX-T permitted uses include residential units	Meets Code	
16	Parking within Building	Permitted fully in any basement and in rear of upper floors	Proposing interior parking in rear of ground floor	Meets Code	
17	Required Occupied Building Space	Minimum 20' deep on all full height floors from any primary street façade; not required in basement	Proposing 27'-8" deep of occupied building space (residential units) along Park (primary street façade)	Meets Code	
Façade & Roof Requirements					
18	Minimum Transparency Street, Courtyard, Open Space Façade	15%	Glass garage door	Meets Code	
19	Blank Wall Limitations	Required per floor on all street facades	Glass garage door	Meets Code.	
20	Entrance Location & Number	Principal Entrance required on primary frontage façade; with one every 90' of building façade	On Park at corner; entrance to unit 1 on the façade for an entrance every 90'.	Meets Code	

21	Entryway Configuration & Elevations	Entry doors shall be off a stoop, minimum 6' wide and 3' deep; entrances shall be within 30" of adjacent street sidewalk average elevation or between 30" and 5' with visible basement		Meets Code	
22	Ground Story Vertical Façade Divisions	One 2" deep expression line per every 60; of façade width	Proposed complies with all the balcony insets and stepping on the Princeton side	Meets Code	
23	Horizontal Façade Divisions	Within 3' of the top of the ground story, any visible basement, and the bottom of any 5th floor	brick on ground story and then a sill changing to siding is meeting this intent	Meets Code	
24	Permitted Roof Types	Parapet, pitched, flat; tower permitted	Flat roof proposed with parapet at stepped back 4th floor	Meets Code.	

Variances are needed from s additional sections of the Zoning Code.

Additional Code Sections					
		Required	**Proposed**	**Notes**	**Variance Needed**
	Sec. 4.5.2 Build-To-Zone - Minimum 13’ streetscape area along street frontages	The 13’ is measured from the curb line, and then the build-to-zone is applied. Note: Sec. 9.3.1 Plantings/ vegetation in an intersection visibility triangle within or overhang must be at all times trimmed, maintained or removed to maintain clear visibility between a height of three (3) feet and ten (10) feet above grade.	9’ provided Building is 14’ south of curb. 7’ landscape feature includes 5’ on private property & 2’ on public property. A new streetscape landscape bed at the intersection of Park/Princeton should contain a planting bed for perennials and annuals meeting requirements of 9.3.1	Complies on Princeton with 21.46’ Does not comply on Park where a 13’ streetscape + 5’ build-to-zone would place the building 18’ back from curb. Buildings in MX Districts should be close to the lot line to maintain an “active street.” Building is 14’ from curb and includes the required a 9’ streetscape zone and a 5’ build-to-zone. It is recommended that the Plat of Subdivision identify the landscaping encroachment and commit the owner and successors to maintenance of the 2’ encroachment.	Unique to this parcel, Village moved the curb south to create street parking. Application of the required minimum 13’ streetscape setback supports a hardship, pushing the streetscape into the property, in conflict with MX intent of buildings close to the lot line. Variance of 4’ required.

	Sec. 7.2 MINIMUM PARKING RATIOS	1 parking space / bedroom 37 bedrooms	33 parking spaces	Could modify the floor plans and reduce bedrooms, and/or placing commercial on the first floor. Petitioner does not believe market supports commercial. Staff agrees potential for more traffic and disruption to the residences if restaurant/retail, and less with professional offices.	Variance for 32 Parking spaces, where 37 spaces are required
	Sec. 7.9 Parking Area Design	Stall Width – 9' Stall length – 18' Aisle width 24'		Perpendicular parking south of building include 16.5' stall with 2.5' overhang, with 6.82 property and 15' alley to create a 21.82' alley width. This is assigned parking.	Hardship is supported as this property's situation is unique - alley is not a 90 degree angle to the property. Variation - 2.18'
	Sec. 9.1.5.3 Landscaping and Screening Requirements – Foundation Landscaping	Minimum 5' continuous foundation landscape area around full perimeter of the building, excluding pedestrian and vehicle access points. (may not be reduced by more than fifty (50) percent to accommodate pedestrian and vehicle access points).	0' along rear of building	Site Plan includes vehicle access along entire rear perimeter so cannot provide 5' landscaping bed.	MX District requires surface parking to be in rear. Variance required.
	Sec. 9.3 Visibility Triangle – corner lots	Nothing to be placed in the triangle formed by 2 lines that begin at point of intersection of the lots street lot lines and extend for 20' along each street lot line.		Relief from the Visibility Triangle **(Sec. 9.3**) is warranted in order to accommodate the required build-to-zones. The triangle simply cannot be provided with a 5' build-to zone.	The conflict in the Code supports a hardship. Variation required
	Sec. 9.4. – Outdoor Lighting	Foot candles At property line: .5 abutting ROW		Lighting Plan now meets Code.	No Variance is needed.

Land Use: While first floor residential truncates the business district short of the western boundary, it is a permitted use in the MX-T District. If the first floor were commercial, street parking could be used towards parking requirements (Village Code Sec. 7.4.1); required residential parking spaces must be provided on site.

Signage: No signage is being requested or approved at this time.

Building Façade: The submittal meets Design regulations; materials are among the "Primary Materials" list within the Code. Quality finishes are proposed for the building façade, including brick at 16% of the north façade, 22% of the east façade, 21% of the south façade, and 16% of the west façade. Material percentages are identified on the Elevations, in the packet as Exhibit 3. Building elevations conform to required design elements on the upper floors. The building is articulated, particularly on the west and north facades.

Engineering
Public Works' comments do not yet represent a comprehensive review of the plans that have been submitted. A detailed review of those plans will still be needed at a future date when Final Engineering is reviewed. It is noted that the developer could potentially achieve greater compliance with regard to lot coverage requirements by increasing the quantity of permeable pavement that is proposed.

Signage and Striping Plan: The Signage and Striping Plan will be finalized at the time of building permit.

Plat of Subdivision: The subject lot contains two parcels. The Legal Notice indicated approval of a Plat of Subdivision. None has been submitted and the petitioner requests a Plat of Subdivision be reviewed prior to building permit. An approved Final Plat of Subdivision will be required prior to building permit. The Final Plat of Subdivision (for Consolidation) will include appropriate covenants, an indication that the Petitioner and successive owners will not object should a Special Service Area (SSA) be needed for property maintenance; such funds would only be used for expenses related to the property, and any other items determined as necessary by the Village Attorney.

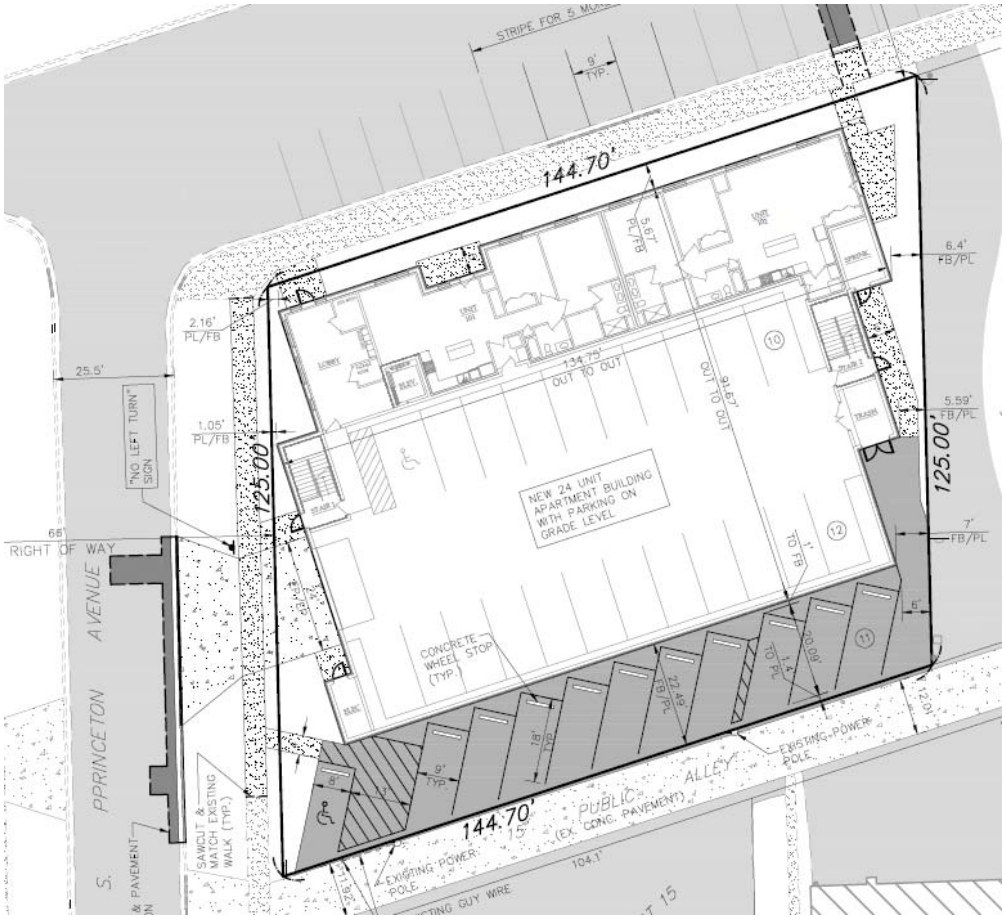
Traffic Analysis: The developer has submitted a revised Traffic Assessment (TA) for Village review. The proposed development is expected to generate less than 100 vehicle trips during either the AM or PM weekday peak hours; therefore, a Traffic Assessment is an acceptable level of analysis. The submitted revised Traffic Assessment is generally consistent with the Village's Traffic Assessment content requirements. The Traffic Assessment addressed all previously raised concerns.

Other: If the developer wishes to proceed with cutting pavement on Park Boulevard for the proposed water connection as shown in the most recent submittal, submittal of a written request from the developer to waive the Village's ordinance prohibiting cutting of new pavement will be needed.

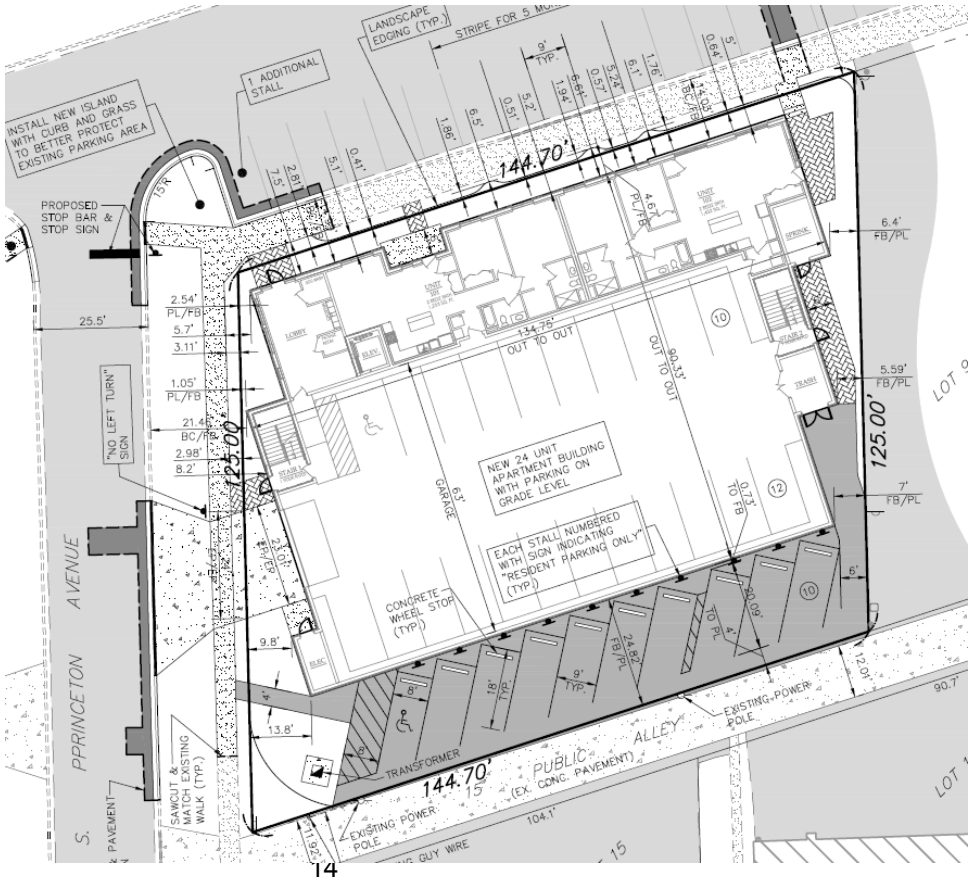
Police
The Police Department would like electronic access to the building to aid in response to emergency calls. Therefore, the Police Department supports the proposed development with the condition that security systems are subject to review and approval by Villa Park Police Department and will include Village of Villa Park access to the closed circuit security (CCTV) system in the common areas of the complex.

Fire Department
The fire department has reviewed the updated Planning and Zoning application for the proposed development located at 27 W. Park. The building will be fully sprinkled and as long as all applicable fire codes and Village of Villa Park requirements are met, the fire department has no issues with it.

Original Concept Site Plan
(April 28, 2022:



Site Plan
(June 1, 2022):



Current Site Plan (June 17, 2022):

Community Input:

Legal Notice was published in the Daily Herald newspaper on Tuesday, May 24, 2022 for a June 9, 2022 Public Hearing and mailed to properties within 250' of the subject property. A sign alerting the community to the hearing was posted on the property 15 days prior to the hearing. The June 9, 2022 Hearing was continued date certain to June 30, 2022. Due to the fact that additional variances are necessary for the petition, additional Legal Notice was published in the Daily Herald newspaper on June 14, 2022 and signs for the Public Hearing were posted on the property. The additional variance requests added to the Legal Notice are: relief from Sec. 9.1.5.3 Landscaping and Screening Requirements for the five foot rear foundation landscaping, and relief from Sec. 7.9 Parking Area Design for drive aisle width.

The Petitioner hosted a Public Open House on Thursday June 2, 2022. Mr. Ross reports it was well attended. The project will be formally considered on the June 7, 2022 Traffic & Safety Commission agenda. Minutes are not yet available.

There has been social media commentary on the project. Not all information, for example, related to height and drainage is fully accurate. Written comment from one resident is included in your packet, with exhibits. Another resident submitted this photo, looking west from ARDMORE to illustrate conditions at the east end of the alley when deliveries are being made.

15

There is strong support in the community for development to occur but different opinions on what the development should look like. Staff has advised the petitioner that some residents have voiced concern over density, height, and materials. Business owners are concerned over the loss of parking but the fact is that this is a private lot.

Findings of Fact:
The Justification for Variation submitted by the Petitioner is Exhibit 2. Findings of Fact should be developed by the Commission at the close of the Public Hearing. Each variation should be reviewed independently and the Commission should make a finding for each to support their recommendation to the Village Board.

Recommended Action:
Village staff has reviewed and is generally supportive of the project. Staff believes hardship exists for several of the variance requests: the visibility triangle, garage access from street sideyard, and for relief from landscape and minimum 13' streetscape requirements. Staff does not find that the Petitioner has sufficiently demonstrated that the variance requests for parking relief, lot coverage, and rear landscaping are due to hardship caused by conditions of the site, or hardship based on financial return. Therefore, staff have sought revisions from the Petitioner to further bring the project into code compliance. For example, it may be possible to meet lot coverage through the use of permeable pavement, and potentially meet the parking requirements by reducing the number of bedrooms.

Per 11.1.7. - Decision-Making Criteria; Burden of Proof or Persuasion, The burden of proof is on the Petitioner.

In considering a variance request the Commission must consider the standards set forth in 11.5.1 and 11.5.2 of the Zoning Code:

11.5.1. - Intent

A variation is a grant of relief to a property owner from strict compliance with the regulations of this zoning ordinance. The intent of a variation is not to simply remove an inconvenience or financial burden that may result from compliance with applicable zoning requirements. Variations are intended to help alleviate a practical difficulty or particular hardship that would be caused by the literal enforcement of the subject ordinance requirements. They are intended to provide site-specific relief when the requirements of this zoning ordinance render land difficult or impossible to use because of some unique or special characteristic of the property itself.

11.5.2. - Authorized Variations

The planning and zoning commission is authorized to recommend and the village board is authorized to grant a variation of any regulation in this zoning ordinance, except that the variation procedures may not be used to do any of the following:

A. Allow a principal use in a zoning district that is not otherwise allowed in that zoning district (i.e., "use variations" are prohibited);

B. Waive, modify or amend any definition or use classification;

C. Waive, modify or otherwise vary any of the review and approval procedures of this article; or

D. Waive, vary, modify or otherwise override a condition of approval or requirement imposed by an authorized decision-making body or the state or federal government; or

E. Waive, vary or modify applicable residential density regulations, provided that this provision is not intended to prohibit variations to minimum lot area or width requirements that apply to lots occupied by a single dwelling unit.

The Commission should determine if the petitioner has sufficiently made their case for each Variance.

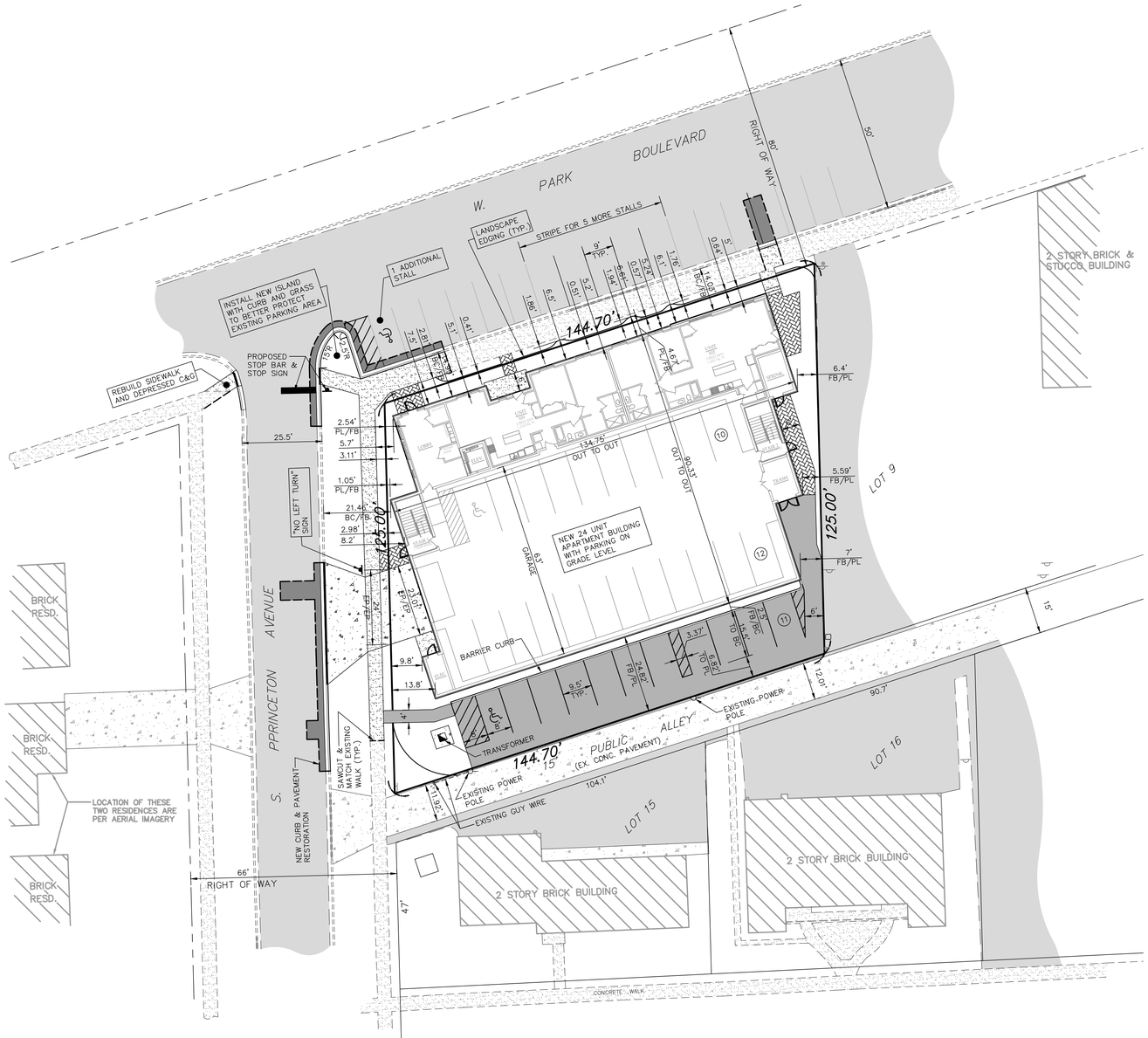
Requested Action:
The Commission is to discuss Findings of Fact for each of the seven variance requests. If the Commission finds in support of each request as submitted, an individual motion could be entertained for each variance requested:

1. A motion to approve 33 space where 37 spaces are required, per Sec 7.2, based upon the findings of fact identified in the record for PZ 22-0005.
2. A motion to approve less than 24' wide aisle width, per Sec. 7.9 Parking Area Design, based upon the findings of fact identified in the record for PZ 22-0005.
3. A motion to approve garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted per Sec. 4.4.3(10), based upon the findings of fact identified in the record for PZ 22-0005.
4. A motion to approve 85% impervious Lot Coverage and 2.5% semi-pervious Lot Coverage, where a maximum impervious coverage of 70% and an additional semi-pervious cover of 25% is allowed per Sec. 4.4.3.A.7, based upon the findings of fact identified in the record for PZ 22-0005.
5. A motion to approve a Streetscape area from 0' to 10', where Minimum 13 ft. streetscape area is required along street frontages, per Sec. 4.5.2 Build-To-Zone, based upon the findings of fact identified in the record for PZ 22-0005.
6. A motion to approve 0' of rear foundation landscaping where 5' is required, per Sec. 9.1.5.3, based upon the findings of fact identified in the record for PZ 22-0005.
7. A motion to grant relief from the Visibility Triangle, per Sec. 9.3, in order to accommodate required build-to-zones; based upon the findings of fact identified in the record for PZ 22-0005.

Attachments:

Exhibit 1	Site Plan, prepared by RWG Engineering, dated June 16, 2022 Colorized On Site Breakdown, prepared by RWG Engineering, dated June 17, 2022 *(depicting surface materials as it relates to lot coverage)*
Exhibit 2	Project Narrative, by Ross Builders, June 22, 2022
Exhibit 3	Architectural Plans w/ Building Materials, prepared by Studio21 Architects, dated June 16, 2022
Exhibit 4	Landscape Plan, prepared by Metz & Company, dated May 26, 2022
Exhibit 5	Engineering Plan, prepared by RWG Engineering, dated May 26, 2022
Exhibit 6	Ardmore Flats Photometric Plan, prepared by Force Partners, dated May 25, 2022
Exhibit 7	Traffic Assessment, prepared by KLOA, dated June 21, 2022
Exhibit 8	Boundary and Topographic Survey, prepared by Gentile & Associates, dated January 7, 2022
Exhibit 9	Land Use Opinion Report
Exhibit 10	Public Comment Submitted
Exhibit 11	PPT presentation made to June 9, 2022 Planning & Zoning & Safety Commission

	AYES	NAYS
Planning and Zoning Recommendation Required: **Majority of quorum**		
Village Board Final Decision Required: **Majority of quorum with positive PZ recommendation** **Two-thirds of all member of the Village Board with negative PZ recommendation**		



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

ABBREVIATIONS LEGEND:

EX	=	EXISTING
PR	=	PROPOSED
BC	=	BACK OF CURB
FC	=	FACE OF CURB
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(TYP)	=	TYPICAL

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

EXISTING CONCRETE

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.5" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
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PUBLIC ROAD ASPHALT PAVEMENT
MATCH EXISTING PAVEMENT CONFIGURATION AND THICKNESS PER CITY REQUIREMENTS

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PROPOSED CONCRETE CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

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SITE DATA:

PROPOSED SITE CONDITIONS:

TOTAL SITE AREA	= 17,339 S.F. (100%)
NEW BUILDING FOOTPRINT	= 11,239 S.F. (64.82%)
NEW CONCRETE PAVT./WALKS	= 491 S.F. (2.83%)
NEW ASPHALT PAVEMENT	= 3,006 S.F. (17.34%)
NEW PERMEABLE PAVERS	= 437 S.F. (2.52%)
NEW PERVIOUS LANDSCAPE AREA	= 2,166 S.F. (12.49%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 11
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 39

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	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM
2	06/01/22	ADDED LANDSCAPE DIMENSIONS	TLM
3	06/10/22	REVISED ALLEY PARKING AREA	TLM
4	06/16/22	REVISED ALLEY PARKING AREA & LANDSCAPE ISLAND	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

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

PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

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3 OF 7

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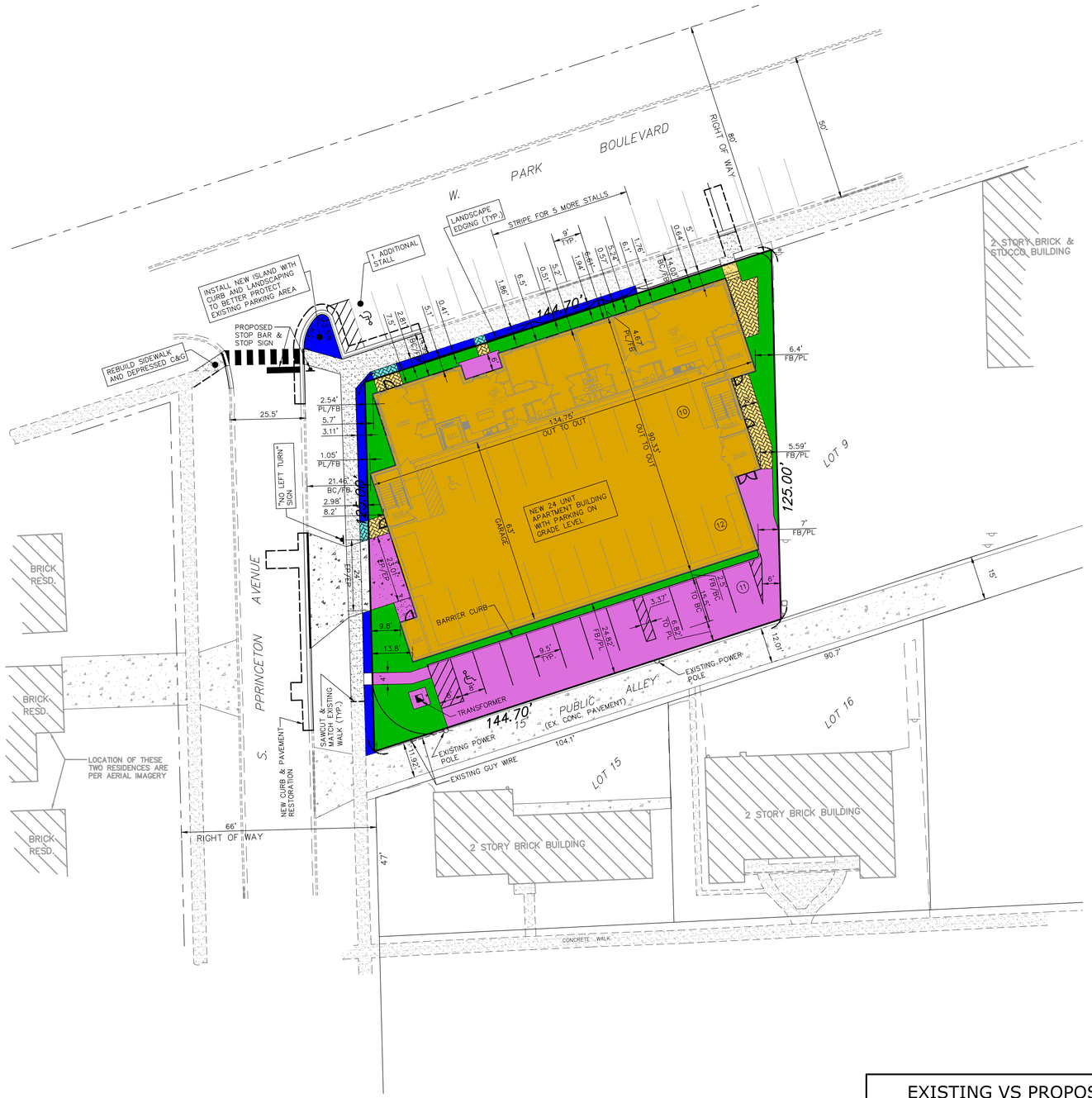

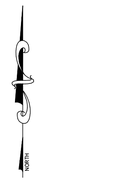

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1 06/17/22	PER VILLAGE COMMENTS	TLM

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- ASPHALT/CONCRETE
- PERMEABLE PAVERS
- PERVIOUS LANDSCAPE
- ADDITIONAL ROW LANDSCAPING
- PERMEABLE PAVERS IN ROW

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COLORED ONSITE BREAKDOWN

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www.rwg-engineering.com

PROJECT NO. 66419521
DATE 06/16/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

June 17, 2022 2:06:39 p.m. AcadVer:22.0s (LMS Tech)
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Narrative Description and Statement of Intent
Variances Petition – 27 W Park BL
Craig Ross, Petitioner

The Petitioner is seeking approval of seven variances in order to construct a 24-unit multifamily residential building in the Mixed Transitional (MX-T) zoned parcel of land located at the southeast corner of Park BL and Princeton AV which would fall under the "General Building" requirements of the Villa Park Zoning Ordinance. The site is currently an old gas station being used as an office space. A couple of previous attempts by others to develop the property were submitted to the Village in 2005 and 2007, and ultimately approved, but failed to make it to construction.

The Villa Park MX-T district is intended to accommodate low to mid-scale residential buildings transitioning between mixed-use shopping nodes and residential uses. According to the Zoning Ordinance, the General Building designation is intended to be built close to the front and corner property lines allowing easy access to passing pedestrians and transit riders. Parking can be provided in the rear of the lot and internally in the building.

The petitioner has met with the planning staff three times since November 1, 2021. The proposal was also presented to the Traffic and Safety Commission on February 1st which gave its support at that meeting. Most recently, the petitioner met with the Planning and Zoning Commission and neighboring community members on April 14th for further input. Further revisions to the plans have been made to accommodate this input and recommendations. The petitioner also conducted a well-attended Community Outreach meeting on June 2nd where the Public gave much positive feedback and recommendations. The petitioner also made a second presentation to the Traffic and Safety Commission on Jun 7th.

The subject property is relatively flat with a majority of the lot currently paved. The development of this site will actually decrease the storm water runoff. The intent is to create landscape areas along the Park and Princeton frontages. A landscape plan is included as part of this submittal.

Currently, the site has one curb cut on Park BL that the new proposal would eliminate, allowing for the Village to five more street parking spaces. The site plan also proposes to extend the curb along the east side of Princeton AV so that it aligns with the west side, which will also add one more street parking space, for a total of six new stalls.

The proposed exterior of the building is a mix of updated traditional and contemporary styles and materials that will include a combination of brick veneer and vertical and horizontal siding. The design of the building should fit in well with the transitional nature of the location, including a residential look and feel, and an updated design that can blend well with future nearby developments. Each unit has a recessed balcony or patio. The color selections are an updated palette of brown, grays and black, that keeps with current residential trends while still fitting in with traditional tones.

A trash enclosure is contained within the building and will be accessed from the outside on the east side of the building.

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

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

The dwelling units are designed to appeal to median tenants that either work in Villa Park or the surrounding areas. The units will have a more contemporary design and an open floor plan including a combined kitchen and living area moved toward the front of the unit closer to large windows and a balcony/patio. The units will be comparable to condominium units as they will have upscale finishes, including stainless steel appliances, kitchen islands, in-unit washer and dryers, separate heating and cooling units, luxury vinyl flooring, etc.

Parking Area Design Variance
The proposed variance is necessary to address the existing alley width and the 90 degree parking stalls preferred by the Villa Park staff. The existing alley, while two-way, is 15' wide. The proposed turning radius into the parking stalls is measured at 21.82' from the edge of the stall to the south edge of the alley. Villa Park requires parking stalls to be 9' wide, but the proposal has widened them to 9.5' wide for an easier turning radius into the spaces.

The building configuration of the ground floor to accommodate a maximized number of interior parking stalls, and viable tenant space on the Park Blvd street side have dictated the building depth. The required parking stall 18' length, in the preferred 90 degree parking configuration, leave the aisle/turning radius dimension 2.18' less than the required 24'. As discussed, the width of the alley is 15', and the stalls have been widened to 9.5' from the required 9' which allows for an easier turning radius into the spaces from 21.82'.

Foundation Landscape Variance
The proposed variance is necessary to address the alley side of the property. In all other MX districts, and where there is no public access, foundation landscaping is not required. The alley side of the property is the appropriate space to provide parking which is what is proposed. No public access to the building is located on the rear face of the building. It would not be prudent to place landscaping against this side of the building. Lack of space, lack of sunlight, proximity to cars, and snow removal, would make maintenance of a landscape area on this side prohibitive.

This property's alley access is the appropriate place for parking and not for maintained landscaping. Limited visibility of this area and cost to maintain make landscaping an inappropriate use of this space. A pervious area will be created at the front of the parking stalls in lieu of a parking bumper to increase pervious area on the site.

Parking Variance
The building will have 11 one-bedroom, two bath plus den units, and 13 two-bedroom and two bath units and 33 parking spaces. Per Table 7-1, the zoning code requires one on-site parking space per bedroom.

Required parking spaces - 37
Proposed parking spaces – 33

- 22 interior parking spaces
- 11 exterior parking spaces

The petitioner is seeking a variance for 4 parking spaces.

The intention of the site layout is to create as much parking as possible on the site, both with-in the building and outside the building, while maintaining usable space on the ground floor on the Park Blvd. side to maintain the active streetscape the Village desires. With the dimensions of the site both width and depth, and the dimensions of required parking spaces and drive aisles, this layout maximizes the number of parking spaces. While Village ordinance requires one parking space per bedroom for a total of 37 spaces with the proposed development, a traffic assessment was performed by KLOA, a 3rd-party company that analyzes traffic and parking, which estimated that the parking demand for the proposed building would be between 25–32 vehicles. The proposal is above the high end of this estimation.

With this assessment, we feel we are meeting the practical standards for providing parking for such a development as we realize parking is a key factor in the viability of a multi-family development. Also, and as the parking assessment concludes, we have found that modern-day tenants have less cars, especially when they have nearby stores and restaurants that are accessible via walking and bicycle. It is now common for municipalities and developers to supply one parking space per dwelling unit. According to Yardi Matrix, a well-known national commercial real estate research firm, the national average for newly built apartment buildings in 2016 for the ratio between parking spaces and dwelling units was 1.27 for mid-rise buildings and less than 1.00 for the Chicago metropolitan area.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. As a part of the development we are proposing 6 new on-street parking spaces on Park Blvd. for public use whether it be guest parking for the development, or parking for patronage of the local businesses along Park Blvd. and Ardmore Avenue.

Again, it is the goal to create a successful residential development that will encourage more patronage to local businesses and hopefully spur more local positive local development, and we know that only with proper parking can we attain this.

Garage Entrance Variance

The Zoning Ordinance, section 4.4.3(10) states that the garage entrance shall be located on the rear of the building, or a side facade garage access requires an administrative adjustment. The garage entrance location is proposed on the west elevation, or corner street facing side. While the zoning ordinance lists the requirement to be on the rear face of the building, it also indicates that this is an item that can be handled by an Administrative Adjustment to locate the garage entrance on the side of the building. The proposed garage entrance was supported in early discussions with the Planning Department as well as by the Traffic & Safety Commission. Also, the approved PUDs in 2005 and 2007 had a similarly located garage entrance.

It was discussed in both prior meetings with both the planning staff and with the Traffic & Safety Commission that a garage entrance off the alleyway would not be a viable solution due to the fact that it would significantly decrease the amount of parking that could be located on the site.

If the garage entrance were to be required on the rear of the building, a minimum of 7 parking spaces would be eliminated from the proposed plan, making it not viable to develop the site.

The site is unique in that it is a corner lot with an alley access off allowing parking to be maximized by placing exterior parking directly off the alley and a garage entrance along Princeton (secondary street).

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. During many meetings with the planning staff, Traffic & Safety Commission, and neighborhood residents, the issue of traffic entering and leaving the site has been discussed at length. Ultimately, from these discussions, it is believed that the proposed placement of parking and directional signage as proposed will disperse traffic minimizing impact in any single direction or street.

Visibility Triangle Variance

The Visibility Triangle referenced in section 9.3.1 seems that it would conflict with the Building Siting table's build-to zones and setbacks and Figure 4-7 required for the MX-T district. For example, the maximum Front and Corner Build-To Zones are supposed to be 10', but a 20' X 20' triangle would force the building to be about 14' from the front and side property lines. It would also seem to contradict 4.3.2.2 which states "General buildings are intended to be built close to the front and corner property lines…" The Village Staff is currently investigating ways to amend the code so that this requirement no longer applies to the MX-T district.

The proposed building is placed to continue the active streetscape to the corner, creating active, usable space along Park Blvd., as per previous discussion, is what the Village would like to see in this neighborhood. Pushing the building back from the corner would decrease active usable space, and create an unnecessary void in the streetscape at the corner.

Also, if you look at provided Site Plan, the visibility triangle seems to not apply well to this particular site. A car travelling north on Princeton stopping at the stop line, which will be moved north, see below and Site Plan, will not have their visibility of the pedestrian sidewalk blocked by the current proposed building. The non-right angle at which Park intersects and the wide parkway on Princeton, helps maintain this car's view of the sidewalk and oncoming pedestrians. The view of traffic on Park will not be affected by the building placement either. This was discussed at Traffic & Safety meeting we attended as well, and the committee members did not see an issue with how the building was sited.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. Per discussions with the Village regarding the angle of the intersection and poor visibility of traffic on Park Blvd. for cars attempting to turn onto Park from Princeton we are proposing to extend the curb on the east side of Princeton AV north, so that it matches up with the curb on the west side of Princeton AV. This will allow the addition of a street parking space and allow the stop sign and line to be moved north so that visibility for all traffic and pedestrians is improved at the intersection.

Maximum Impervious

Section 4.4.3 – General Building states that 70% of the site may be impervious, plus an additional 25% semi-pervious. The total site area is 17,339 sq. ft., meaning that 12,137 sq. ft. may be impervious and an additional 4,335 sq. ft. may be semi-pervious per the requirements. The existing site, as it stands, has 15,561 sq. ft. (89.75%) of impervious area between the existing building footprint and the paved and concrete areas. The site currently has 1,778 sq. ft. (10.25%) pervious, grass area. The proposed development will contain 14,736 sq. ft. (84.99%) of impervious area and an additional 437 sq. ft. (2.52%) of semi-pervious area with permeable pavers. The proposed development will total 2,166 sq. ft. (12.49%) of pervious landscape/grass area.

This means that the proposed development will increase the amount of pervious surface area on the site by 388 sq. ft., plus create an additional 437 sq. ft. of semi-pervious area with permeable paver walkways. In addition, the proposal of the curb extension along Princeton and other ROW changes will create additional pervious area of 751 sq. ft. and 55 sq. ft. of permeable pavers that are now hardscapes off the site.

Per the zoning ordinance, 30% or 5,200 sq. ft. of the site is required to be permeable. Creating a viable building with parking, meeting the setbacks required cannot reasonably achieve this standard. For example, the entire tenant space and lobby north of the interior parking is approximately 3,200 sq. ft. If we were to take that off the building, the proposed permeable space would be at 5,057 sq. ft., still under the requirement, and certainly not a viable building, nor an active streetscape that the Village desires.

In order to create the necessary parking alone, the requirement would be difficult to achieve. The additional usage of semi-pervious space is not beneficial in this regard either as it is not

practical to use permeable pavers in parking and drive aisles as they would not hold up to the usage.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. The current site is 89.75% impervious as it stands with no mitigation of surface storm water. The proposed development will decrease the impervious surface to 84.99%, while also making an additional 2.52% of the site semi-pervious with permeable pavers. We are also proposing to add 751 sq. ft. of permeable space and 55 sq. ft. of permeable pavers off the proposed property. In addition to this, storm water falling on the roof of the building, which accounts for 64.82% of the property will never run-off the site as it will be captured in gutters and downspouts that will direct this water directly into the Village storm sewers. This storm water mitigation should benefit the surrounding properties compared to current conditions.

Streetscape Area/Build-to-Zone
Section 4.4.3 – General Buildings, states that 13' minimum streetscape area is required along all frontages, measuring from the back of the existing curb onto the property. The build-to-zone requirement along Park Blvd. is 5' – 10', measured from the edge of the required streetscape onto the site. With the intent of creating a development that will one day complete the streetscape along Park Blvd from Ardmore to Princeton, it makes sense to not push this building back on the site per these zoning requirements.

As the only MX-T zoned site along this block it is the only property subject to that restriction which would disrupt the continuity of the streetscape in the future when possibly all the properties are developed. With Park Blvd. consisting of a 7' wide carriage walk in lieu of a parkway and sidewalk causes the required 13' streetscape to encroach 3'-3" over the property line, which moves the build-to-zone requirement back this distance as well. Instead of a Build-to-Zone of 5' – 10', this site requires the face of building to be 8'-3" – 13'-3".

The overall depth of the property also creates issues. Parking stall, drive aisle and vehicle turning radius dimensions are standards that shape and proportion the rear three-quarters of the property. Per previous discussions with the Village staff we are providing a 4' walkway between the property line and the exterior tenant parking, then 20'-10" to the building. The depth of the interior parking garage is 64'-8" including wall thickness. This puts the wall face of the parking garage facing Park Blvd., 30'-4" off of the front property line and 40'-2" from the back of curb. These necessary proportions make creating a viable, usable space in front of the parking, that will create an active streetscape and meet the dual requirement of a 13' Streetscape and a 5' – 10' Build-to-Zone, extremely limiting.

The site being zoned MX-T, when all adjacent properties on Park Blvd. are MX-2, means that this is the only property on the block subjected to this increased setback. In previous meetings and discussions with the Village, this was discussed as possibly having a negative impact the desired Park Blvd. streetscape as future properties develop.

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety.
By siting the building as proposed, we believe this is keeping in-line with the Village's wishes to design a vibrant streetscape with continuity. The proposed building will be sited 14.32' from the back of the existing curb along Park Blvd. The variance request can be looked at as decreasing the minimum required streetscape to 9.32' from the required 13', or decreasing the build-to-zone requirement to 1.32' – 10'. Between the building face and the back of curb will be a 7.32' wide area of landscaping/grass, and the existing 7' wide public sidewalk. Again, this is proposal is keeping in-line with the requirements of future developments along Park Blvd. on this block.
Also, by moving the building closer to Park Blvd., and decreasing the depth of the building, we are able to provide a walkway along the alley for tenants who park in the exterior spaces to walk safely to the public walkway on Princeton to the building entrance.

Conclusion and Statement of Intent

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

Variation #1 (*Submitted by the Petitioner)*

For a Variation from Article 7, Section 7.2, Table 7-1 of the Zoning Ordinance to wit:
The minimum parking ratio for a multi-unit residential building is to be one parking space per bedroom proposed within the development

Responses to Statements 1 – 4 on the Variation Form

The building will have 11 one-bedroom units, and 13 two-bedroom and two bath units and 33 parking spaces. Per Table 7-1, the zoning code requires one on-site parking space per bedroom.

Required parking spaces - 37

Proposed parking spaces – 33

- 22 interior parking spaces
- 11 exterior parking spaces

The petitioner is seeking a variance for 4 parking spaces.

1. The intention of the site layout is to create as much parking as possible on the site, both with-in the building and outside the building, while maintaining usable space on the ground floor on the Park Blvd. side to maintain the active streetscape the Village desires. With the dimensions of the site both width and depth, and the dimensions of required parking spaces and drive aisles, this layout maximizes the number of parking spaces. While Village ordinance requires one parking space per bedroom for a total of 37 spaces with the proposed development, a traffic assessment was performed by KLOA, a 3rd-party company that analyzes traffic and parking, which estimated that the parking demand for the proposed building would be between 25–32 vehicles. Our proposal meets the high end of this estimation.

2. With this assessment, we feel we are meeting the practical standards for providing parking for such a development as we realize parking is a key factor in the viability of a multi-family development. Also, and as the parking assessment concludes, we have found that modern-day tenants have less cars, especially when they have nearby stores and restaurants that are accessible via walking and bicycle. It is now common for municipalities and developers to supply one parking space per dwelling unit. According to Yardi Matrix, a well-known national commercial real estate research firm, the national average for newly built apartment buildings in 2016 for the ratio between parking spaces and dwelling units was 1.27 for mid-rise buildings and less than 1.00 for the Chicago metropolitan area.

3. This properties situation is unique in the following respect that the site proportions and other regulations proposed on the site leave a limited amount of square footage available for parking. The proposed layout of the site and ground floor are the most efficient way to comply with the other regulations of zoning ordinance Article 4, while maximizing the number of parking spaces that can be provided. The parking evaluation provided indicates that the proposed number of spaces provided on-site will be sufficient to meet the demands of the building, as well as the available street parking along Park Blvd., which will increase with the elimination of the current curb cut on that side, that will provide additional day-time visitor and short-term tenant parking.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. As a part of the development we are proposing 6 new on-street parking spaces on Park Blvd. for public use whether it be guest parking for the development, or parking for patronage of the local businesses along Park Blvd. and Ardmore Avenue. Again, it is the goal to create a successful residential development that will encourage more patronage to local businesses and hopefully spur more local positive local development, and we know that only with proper parking can we attain this.

Garage Entrance Variance (*Submitted by the Petitioner)*

For a Variation from Article 4, Section 4.4.3(10) of the Zoning Ordinance to wit:

Permitted garage entrance locations in the MX-T district for a "General Building" type shall be located on the rear facade.

1. **State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:**
   The Zoning Ordinance, section 4.4.3(10) states that the garage entrance shall be located on the rear of the building, or a side facade garage access requires an administrative adjustment. The garage entrance location is proposed on the west elevation, or corner street facing side. While the zoning ordinance lists the requirement to be on the rear face of the building, it also indicates that this is an item that can be handled by an Administrative Adjustment to locate the garage entrance on the side of the building. The proposed garage entrance was supported in early discussions with the Planning Department as well as by the Traffic & Safety Commission. Also, the approved PUDs in 2005 and 2007 had a similarly located garage entrance. It was discussed in both prior meetings with both the planning staff and with the Traffic & Safety Commission that a garage entrance off the alleyway would not be a viable solution due to the fact that it would significantly decrease the amount of parking that could be located on the site.

2. **A reasonable return or use of your property is not possible under the existing regulations because:**
   If the garage entrance were to be required on the rear of the building, a minimum of 7 parking spaces would be eliminated from the proposed plan, making it not viable to develop the site.

3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site is unique in that it is a corner lot with an alley access off allowing parking to be maximized by placing exterior parking directly off the alley and a garage entrance along Princeton (secondary street).

4. **The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:**
   The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. During many meetings with the planning staff, Traffic & Safety Commission, and neighborhood residents, the issue of traffic entering and leaving the site has been discussed at length. Ultimately, from these discussions, it is believed that the proposed placement of parking and directional signage as proposed will disperse traffic minimizing impact in any single direction or street.

Visibility Triangle Variance (***Submitted by the Petitioner)***

For a Variation from Article 9, Section 9.3.1 of the Zoning Ordinance to wit:

On corner lots in MX-T districts, nothing may be erected, placed, planted, or allowed to grow between a height of 3' – 10' above grade within the required visibility triangle, which is formed by two lines that begin at the point of intersection of the subject lot's street lots lines and extend for a distance of 20' along each street lot line and a third connecting line that forms the triangle.

1. **State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:**
   The Visibility Triangle referenced in section 9.3.1 seems that it would conflict with the Building Siting table's build-to zones and setbacks and Figure 4-7 required for the MX-T district. For example, the maximum Front and Corner Build-To Zones are supposed to be 10', but a 20' X 20' triangle would force the building to be about 14' from the front and side property lines. It would also seem to contradict 4.3.2.2 which states "General buildings are intended to be built close to the front and corner property lines…" The Village Staff is currently investigating ways to amend the code so that this requirement no longer applies to the MX-T district.

2. **A reasonable return or use of your property is not possible under the existing regulations because:**
   The proposed building is placed to continue the active streetscape to the corner, creating active, usable space along Park Blvd., as per previous discussion, is what the Village would like to see in this neighborhood. Pushing the building back from the corner would decrease active usable space, and create an unnecessary void in the streetscape at the corner.

3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site is unique in that if you look at provided Site Plan, the visibility triangle seems to not apply well to this particular site. A car travelling north on Princeton stopping at the stop line, which will be moved north, see below and Site Plan, will not have their visibility of the pedestrian sidewalk blocked by the current proposed building. The non-right angle at which Park intersects and the wide parkway on Princeton, helps maintain this car's view of the sidewalk and oncoming pedestrians. The view of traffic on Park will not be affected by the building placement either. This was discussed at Traffic & Safety meeting we attended as well, and the committee members did not see an issue with how the building was sited.

4. **The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:**
   The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. Per discussions with the Village regarding the angle of the intersection and poor

visibility of traffic on Park Blvd. for cars attempting to turn onto Park from Princeton we are proposing to extend the curb on the east side of Princeton AV north, so that it matches up with the curb on the west side of Princeton AV. This will allow the addition of a street parking space and allow the stop sign and line to be moved north so that visibility for all traffic and pedestrians is improved at the intersection.

Variation #4 (*Submitted by the Petitioner)*

For a Variation from Article 4, Section 4.4.3 of the Zoning Ordinance to wit:

On lots in the MX-T district which are designated as "General Building" the maximum impervious cover shall be 70% with an additional 25% of allowed semi-pervious cover.

Responses to Statements 1 – 4 on the Variation Form

1. Section 4.4.3 – General Building states that 70% of the site may be impervious, plus an additional 25% semi-pervious. The total site area is 17,339 sq. ft., meaning that 12,137 sq. ft. may be impervious and 4,335 sq. ft. may be semi-pervious per the requirements. The existing site, as it stands, has 15,561 sq. ft. (89.75%) of impervious area between the existing building footprint and the paved and concrete areas. The site currently has 1,778 sq. ft. (10.25%) pervious, grass area. The proposed development will contain 14,736 sq. ft. (84.99%) of impervious area and an additional 437 sq. ft. (2.52%) of semi-pervious area with permeable pavers. The proposed development will total 2,166 sq. ft. (12.49%) of pervious landscape/grass area. This means that the proposed development will increase the amount of pervious surface area on the site by 388 sq. ft., plus create an additional 437 sq. ft. of semi-pervious area with permeable paver walkways. In addition, the proposal of the curb extension along Princeton will create additional pervious area that was once hardscape off the site.

2. Per the zoning ordinance, 30% or 5,200 sq. ft. of the site is required to be permeable. Creating a viable building with parking, meeting the setbacks required cannot reasonably achieve this standard. For example, the entire tenant space and lobby north of the interior parking is approximately 3,200 sq. ft. If we were to take that off the building, the proposed permeable space would be at 5,057 sq. ft., still under the requirement, and certainly not a viable building, nor an active streetscape that the Village desires.

3. The site dimensions are such that in order to create the necessary parking alone, the requirement would be difficult to achieve. The additional usage of semi-pervious space is not beneficial in this regard either as it is not practical to use permeable pavers in parking and drive aisles as they would not hold up to the usage.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. The current site is 89.75% impervious as it stands with no mitigation of surface storm water. The proposed development will decrease the impervious surface to 84.99%, while also making an additional 2.52% of the site semi-pervious with permeable pavers. We are also proposing to add 751 sq. ft. of permeable space and 55 sq. ft. of permeable pavers off the proposed property where we are extending the Princeton curb line and other ROW changes. In addition to this, storm water falling on the roof of the building, which accounts for 64.82% of the property will never run-off the site as it will be captured in gutters and downspouts that will direct this water directly into the Village storm sewers. This storm water mitigation should benefit the surrounding properties compared to current conditions.

Streetscape Area/Build-to-Zone (*Submitted by the Petitioner)*

For a Variation from Article 4, Section 4.4.3 of the Zoning Ordinance to wit:

On lots in the MX-T district which are designated as "General Building" the Front Build-to-Zone shall be 5' – 10' starting from the edge of the 13' required streetscape measured from the back of curb onto the property.

1. **State the particular hardship and/or practical difficulty created for you in carrying out the strict letter of the zoning regulations to wit:**
   Section 4.4.3 – General Buildings, states that 13' minimum streetscape area is required along all frontages, measuring from the back of the existing curb onto the property. The build-to-zone requirement along Park Blvd. is 5' – 10', measured from the edge of the required streetscape onto the site. With the intent of creating a development that will one day complete the streetscape along Park Blvd from Ardmore to Princeton, it makes sense to not push this building back on the site per these zoning requirements. As the only MX-T zoned site along this block it is the only property subject to that restriction which would disrupt the continuity of the streetscape in the future when possibly all the properties are developed. With Park Blvd. consisting of a 7' wide carriage walk in lieu of a parkway and sidewalk causes the required 13' streetscape to encroach 3'-3" over the property line, which moves the build-to-zone requirement back this distance as well. Instead of a Build-to-Zone of 5' – 10', this site requires the face of building to be 8'-3" – 13'-3".

2. **A reasonable return or use of your property is not possible under the existing regulations because:**
   The overall depth of the property also creates issues. Parking stall, drive aisle and vehicle turning radius dimensions are standards that shape and proportion the rear three-quarters of the property. Per previous discussions with the Village staff we are providing a 4' walkway between the property line and the exterior tenant parking, then 20'-10" to the building. The depth of the interior parking garage is 64'-8" including wall thickness. This puts the wall face of the parking garage facing Park Blvd., 30'-4" off of the front property line and 40'-2" from the back of curb. These necessary proportions make creating a viable, usable space in front of the parking, that will create an active streetscape and meet the dual requirement of a 13' Streetscape and a 5' – 10' Build-to-Zone, extremely limiting.

3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site being zoned MX-T, when all adjacent properties on Park Blvd. are MX-2, means that this is the only property on the block subjected to this increased setback. In previous meetings and discussions with the Village, this was discussed as possibly having a negative impact the desired Park Blvd. streetscape as future properties develop.

4. **The variation will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent property; not increase hazard from fire; not impair property values in the neighborhood; not unduly increase congestion in the streets, or otherwise impair public safety; health and convenience because:**

The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. By siting the building as proposed, we believe this is keeping in-line with the Village's wishes to design a vibrant streetscape with continuity. The proposed building will be sited 14.32' from the back of the existing curb along Park Blvd. The variance request can be looked at as decreasing the minimum required streetscape to 9.32' from the required 13', or decreasing the build-to-zone requirement to 1.32' – 10'. Between the building face and the back of curb will be a 7.32' wide area of landscaping/grass, and the existing 7' wide public sidewalk. Again, this is proposal is keeping in-line with the requirements of future developments along Park Blvd. on this block. Also, by moving the building closer to Park Blvd., and decreasing the depth of the building, we are able to provide a walkway along the alley for tenants who park in the exterior spaces to walk safely to the public walkway on Princeton to the building entrance.

Variation #6 (*Submitted by the Petitioner)*

For a Variation from Article 7, Section 7.9 (Table 7-4) of the Zoning Ordinance to wit:

The minimum aisle width adjacent to parking at a 90 degree angle shall be 24'

Responses to Statements 1 – 4 on the Variation Form

The building will have 11 perpendicular parking stalls (90-degree) to the alley with a proposed 21.82' turning radius/aisle.

1. The proposed variance is necessary to address the existing alley width and the 90 degree parking stalls preferred by the Villa Park staff. The proposed turning radius into the parking stalls is measured at 21.82' from the edge of the stall to the south edge of the alley. Villa Park requires parking stalls to be 9' wide, but the proposal has widened them to 9.5' wide to make up for the shorter turning radius.

2. The building configuration of the ground floor to accommodate a maximized number of interior parking stalls, and viable tenant space on the Park Blvd street side have dictated the building depth. The required parking stall length of 18' and the Village Staff preferred 90 degree parking configuration, leave the aisle/turning radius dimension 2.18' less than the required 24', but the proposal has widened them to 9.5' wide for an easier turning radius into the spaces.

3. This property's situation is unique in that an existing two-way alley is only 15' wide and on a non-90 degree angle to the property.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. Per staff recommendation, the alley parking has been reconfigured to accommodate 90-degree parking stalls. It has been discussed that this will allow choice in traffic flow and better visibility for cars pulling in or backing out of the spaces when compared to angled parking.

Variation #7

For a Variation from Article 9.1.5(3) of the Zoning Ordinance to wit:

Foundation landscaping must be provided in the form of a continuous five-foot (minimum) landscape area around the full perimeter of the building, excluding pedestrian and vehicle access points. The foundation landscape area may not be reduced by more than fifty (50) percent to accommodate pedestrian and vehicle access points.

Responses to Statements 1 – 4 on the Variation Form

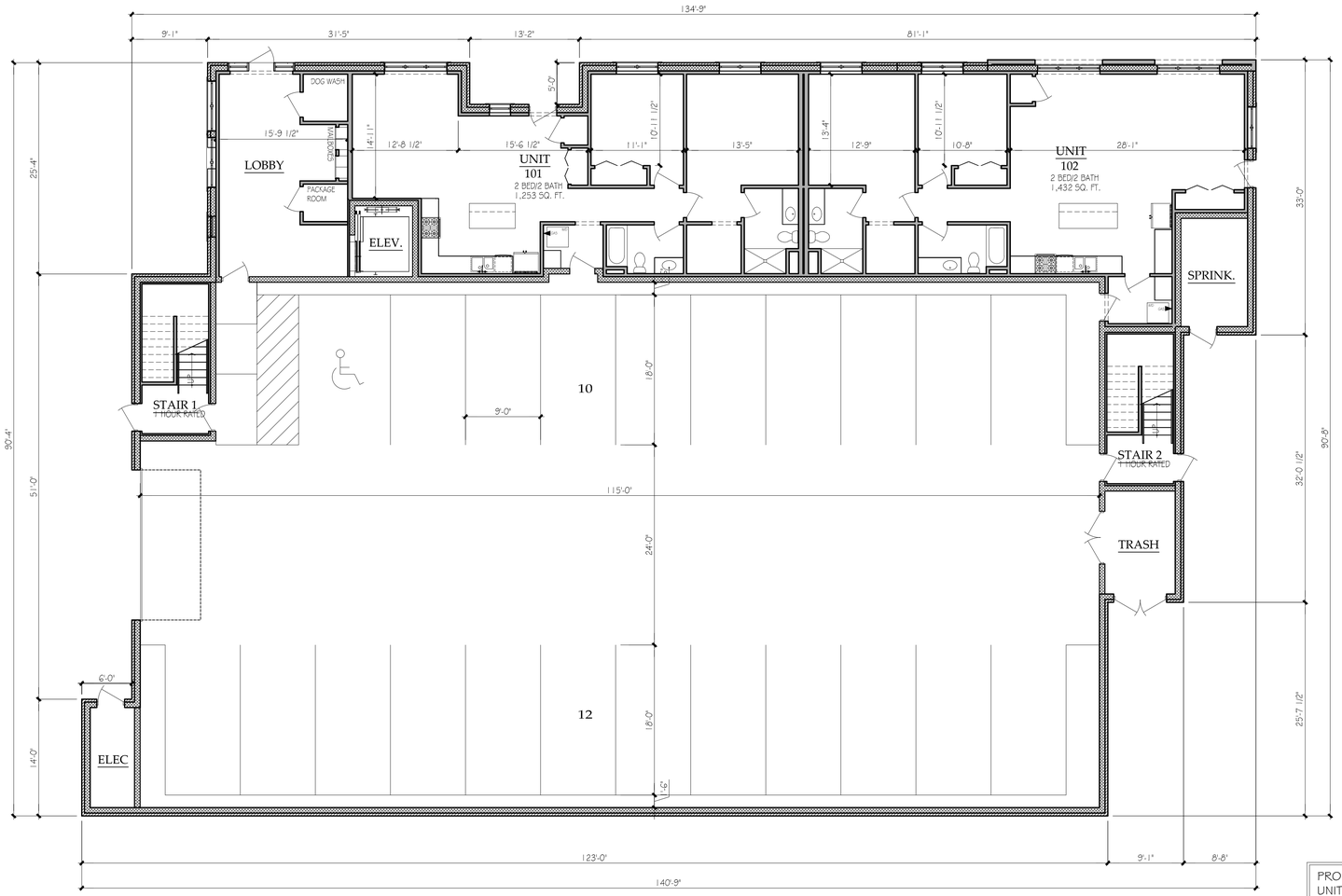
The building will be provided with foundation landscaping on both street faces.

1. The proposed variance is necessary to address the alley side of the property. In all other MX districts, and where there is no public access, foundation landscaping is not required. The alley side of the property is the appropriate space to provide parking which is what is proposed. No public access to the building is located on the rear face of the building. It would not be prudent to place landscaping against this side of the building due to lack of space, lack of sunlight, proximity to cars, and snow removal, would make maintenance of a landscape area on this side prohibitive.

2. As stated in response #1, the maintenance of what would be the required landscaping would be prohibitive. Keeping plantings alive with little sunlight exposure and harsh conditions, would be difficult and the area would be shielded by parked cars at most times leaving the landscaping primarily unseen by building tenants or public.

3. This property's alley access is the appropriate place for parking and not for maintained landscaping. Limited visibility of this area make landscaping an inappropriate use of this space. A pervious area will be created at the front of the parking stalls in lieu of a parking bumper to increase pervious area on the site, but as dictated, landscaping requiring maintenance would not be appropriate in this location.

4. The approval of this variation will not negatively impact the surrounding neighborhood, nor increase hazard, increase congestion on the streets, or otherwise impair public safety. The area that will not have foundation landscaping are the sides of the building that do not face public right-of-ways, other than the alley. The alley is used minimally by the users of that block. Visibility of these non-landscaped areas will be minimal at most. It should be noted that no other properties backing up to the alley have landscaped areas facing the alley, so the proposed development will fall in line with typical alley conditions.



PROPOSED
UNIT BREAKDOWN

FLOOR	1 BED + DEN	2 BED	TOTAL
1ST FLOOR (GROUND)	0	2	2
2ND FLOOR	4	4	8
3RD FLOOR	4	4	8
4TH FLOOR	2	4	6
TOTAL	11	13	24

FIRST FLOOR PLAN

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

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The Ardmore Flats
27 W. Park Boulevard, Villa Park, Illinois

Ross Builders
23 N. Lincoln Street, Hinsdale, Illinois 60521
(630) 993-1445

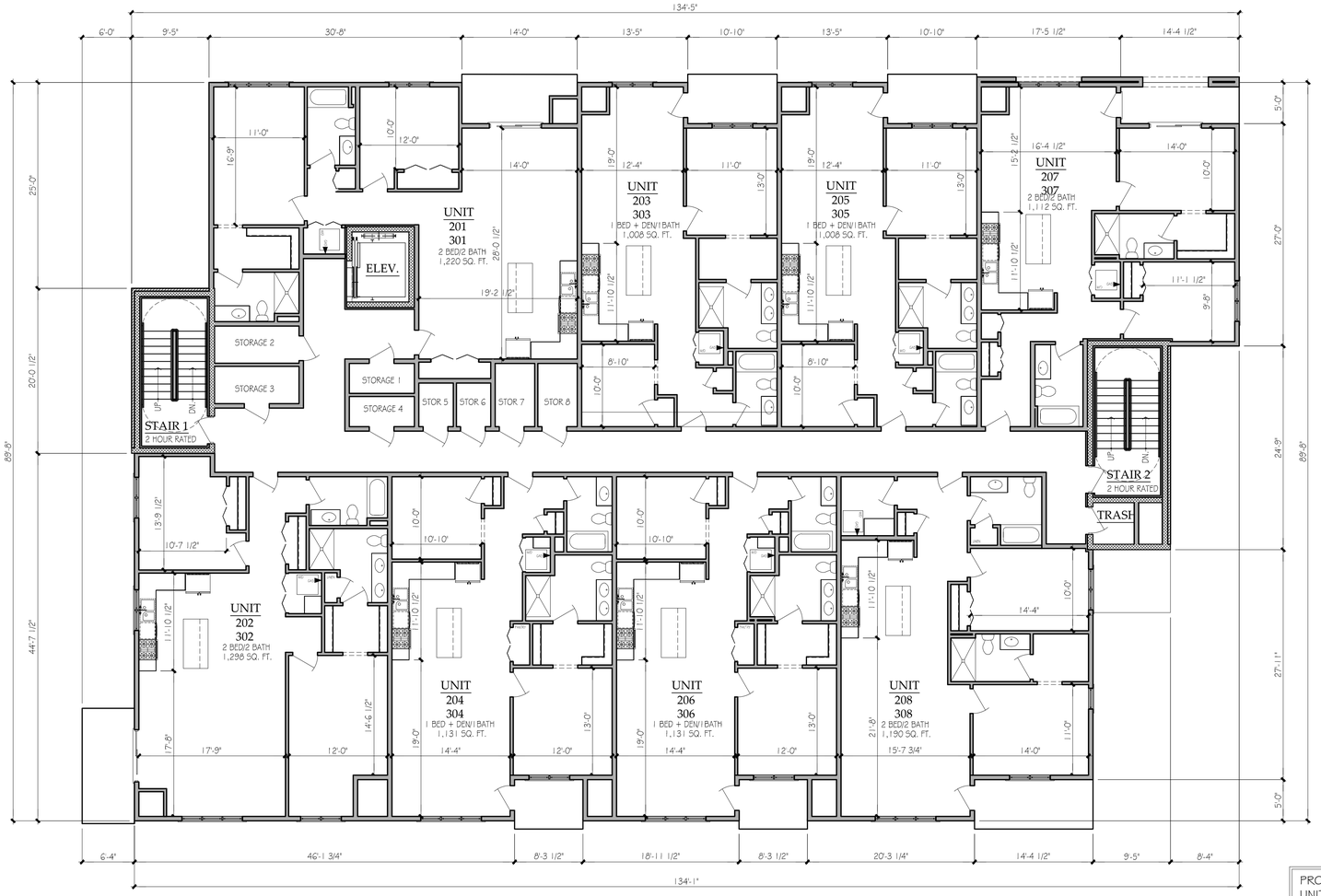
studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
06/16/22

REVISIONS

PROJECT
21294

SHEET
A1.0



PROPOSED
UNIT BREAKDOWN

FLOOR	1 BED + DEN	2 BED	TOTAL
1ST FLOOR (GROUND)	0	2	2
2ND FLOOR	4	4	8
3RD FLOOR	4	4	8
4TH FLOOR	3	3	6
TOTAL	11	13	24

SECOND & THIRD FLOOR PLAN

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

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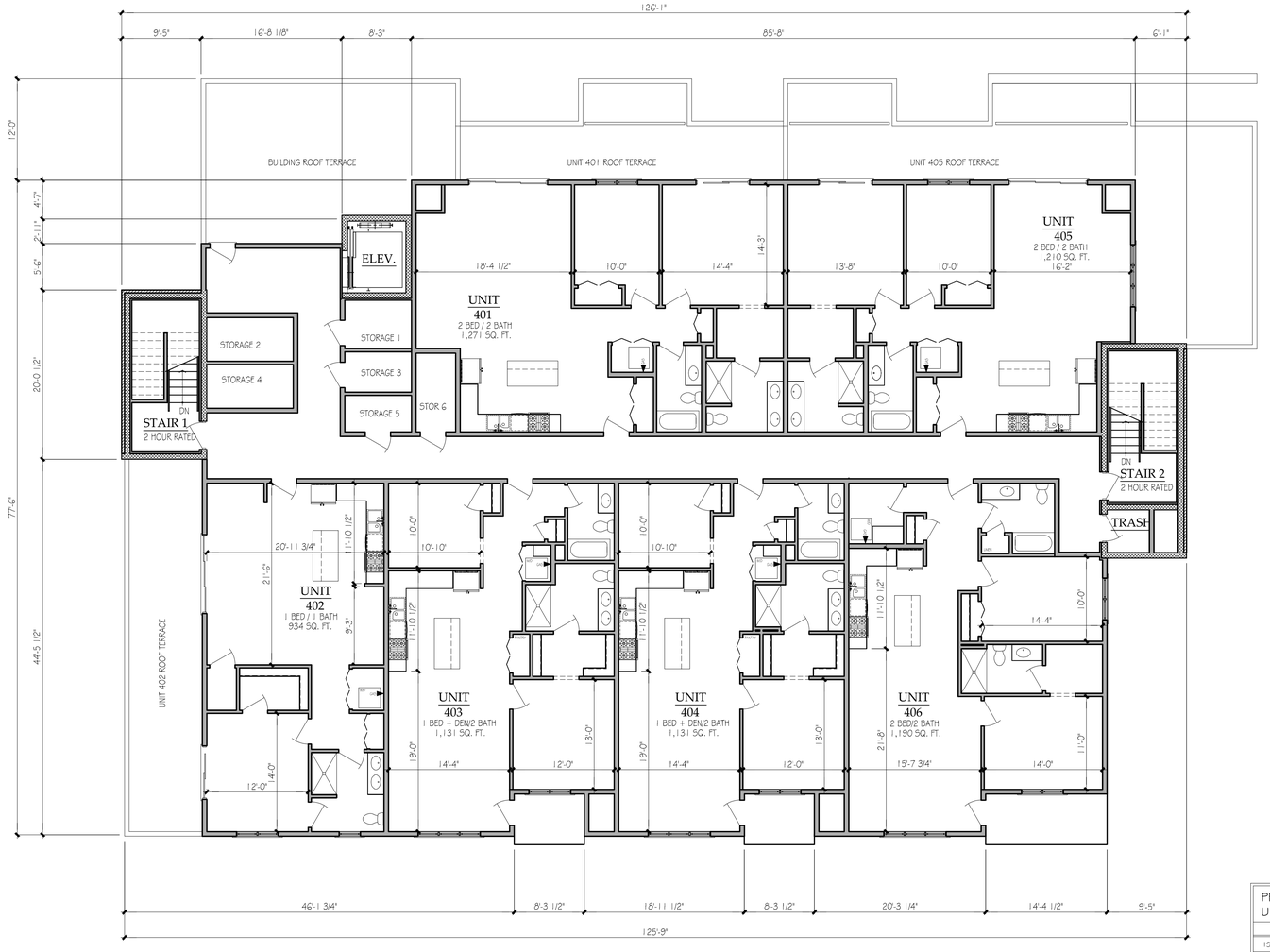
DATE
06/16/22

REVISIONS

PROJECT
21294

SHEET
A2.0



PROPOSED
UNIT BREAKDOWN

FLOOR	1 BED + DEN	2 BED	TOTAL
1ST FLOOR (GROUND)	0	2	2
2ND FLOOR	4	4	8
3RD FLOOR	4	4	8
4TH FLOOR	3	3	6
TOTAL	11	13	24

FOURTH FLOOR PLAN

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

N

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DATE
06/16/22

REVISIONS

PROJECT
21294

SHEET
A2.1

EAST ELEVATION

EAST FACADE

BRICK – 22%
LP SMARTSIDE – 68%
FENESTRATION – 10%

NORTH ELEVATION

NORTH FACADE

BRICK – 16%
LP SMARTSIDE – 61%
FENESTRATION – 23%

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REVISIONS

PROJECT
21294

SHEET
A4.0C

WEST ELEVATION

WEST FACADE

BRICK – 16%
LP SMARTSIDE – 63%
FENESTRATION – 21%

SOUTH ELEVATION

SOUTH FACADE

BRICK – 21%
LP SMARTSIDE – 63%
FENESTRATION – 16%

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06/16/22

REVISIONS

PROJECT
21294

SHEET
A4.1C

GENERAL NOTES:

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.

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

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

If any mistakes, omissions, or discrepancies are found to exist with the work product, the Landscape Architect shall be promptly notified so that they have the opportunity to take any steps necessary to resolve the 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.

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

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

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

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

Refer to Civil Engineering documents for detailed information regarding size, location, depth and type of utilities, as well as locations of other site improvements, other than landscape improvements,

Plant symbols illustrated on this plan are a graphic representation of proposed plant material types and are intended to provide for visual clarity. However, the symbols do not necessarily represent actual plant spread at the time of installation.

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

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

All perennial, ornamental grass, groundcover and annual beds shall be top dressed with a minimum of three inches (3") of mushroom compost. The top dressing shall be worked into the soil to a minimum depth of nine inches (9") by the use of a cultivating mechanism. Upon completion perennials & ornamental grasses shall be mulched with an additional two inch (2") layer of shredded wood mulch; Annuals & groundcovers shall be covered with a two inch (2") layer of southern pine bark fines mulch.

All other planting beds and tree saucers shall be mulched with a minimum of three inches (3") of shredded wood mulch.

Planting beds adjacent to building shall be mulched in their entirety to the building foundation. Plant materials shall not be installed under building overhangs and other such areas which do not receive natural rainfall.

Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

Mulch beds at the time of planting shall extend a minimum of two feet (2') beyond the center of a shrub.

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

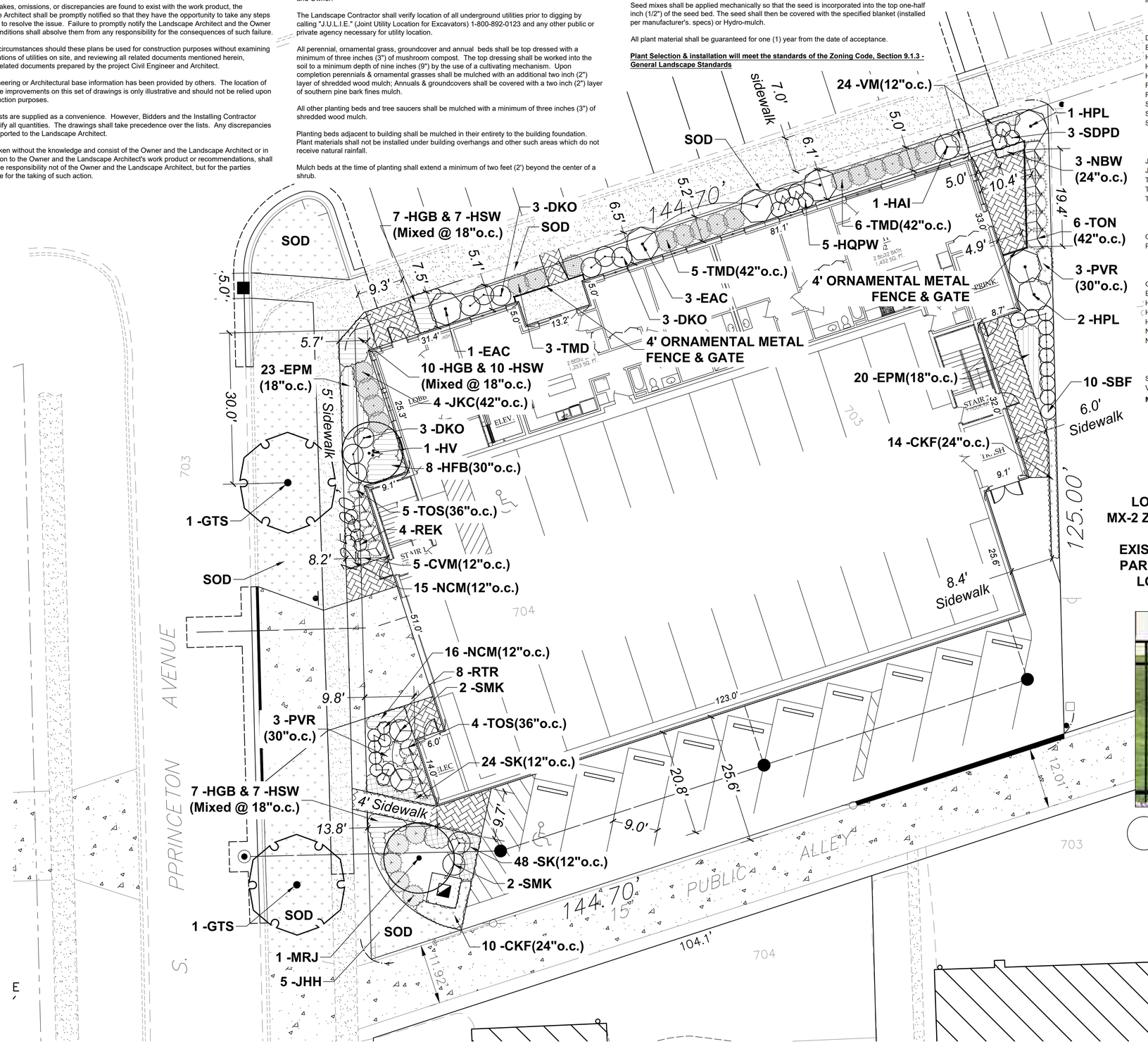
Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

Sod shall be mineral base only.

Seed mixes shall be applied mechanically so that the seed is incorporated into the top one-half inch (1/2") of the seed bed. The seed shall then be covered with the specified blanket (installed per manufacturer's. specs) or Hydro-mulch.

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

Plant Selection & installation will meet the standards of the Zoning Code, Section 9.1.3 - General Landscape Standards



PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE/ TYPE
		DECIDUOUS SHADE TREES		
GTS	2	Gleditsia t.i.'Skyline'	Skyline Honeylocust	2.0" BB
		DECIDUOUS ORNAMENTAL TREES		
HV	1	Hamamelis vernalis	Vernal Witchhazel	6' BBcl.
MRJ	1	Malus 'Red Jewel'	Red Jewel Crabapple	2.0" BB
		DECIDUOUS SHRUBS & SHRUB ROSES		
DKO	9	Diervilla r. 'G2X88544'	Orange Kodiak Diervilla	#3
EAC	4	Euonymus a. 'Compactus'	Compact Burning Bush	#5/30"
HAI	1	Hydrangea a. 'Abetwo'	Incrediball Hydrangea	#5/24"
HPL	3	Hydrangea p. 'Limelight'	Limelight Hydrangea	#5/30"
HQPW	5	Hydrandea q. 'Pee Wee'	Pee Wee Oakleaf Hydrangea	#5/24"
RTR	8	Rosa 'BAIrage'	Easy Elegance All the Rage Rose	#3
REK	4	Rosa 'BAImir'	Easy Elegance Kashmir Rose	#3
SBF	14	Spiraea b. 'Froebel'	Froebel Spirea	#3
SDPD	3	Spiraea j. 'NCSX2'	Double Play Doozie Spirea	#3
SMK	4	Syringa p. 'Miss Kim'	Miss Kim Lilac	#7
		EVERGREEN SHRUBS		
JKC	4	Juniperus c. 'Kalley's'	Kalleys Compact Juniper	#5/24"
JHH	5	Juniperus h. 'Hughes'	Hughes Juniper	#5/24"
TMD	17	Taxus m. 'Densiformis'	Dense Yew	24" BB
TON	6	Thuja o. 'Nigra'	Dark Gren Arborvirae	4' BB
TOS	9	Thuja o. Smaragd'	Emerald Green Arborvitae	4' BB
		ORNAMENTAL GRASS		
CKF	24	Calamgrostis a. 'Karl Foerster'	Feather Reed Grass	#1
PVR	6	Panicum v. 'Rotstrahlbusch'	Red Switch Grass	#1
		PERENNIALS		
CVM	5	Coreopsis v. 'Moonbeam'	Moonbeam Coreopsis	#1
EPM	43	Echinacea x. 'CBG Cone 2'	Pixie Meadowbrite Coneflower	#1
HGB	24	Hemerocallis 'Going Bananas'	Going Bananas Daylily	#1
HSW	24	Hemerocallis 'Summer Wine'	Summer Wine Daylily	#1
HFB	8	Hosta 'Fragrant Bouquet'	Fragrant Bouquet Hosta	#1
NBW	3	Nepeta r. 'Blue Wonder'	Blue Wonder Catmint	#1
NCM	31	Nepeta x f. 'Cats Meow'	Cats Meow Catmit	#1
		GROUNDCOVERS & VINES		
SK	3	Sedum kamtschaticum	Russian Sedum (72 plants)	from 24 flat
VM	1	Vinca Darts Blue	Periwinkle (24 plants)	from 24 flat

MATERIAL & LABOR LIST:

QTY	ITEM	DESCRIPTION
230 SY	Sod	Kentucky Bluegrass Blend (mineral base)
20 CY	Mulch	Shredded Hardwood Bark
100 SF	Mulch	Southern Pine Bark Fines
3 CY	Mulch	Compost (Yard Waste or Mushroom)

LOT 9
MX-2 ZONING

EXISTING PARKING LOT

ORNAMENTAL FENCE - REPRESENTATIVE
SEE DETAIL ON SHEET L-2.0 FOR DESIGN SPECIFICATIONS NTS

NORTH

0' 5' 10' 20'

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

REVISIONS

2	Village Review	5-26-22
1	Client Review	3-11-22

ARDMORE FLATS
27 WEST PARK
VILLA PARK, ILLINOIS

Prepared for:
Ardmore Flats, LLC
23 N. Lincoln Street
Hinsdale, IL 60521

SEAL:
STATE OF ILLINOIS
RANDY F. METZ
no.
157-000422
LANDSCAPE ARCHITECT

METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE
LANDSCAPE PLAN

PROJECT NO.:
22-189
DATE: 03-08-2022
SCALE: 1"=10'

SHEET
L-1.0

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PLANT MATERIAL

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes furnishing of all materials, and the performance of all operation in connection with the planting of deciduous & evergreen trees, deciduous & evergreen shrubs, shrub roses, perennials, ornamental grasses, groundcover, bulbs (if any) and annual flowers (if any) in strict conformance with the project specifications and applicable drawings which are subject to the terms and conditions of the Contract.

1.2 GENERAL REQUIREMENTS

All plant material shall comply with the State of ILLINOIS and FEDERAL laws with respect to inspection for plant diseases and insect infestation. An inspection certificate required by law to this effect shall accompany each shipment. The Landscape Architect reserves the right to inspect the plant material at the place of growth but such inspection shall not preclude the right of rejection at the site.

1.3 APPLICABLE STANDARDS

A. *American National Standards for Tree Care Operations*, ANSI A300, American National Standards Institute, 11 West 42nd Street, New York, N.Y. 10036.
B. *American Standard for Nursery Stock*, ANSI Z60.1, American Nursery & Landscape Association, 1000 Vermont Avenue NW, Suite 300, Washington, D.C. 20005.
C. *Hortus Third*, The Staff of the L.J. Bailey Hortorium, 1976, MacMillan Publishing Co., New York.
D. All standards shall include the latest additions and amendments as of the dated of advertisement for bids.

PART 2 - MATERIALS

2.1 GENERAL
The Landscape Architect reserves the right to tag or inspect plants at the nursery but such inspection shall not preclude the right of rejection at the site. Contractor shall furnish and install all plants as shown on the drawing and in the quantities as actually designated on the drawings. The quantities shown on the plant list are included for convenience purposes only.

2.2 NOMENCLATURE
The names of the plants indicated on the drawings conform generally with those accepted in the nursery trade.

2.3 QUALITY AND SIZE
Plants shall have a habit of growth that is normal for the species and shall be sound, healthy, vigorous, and free from insect pests, their eggs or larvae, plant diseases, and injuries. All plants shall be nursery grown under climatic conditions similar to those which exist in the locality of the site for at least two (2) years and equal or exceed the measurements specified in the plant list. They shall be measured before pruning with branches in formal position. All necessary pruning shall be performed only at the time of planting. Trees will not be accepted which have their leaders cut or which have their leaders damaged so that cutting is necessary. Plants larger in size than specified may be used with the approval of the Landscape Architect but the use of larger plants will make no change in the contract price. Requirements for the measurement, branching, quality, balling, and burlapping of plants on the plant list shall follow the Code of Standards (Z60.1-most current edition) by the AMERICAN NURSERY & LANDSCAPE ASSOCIATION, formerly known as the AMERICAN ASSOCIATION OF NURSERYMEN, INC. All plant material with shriveled dry roots or which does not comply with the specifications will be rejected. All shrubs shall be at least twice transplanted and must have a fully developed fibrous root system typical of the stated species. All shrubs must be freshly dug immediately before shipping unless they are containerized. Pre-dug, healed-in plants may be considered only in special cases involving planting during the hot months between the spring and fall planting seasons. Use of such material will be allowed only upon the approval of the Landscape Architect and is subject to his inspection prior to said approval.

2.4 DELIVERIES
The Contractor shall take all precautions that are demanded by good trade practice to insure arrival of the plant material at the stated delivery point in good condition and without injury of any nature. Plants shall be covered properly to prevent drying, transit disease, or injury.

2.5 TEMPORARY STORAGE
Insofar as it is possible, plant material shall be planted on the day of delivery. In the event this is not possible, the Contractor shall protect the unplanted stock from sun and drying winds at all times. All balled and burlapped plants shall be shaded from the sun, have their ball set off the ground and healed in with sawdust, peat, soil or other moisture-holding material and shall be kept moist. Plants should not remain unplanted for longer than three (3) days if in leaf. On-site storage shall be only in area(s) designated by the Owner.

2.6 SUBSTITUTIONS
Substitutions may be permitted only upon submission of written proof that the specified plant is not obtainable locally. Such substitution may be made only upon authorization by the Landscape Architect.

2.7 SELECTION
All plants shall be obtained from nurseries licensed by the State of Illinois and approved by the Landscape Architect. The Landscape Architect reserves the right to accompany the Contractor to the nurseries for the purpose of selecting (tagging) material. Plant sources located outside the State of Illinois must be approved by the Landscape Architect.

2.8 TOPSOIL
Topsoil if needed shall be imported. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:
A. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
B. pH: No lower than 5.0 nor higher than 8.0.
C. TEXTURE: No more than 25 percent clay.
D. SOLUBLE SALT: No more than 1000 ppm
E. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.9 MULCH
Mulch shall consist of the following:

A. MUSHROOM COMPOST
Mushroom compost shall be composed of well-rotted cattle or stable manure with an admixture of 15-30% topsoil and shall have been used for the commercial growing of at least one (1) crop of mushrooms.
B. SHREDDED HARDWOOD BARK (general mulching)
Shredded hardwood bark shall consist of finely shredded hardwood bark, free of sticks and leaves.

2.10 FERTILIZER & NUTRIENTS

Fertilizer shall be commercial fertilizer which shall be a complete fertilizer with the following approximate analysis:

A. Shrubs
Woodace (14-3-3) slow-release briquettes or acceptable equivalent approved by Landscape Architect.
B. Roses
1. Woodace (14-3-3) slow-release briquettes
2. Superthrive liquid or acceptable equivalent approved by Landscape Architect.
C. Perennials, Groundcover, Ornamental Grasses & Vines
Osmocote (18-6-12) 8-9 month controlled release, or acceptable equivalent approved by the Landscape Architect.
D. Annual Flowers
Osmocote (14-14-14) 3-4 month controlled release or acceptable equivalent approved by the Landscape Architect.
E. Bulbs
Holland Bulb Booster (9-9-6) or acceptable equivalent approved by the Landscape Architect.
F. Deciduous & Evergreen Trees
No fertilizer required

2.11 TREE WRAPPING MATERIAL

A. Wrap shall be - Breathable synthetic fabric tree wrap. White in color, delivered in 75 mm (3 in.) wide rolls. Specifically manufactured for tree wrapping. Tree wrap shall be "Breathable Fabric Tree Wrap" as manufactured by the Dewitt Company, Inc., Sikeston, MO, or approved equal. Submit manufacture literature for approval.
B. Tape for securing the wrap shall be bio-degradable tape suitable for nursery use and which is expected to degrade in sunlight in less than two (2) years after installation.

2.12 WATER

Potable water shall be supplied by the Owner at no cost to the Contractor by way of an irrigation system, quick coupler system, hose bibs, hydrant meter or a designated fill-up source on site.

PART 3 - EXECUTION

Planting operations shall be conducted under favorable weather conditions during the season stated in the Contract. Before excavations are made the surrounding turf (if existing) shall be covered in a manner that will satisfactorily protect all turf areas that are to be trucked or hauled over and upon which soil is to temporarily stocked. The Contractor shall be responsible for the restoration of all damaged existing turf. All restoration shall be sodded.

3.1 TIME SCHEDULE OF PLANTING OPERATION

Landscaping shall be performed during the season or seasons which are normal for such work as determined by weather conditions and by accepted practice. Planting may be performed under unseasonable conditions without additional compensation, but such work must have the prior approval of the Landscape Architect and/or Owner in writing as to the time of work and methods of operations. Approval to plant under such conditions shall in no way relieve the Contractor form the guarantee provisions of these specifications.

PLANTING SEASON	ACCEPTABLE TIME PERIOD
1. SPRING	a. From time soil is workable to June 15 with the following exception:
1) Bare root materials (if any) shall cease on May 31	
2. FALL	a. Sept. 1 to Nov. 15 with following exceptions:
1) Evergreen Shrub planting to cease Oct. 31	
2) Evergreen Tree planting to cease Oct. 15	
3) Perennial & Ornamental Grass planting to cease Oct. 15	

3.2 WATERING

All plants shall receive a thorough watering immediately after installation. During times of extreme heat, all evergreen and deciduous trees shall receive a minimum of 10 gallons of water per tree per watering up to two (2) additional waterings shall be performed as needed. The use of drip irrigation tree bags are encouraged (e.g., gatorbags). All additional waterings will be performed by the Owner or in accordance with a Change Order per the Supplemental Bid prices for additional watering.

3.3 MAINTENANCE
Maintenance shall be performed by the Contractor as follows:

A. TEMPORARY MAINTENANCE
The Contractor shall be responsible for the total maintenance of all plant material until such a date as all landscape operations have received Preliminary Acceptance. Temporary maintenance shall begin immediately after each plant is installed and shall include up to three (3) waterings, and all necessary cultivation, weeding, pruning, disease and insect pest control, protective spraying, resetting of plants to proper grades or upright position, restoration of damaged planting saucers, and any other procedure consistence with good horticultural practice necessary to insure normal, vigorous, and healthy growth of all work under this Contract. Upon the Preliminary Acceptance of all planted areas, the responsibility for plant maintenance rests solely with the Owner, with the following exceptions.

B. CONTINUED MAINTENANCE
For the duration of the guarantee period the Contractor shall be responsible for the resetting of settled plants, the straightening of plants which are not plumb and the tightening of tree guys (if utilized). All other maintenance is the responsibility of the Owner. However, it is the Contractor's responsibility to occasionally inspect the quality of the Owner's maintenance.

3.4 ACCEPTANCE

A. PRELIMINARY PLANTING ACCEPTANCE
Preliminary planting acceptance shall be given for completed planting operations for the purpose of the Contractor becoming eligible for payment for this portion of the Contract work. In order to obtain Preliminary Acceptance, the Contractor shall notify the Owner and/or Owner's Representative by phone or in writing at the conclusion of all planting operations so that preliminary acceptability by way of a field inspection can be performed. In order for an area to be accepted on a preliminary basis, it shall conform to the following:
1. All plant material shall be in conformance with the Drawings with respect to quality, size, species and location, except those items accepted or revised in the field by the Landscape Architect.
2. All plant material shall be in a healthy condition, as defined under the guarantee requirements stated below in Section 3.14

B. FINAL PLANTING ACCEPTANCE
Final planting acceptance shall be granted after the completion of all replacement operations required fulfilling the guarantee stated below.
On or about the expiration of the one-year (1 year) guarantee, a follow-up inspection will be made by the Owners and/or Owner's Representative to determine what replacements required to be made by the Contractor in accordance with the provisions of these specifications. The inspector will document his/her findings in a field report. Upon completion of the replacement program, the Owner and/or Owner's Representative shall conduct an inspection to determine the acceptability of the required replacements. If all is found to be acceptable as defined by Item A above, the Contractor and the General Contractor shall be notified in writing of his final acceptance of work.

3.5 GUARANTEE
The Contractor shall guarantee for a period of one (1) year the replacement of any permanent plant which has died, or is in a dying condition, or which has failed to flourish in such a manner that its usefulness or appearance has been impaired. Any tree with a dead main leader or with a crown which is twenty-five percent (25%) or more dead shall be replaced.
These guarantees shall be in accordance with the following:

A. ONE YEAR PERIOD
The one (1) year period shall begin on the date of Preliminary Acceptance of all plant material.
B. REPLACEMENTS & DAMAGES
The decisions of the Owner and/or Owner's Representative for required replacements shall be conclusive and binding upon the Contractor. The Contractor shall also be responsible for repairing damage to persons and property also caused by defective workmanship and materials.
C. EXCLUSIONS
The Contractor shall not be liable for the replacement of plants which were damaged by animals, by deicing compounds, fertilizers, pesticides or other materials not specified by the Contract documents or not applied by him under his supervision, by relocating or removal by others, by Acts of God, by vandalism or by terrorism.
D. GUARANTEE PERIOD INSPECTION
During the guarantee period, the Contractor shall, from time to time, inspect the watering, cultivation, and other maintenance operations carried on by the Owner with respect to such work, and promptly report to the Owner any methods, practices or operations which he considers unsatisfactory, and not in accord with his interests or good horticultural practices. The failure of the Contractor to so inspect or report shall be construed as an acceptance by him of the Owner's maintenance operations, and he shall not thereafter claim or assert that any defects which may later develop are the result of such methods or practices or operations.

TURF GRASS

PART 1 - GENERAL

1.1 SCOPE OF WORK

The work includes finish grading, furnishing fertilizer, seed and/or sod as specified and performance of all operations in connection with seeding and/or sodding in strict accordance with the applicable Drawings and subject to the terms and conditions of the Contract.

1.2 EQUIPMENT

The Contractor shall provide and maintain equipment suitable for the execution and completion of the work specified in accordance with (IDOT) Standard Specifications. All equipment shall be operated by personnel trained in the operation of such equipment.

PART 2 - PRODUCTS

2.1 TOPSOIL

Topsoil for planting operations shall be obtained from an on-site stockpile generated from site stripping. In the event that none is available, needed topsoil shall be imported from an off-site source. All imported topsoil, used for any portion of the work, shall be fertile, friable, natural loam containing a liberal amount of humus. It shall be relatively free from weeds, large roots, plants, sticks, stones larger than one (1) inch, waste, debris or other extraneous matter. The installing Contractor shall be responsible for rock picking and/or debris removal as needed to meet this specification.

The soil, to be acceptable topsoil, shall meet the following criteria:

1. ORGANIC MATTER: Not less than 1.5 percent no more than 10.0 percent.
2. pH: No lower than 5.0 nor higher than 8.0.
3. TEXTURE: No more than 25 percent clay.
4. SOLUBLE SALT: No more than 1000 ppm.
5. CHEMICAL ACTIVITY: The topsoil (on-site & imported) shall be free from any toxins or chemical residue which could result in any form of plant growth damage.

The Contractor shall provide a soil analysis report submittal containing test results and soil scientist recommendations based on a minimum of one (1) sample taken from each proposed imported topsoil stock pile. The testing shall cover macro nutrients and pH, soluble salts, organic content/mechanical analysis and Bio assay.

2.2 COMMERCIAL FERTILIZER AND DELIVERY

Fertilizer shall be delivered to the site in unopened, original containers, each bearing name and address of the manufacturer, name brand, or trademark, and manufacturer's guaranteed analysis. Any fertilizer which becomes caked or otherwise damaged, making it unsuitable to use, will not be accepted. Fertilizer shall not have been exposed to weather prior to delivery on the site and after delivery until used. It shall be completely protected at all times and shall not be stored in direct contact with the ground.

A. FERTILIZER STRENGTH
The fertilizer shall be a complete fertilizer containing a minimum basis percentage by weight of the following:
1. PRIOR TO SEEDING AND/OR SODDING 6-24-24
Nitrogen..... 6%
Phosphorous..... 24%
Potash..... 24%

2. AFTER SEEDING AND/OR SODDING 18-5-9
Nitrogen..... 18%
Phosphorous..... 5%
Potash..... 9%

a) One-quarter of the nitrogen shall be in the form of nitrates, one-quarter in the form of ammonia salts, and one-half in the form of organic nitrogen.
b) Available phosphoric acid shall be derived from super-phosphate having a minimum guaranteed analysis of 20% of available phosphate.
c) The potash shall be in the form of sulphate of potash.

The balance of the fertilizer shall be made up of materials usually present in such a product. It shall be free from dust, sticks, sand, stone, or other debris.

2.3 GRASS SEED (if specified)
Grass seed shall be reclaimed seed of the previous season's seed crops. All seed shall meet requirements established by the State and Federal Seed and Weed Controls Laws. The grass seed mixture shall be composed of the following grass seeds mixed in proportions by weight and shall meet or exceed the minimum percentages of purity and germination as indicated.

	PROPORTION BY WEIGHT	TYPE OF GRASS
1.	CONVENTIONAL TURF GRASS MIX (if specified)	
	60%	KENTUCKY BLUEGRASS (blend of 3 cultivars)
	30%	PERENNIAL RYEGRASS (blend of 2 cultivars)
	10%	CREEPING RED FESCUE
	(Apply at 7 lbs./1,000 S.F. for mechanical seeding)	
2.	SALT TOLERANT MIX (if specified)	
	40%	'FULTS' ALKALI GRASS (PUCCINELLIA DISTANS)
	30%	CREEPING RED FESCUE
	20%	KENTUCKY BLUEGRASS
	10%	PERENNIAL RYEGRASS
	(Apply at 5 lbs./1,000 S.F. for mechanical seeding)	

The percentage of hard seed included as a part of the germination percentage of any lot of seed, shall not exceed twenty. Kentucky bluegrass seed shall weigh a minimum of 28 pounds to the nearest measured bushel. Weed seed content shall not exceed 0.25%.

1. PACKING AND MARKETING

All seeds shall be delivered in suitable bags in accordance with standard commercial practice. Each bag shall be tagged or labeled as required by the law of the STATE OF ILLINOIS. The vendor's name shall show on or be attached to each bag together with a statement signed by the vendor showing: a) the kind of seed contained, b) the percentage of purity and germination, c) the percentage of hard seed, if any, d) a statement conforming to the laws of the STATE OF ILLINOIS hereinbefore mentioned showing percentage of weed seeds, if any. Seed which has become wet, moldy, or otherwise damaged will be rejected.

2.4 EROSION CONTROL BLANKET

1. **STRAW BLANKET (if specified)**
   a. **S-75 Straw Blanket (North American Green)**
   b. **AEC Premier Straw Blanket (American Excelsior Company)**
   c. **or equivalent**

2. **STRAW/COCONUT BLANKET (if specified)**
   a. **SC-150 Straw/Coconut Blanket (North American Green)**
   b. **AEC Premier Straw/Coconut Blanket (American Excelsior Company)**
   c. **or equivalent**

2.5 HYDROMULCH (if specified)
SoilCover Hydraulic Wood Mulch by Profile distributed by ERO-TEX (866)437-6839

2.6 SOD (if specified)
Sod shall comply with State and Federal laws with respect to inspection for plant diseases and insect infestation. It shall be fresh cut, live, nursery grown sod, not less than one and one half (1 1/2) inches thick having well-matted roots. The root zone shall be of good, fertile, natural mineral soil free from stones and debris. Peat sod will not be acceptable. The turf shall contain no bent or quack grass nor any other noxious weed growth. It shall be of firm tough texture having a compact growth of grass. The sod sections shall be standard in size (24 inches wide x 3 feet in length) and each section shall be strong enough to support its own weight and retain its size and shape when suspended vertically from a firm grasp on the upper ten (10%) percent of the section.

Before being cut and lifted, the sod shall have been mowed at least twice with a lawn mower and the final mowing not more than seven days before the sod is cut. Sod which is not placed within 48 hours of cutting shall not be used without the approval of the Owner and/or Landscape Architect.

The Owner and/or Landscape Architect, reserves the right to inspect the sod at the source before cutting and areas that fail to meet with his approval shall not be cut for the purpose of supplying material under the contract. The Owner and/or Landscape Architect shall be permitted to take such samples as he may select. All sod shall be fresh and green when placed. Any sod that is dried out, burned, inferior in quality to said samples, or in any way failing to meet the requirements of these specifications will be rejected and the Contractor shall immediately remove such rejected material from the premises of the project and supply suitable material in its place.

1. **BLUEGRASS SOD shall be a blend of at least three (3) cultivars of Kentucky bluegrass grown on a mineral base.**

2. **SALT SOD (if specified) shall be a blend of Kentucky Bluegrass, 'Fults' Alkalie Grass (Puccinellia Distans), Perennial Ryegrass and other types as approved by the Landscape Architect grown on a mineral base.**

2.7 WATER

The Owner shall provide at no cost, sufficient water for the Contractor to maintain plant materials and seeded and sodded areas in accordance with the requirements of the applicable technical specifications. Potable water shall be supplied by the Owner by way of a permanent underground irrigation system, quick coupler system, hose bibs, fire hydrants or a designated fill-up source for mobile tanks. When water is provided by way of fire hydrants, it shall be the Contractor's responsibility to be completely familiar with all local ordinances concerning the use of this water source. If a meter is required, it is the Contractor's responsibility to obtain, store and return the meter. All fees incurred by the Contractor in obtaining the meter and utilizing the water supply will be reimbursed to him by the Owner.

In the event that the on-site water supply is curtailed or terminated by the Owner or by ordinance during the period the Contract is in effect, or that there is no on-site sources of water, the Contractor shall supply water from off-site in sufficient quantities to complete the job. Compensation for this additional item will be in accordance with a solicited price quote. If authorization to supply off-site water is not given to the Contractor by the Owner, when the Owner is unable to supply the water in sufficient quantities, the Contractor shall not be left responsible for damage to new plantings (plant materials & sod) or failure of seed to germinate and grow caused a direct result of an inadequate water supply.

PART 3 - EXECUTION

3.1 SEED - The accepted seasons for sowing seed in lawn areas shall be defined as follows:

PLANTING SEASONS	SPRING	FALL
Turf grass	April 1 * to May 31	Aug. 15 to Sept. 30

*** or as soon as the soil is free of frost and in a workable condition.**

Seeding during other time periods shall require the approval of the Owner and/or Landscape Architect. All sowing of seed shall be completed after all trees and shrubs have been installed, if any.

3.2 SOD - The accepted seasons for laying sod shall be as follows:

1. **SPRING SODDING shall be performed from the time the soil becomes workable and unfrozen sod becomes available to June 15.**
2. **FALL SODDING shall be performed from August 15 to October 31.**

Sodding during the summer season, defined as June 16 to August 14, will be acceptable if the area is served by an operational irrigation system. Sodding after November 1 shall be considered unseasonable and will require the approval of the Landscape Architect or Owner.

3.3 REQUIRED MAINTENANCE

The Contractor shall be responsible for maintaining all newly seeded and sodded areas until such a time as these areas are granted acceptance by the Owner and/or Landscape Architect. Maintenance during this time period shall and consist of watering, mowing, fertilization and herbicide application, as well as any other horticultural practices necessary to establish an acceptable stand of grass.

A. **WATERING**

1. **The Contractor shall water all newly seeded** areas once immediately upon completion. Additional watering shall be performed as needed in the absence of adequate rainfall. All water should be applied as a spray or dispersion to prevent run-off or damage. The Contractor shall be responsible for watering until turf is established and accepted. If the Owner supplies an in-ground irrigation system, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided.

2. The Contractor shall water all newly installed **sod** immediately. The Contractor shall remain responsible for watering through three (3) applications. If the Owner supplies an in-ground irrigation system included in the scope of these improvements, the Contractor shall be responsible for monitoring the effectiveness of the system and shall report any problems with the system to the Owner immediately, followed up in writing. If the Owner does not provide an irrigation system, then additional watering shall be performed in accordance with the Supplemental Bids where alternate watering prices shall be quoted. If this work item is not included as part of the original Contract, it must be authorized. Compensation shall be in accordance with the Supplemental Bid Prices. If the Owner fails to supply water or authorize supplemental watering the Contractor's warranty for providing an established stand of turf will be voided. Watering after the required three (3) waterings shall be the responsibility of the Owner, or in accordance with authorized supplemental watering.

B. MOWING

1. The Contractor shall mow all **seeded** areas three (3) times. The three (3) mowings shall be performed once the turf has reached a height of three inches (3") and shall maintain the turf at 2-2½". At no time should more than 1/3 of the leaf blade be removed by any mowing.

2. The Contractor shall mow all **sodded** areas once. The one (1) mowing shall be performed once the turf has reached a height of three inches (3"). At no time should more than 1/3 of the leaf blade be removed by any mowing.

C. FERTILIZATION

1. **Seeded** areas after completion of the second required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two (2) passes at right angles to each other.

2. **Sodded** area after completion of the required mowing, the Contractor shall apply an 18-5-9 commercial fertilizer at the rate of 15 pounds per 1,000 square feet (650 lbs/ac.) to all turf areas using a mechanical spreader and by making two passes at right angles to each other.

D. HERBICIDE

The Contractor shall be responsible for one (1) application of a weed control product no sooner than the second mowing with the areas seeded. The product shall reflect the specific weed problem which may exist.

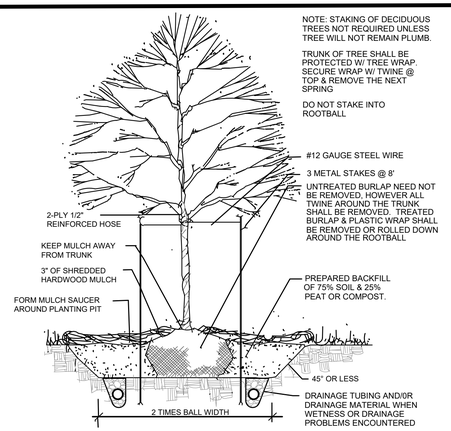
3.4 ACCEPTANCE

Acceptance of seeded areas will be determined by the Owner and/or Landscape Architect.
Acceptance shall be granted upon conformance with the following:
1. Grass shall display a reasonably uniform distribution of grass plants.
2. Grass shall display vigorous growth and be green and healthy in appearance.
3. Grass shall have received the required mowings, fertilization and herbicide application.

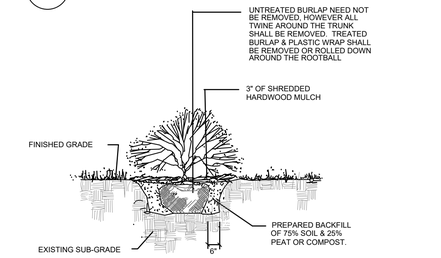
The Contractor shall not be held liable for damage incurred to the seed areas caused by deicing compounds, toxic substances, fertilizers, pesticides and other materials not specified or not applied by him or under his supervision, nor those damages caused by vandalism or acts of nature.

3.5 GUARANTEE

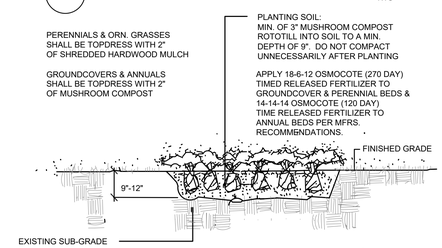
The Contractor shall guarantee the provision of a green, healthy relatively weed free turf at the time of acceptance.

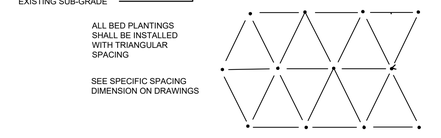


DECIDUOUS TREE
NTS



SHRUBS
NTS

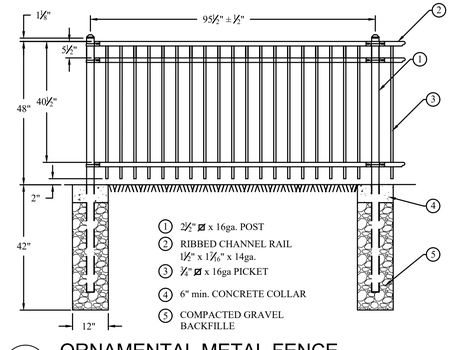




CERTAIN BULBS/PERENNIALS MAY REQUIRE OTHER PLANTING DEPTHS. CONSULT BULB DISTRIBUTOR FOR PRECISE DEPTHS.

SLICE, CUT, OR SEPARATE EXTERIOR ROOTS ON ROOT-BOUND CONTAINER PLANTS TO PROMOTE ROOT GROWTH.

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



ORNAMENTAL METAL FENCE
1/2"=1'-0"

C:\Users\Randy\Desktop\Project Files\ROSS-Villa Park\Villa Park-LANDSCAPE_2022-05-26.dwg, 5/26/2022 6:05:14 PM

If this plan is not 24" x 36" in size, then it is a reproduction that may not be to scale

REVISIONS

2	Village Review	5-26-22
1	Client Review	3-11-22

ARDMORE FLATS
27 WEST PARK
VILLA PARK, ILLINOIS

Prepared for:
Ardmore Flats, LLC
23 N. Lincoln Street
Hinsdale, IL 60521

SEAL:
STATE OF ILLINOIS
RANDY F. METZ
no. 157-000422
LANDSCAPE ARCHITECT

METZ & COMPANY
LANDSCAPE ARCHITECTURE/SITE PLANNING
826 East Maple Street
Lombard, Illinois 60148
PH: 630.561.3903
www.metz-company.com

TITLE
LANDSCAPE DETAILS & SPECIFICATIONS

PROJECT NO.: 22-189

DATE: 03-08-2022

SCALE: 1"=10'

SHEET
L-2.0

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

LIMITATION OF WARRANTY OF ENGINEER'S INSTRUMENTS OF SERVICE

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

FINAL ENGINEERING PLANS
FOR
ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS

PLANS PREPARED FOR
APEX ARDMORE, LLC
23 NORTH LINCOLN STREET
HINSDALE, IL 60521
630-993-1445

LEGEND

	EXISTING	PROPOSED
SANITARY MANHOLE	◎	◉
STORM MANHOLE	◎	◉
CATCH BASIN	○	●
INLET	□	■
PRECAST FLARED END SECTION	▷	▶
CONCRETE HEADWALL	⊃	⊃
VALVE VAULT	⊗	⊗
VALVE BOX	⊞	⊞
FIRE HYDRANT		
BUFFALO BOX	⊕	•
CLEANOUT	◙	◙
SANITARY SEWER		
FORCE MAIN		
STORM SEWER		
WATER MAIN		
CONSTRUCT WATER MAIN UNDER SEWER		
GRANULAR TRENCH BACKFILL		
STREET LIGHT		
ELECTRICAL CABLE	E	E
2" CONDUIT ENCASEMENT		
ELECTRICAL TRANSFORMER OR PEDESTAL	E	
POWER POLE		
STREET SIGN		
GAS MAIN	G	G
TELEPHONE LINE	T	T
CONTOUR	749	749
SPOT ELEVATION	×(750.00)	×750.00
WETLANDS		
FLOODWAY		
FLOODPLAIN		
HIGH WATER LEVEL (HWL)		
NORMAL WATER LEVEL (NWL)		
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		
TREE WITH TRUNK SIZE	6" 6"	
SOIL BORING	B-8	B-1
TOPSOIL PROBE	T-9	T-1
FENCE LINE, WIRE OR SILT		
FENCE LINE, CHAIN LINK OR IRON		
FENCE LINE, WOOD OR PLASTIC		
CONCRETE SIDEWALK		
CURB AND GUTTER		
DEPRESSED CURB		
REVERSE PITCH CURB & GUTTER		
EASEMENT LINE		

ABBREVIATIONS

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

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

LOCATION MAP

INDEX OF SHEETS

1. TITLE SHEET
2. EXISTING CONDITIONS PLAN / DEMOLITION PLAN
3. SITE GEOMETRIC AND PAVING PLAN
4. SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN
5. GRADING PLAN / UTILITY PLAN
6. PROJECT NOTES AND SPECIFICATIONS
7. CONSTRUCTION STANDARDS AND DETAILS

GENERAL NOTES

1. The contractor shall notify the following governmental agencies at least two working days prior to commencement of construction:
   - Village of Villa Park Public Works Department (630-834-8505)
2. The contractor shall notify all utility companies and arrange for their facilities to be located prior to work in any easement, right-of-way, or suspected utility location. Repair of any damage to existing facilities shall be the responsibility of the contractor. Utility locations shown herein are for graphic illustration only and are not to be relied upon.
3. Prior to commencement of any offsite construction, the contractor shall secure written authorization that all offsite easements have been secured, and that permission has been granted to enter onto private property.
4. Elevations shown herein reflect NAVD 1988 datum.
5. The boundary and topographic survey data for this project is based on a field survey prepared by Gentile and Associates, Inc, dated January 7, 2022. The contractor shall verify existing conditions prior to commencing construction and shall immediately notify the engineer in writing of any differing conditions.
6. RWG Engineering, LLC, it's employees and agents are not responsible for the safety of any party at or on the construction site. Safety is the sole responsibility of the contractor, and any other entity performing work at the site. Neither the owner nor the engineer assumes any responsibility for job site safety or for the means, methods or sequences of construction.
7. Except where modified by the contract documents, all work proposed hereon shall be in accordance with the following specifications, which are hereby made a part hereof:
   A. "Standard Specifications for Road and Bridge Construction in Illinois," as prepared by I.D.O.T. latest edition.
   B. "Standard Specifications for Water and Sewer Main Construction in Illinois," latest edition.
   C. "Illinois Recommended Standards for Sewage Works," as published by the I.E.P.A., latest edition.
   D. The subdivision and development codes and standards of the Village of Villa Park, as published by the Municipality.
   E. "Illinois Accessibility Code" as published by the State of Illinois Capital Development Board, effective October 23, 2018.
   F. The National Electric Code.
   G. "Illinois Urban Manual" as prepared by the U.S. Dept. of Agriculture latest edition.
8. The Village of Villa Park Development Ordinance shall take precedence if a conflict in project specifications occurs.

BENCHMARKS

NOTES:

BENCHMARK:

DUPAGE COUNTY YK09003, PID DK3105 – STATION IS A DISK LOCATED ALONG HARVARD AVE., BETWEEN ITS INTERSECTION WITH CENTRAL BLVD. AND ITS INTERSECTION WITH PARK AVE. STATION IS 15.4 FT. EAST OF THE CENTERLINE OF HARVARD AVE., 89.5 FT. NORTH OF THE CENTERLINE OF PARK AVE., AND 79.5 FT. SOUTH OF THE CENTERLINE OF CENTRAL BLVD. MONUMENT IS 1 FT. BELOW GRADE OF GROUND AND IS FERROMAGNETIC.

ELEVATION – 707.14 (NAVD 88 DATUM)

SITE BENCHMARKS:

NO. 1 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK IN SOUTH SIDE OF PARK BLVD. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHEAST CORNER OF SUBJECT PROPERTY

ELEVATION – 702.33

NO. 2 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK ON WEST SIDE OF PRINCETON AVE. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.82

NO. 3 – CROSS NOTCH IN PUBLIC WALK IN NORTH SIDE OF HIGHLAND AVE. RIGHT OF WAY 67.14 FT. SOUTH (AS MEASURED DIRECTLY) OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

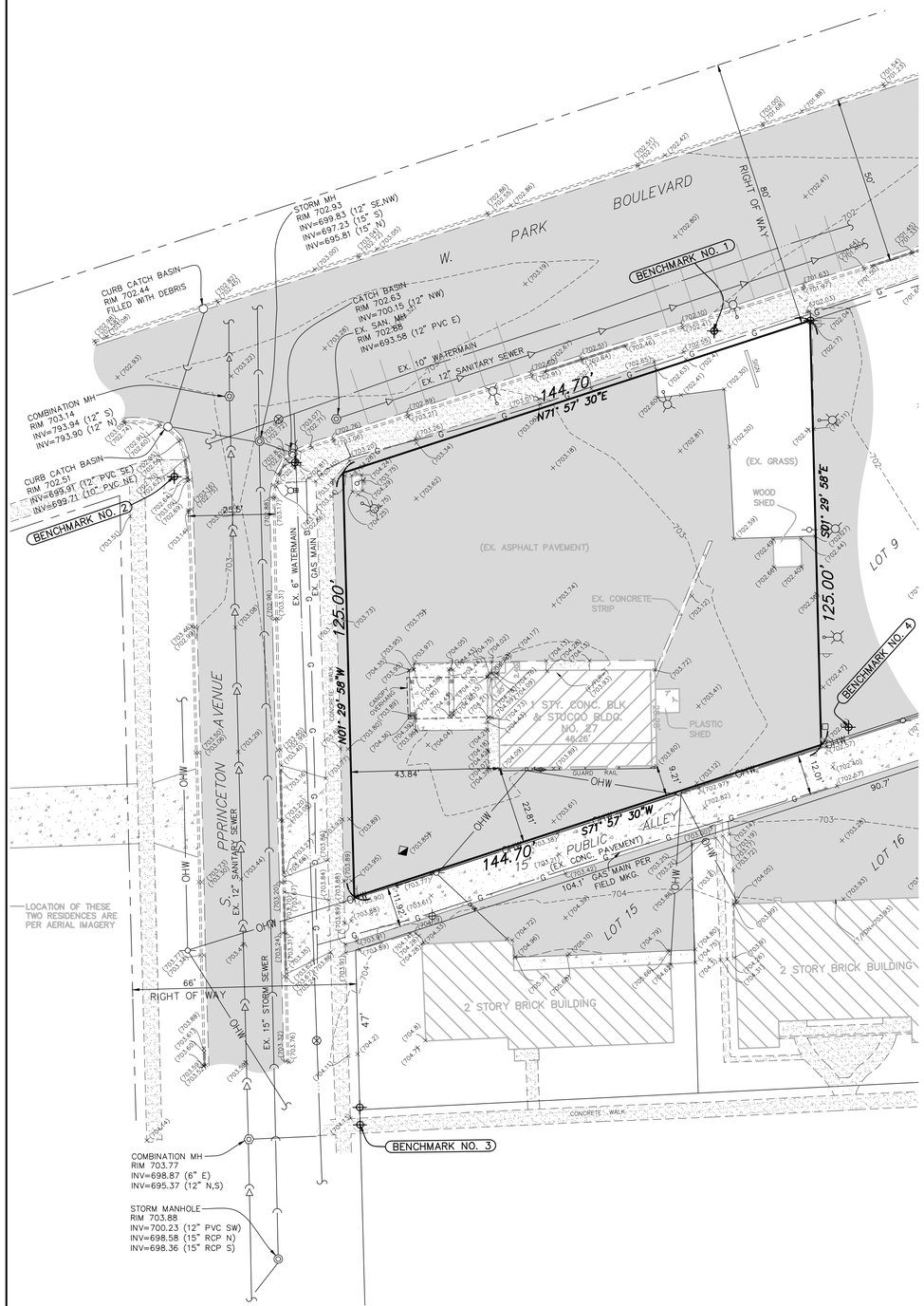
ELEVATION – 704.13

NO. 4 – CROSS NOTCH IN ASPHALT PAVEMENT 9.59 FT. NORTHEAST (AS MEASURED DIRECTLY) OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.58

ROBERT W. GRONINGER 38423 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS
EXPIRATION DATE: 11/30/23

DRAWN BY	DATE	REVISIONS
TLM	05/26/22	GENERAL REVISIONS



EXISTING CONDITIONS

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

EXISTING PROPERTY DATA:

LOTS 10, 11, 12, 13 AND 14 IN CLARKE'S DIVISION BEING A RESUBDIVISION OF LOTS 209 AND 232 OF ARDMORE, BEING A SUBDIVISION IN SECTION 9 AND 10, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID CLARKE'S DIVISION RECORDED JULY 9, 1923 AS DOCUMENT 167402, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING: 17,338.86 SQ. FT., 0.40 AC. (MORE OR LESS)

PROPERTY COMMONLY KNOWN AS: 27 W. PARK BOULEVARD, VILLA PARK, ILLINOIS. 60181

ABBREVIATIONS LEGEND:

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

DEMOLITION NOTES:

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

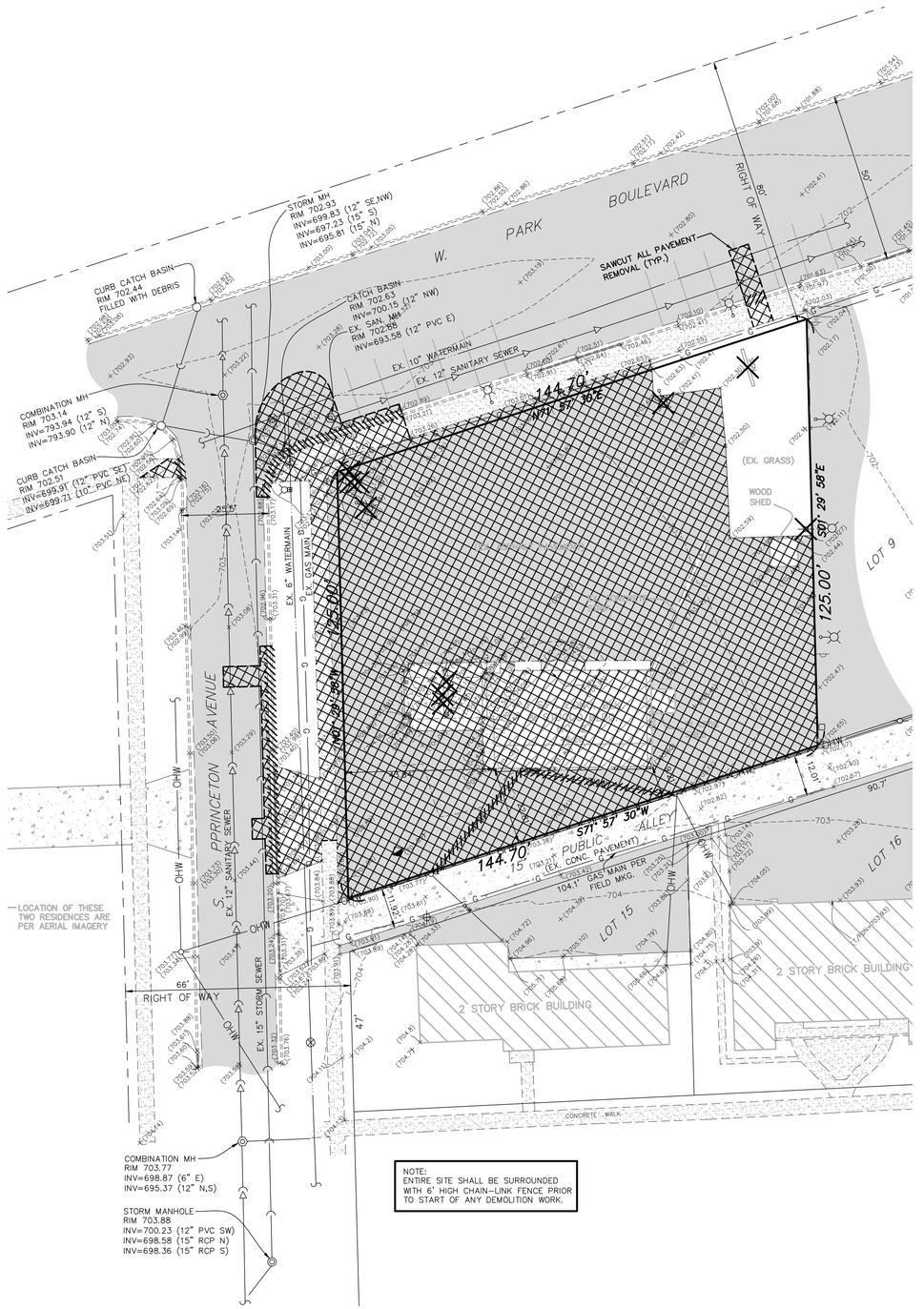
DEMOLITION LEGEND

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

SITE DATA:

EXISTING SITE CONDITIONS:

TOTAL SITE AREA	=	17,339 S.F. (100%)
EXISTING BUILDING FOOTPRINT	=	1,491 S.F. (8.60%)
EXISTING ASPHALT/CONCRETE	=	14,070 S.F. (81.15%)
EXISTING PERVIOUS AREA	=	1,778 S.F. (10.25%)



NOTE:
ENTIRE SITE SHALL BE SURROUNDED WITH 6' HIGH CHAIN-LINK FENCE PRIOR TO START OF ANY DEMOLITION WORK.

DEMOLITION PLAN

DATE	REVISIONS	DRAWN BY
1 05/26/22	GENERAL REVISIONS	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS

EXISTING CONDITIONS / DEMOLITION PLAN

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

PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
2 OF 7

May 26, 2022 2:49:25 p.m. AcadVer:22.0s (LMS Tech)
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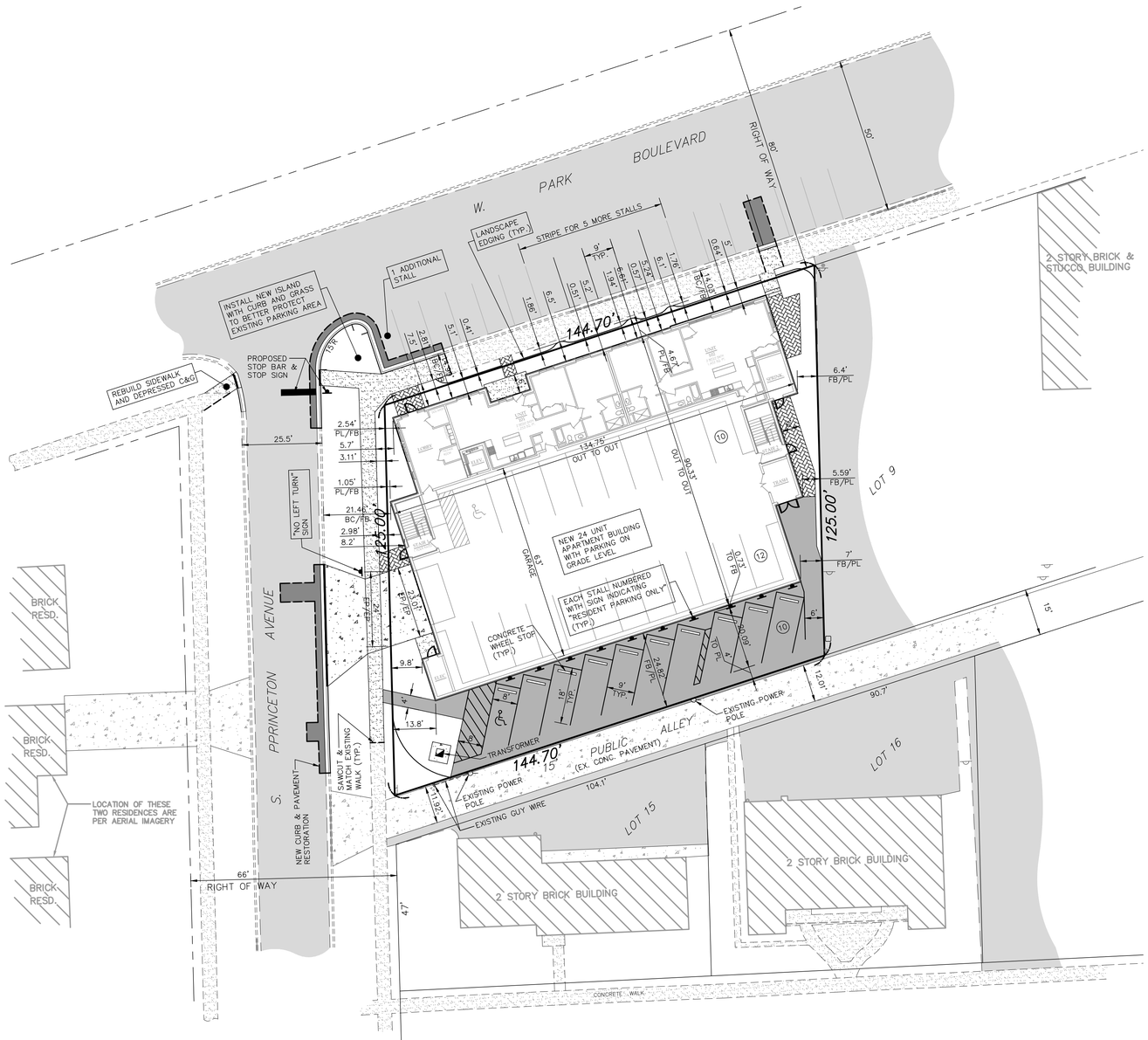

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

ABBREVIATIONS LEGEND:

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SW	=	SIDEWALK
R	=	RADIUS
RW	=	RETAINING WALL
(TYP)	=	TYPICAL

SURFACE IMPROVEMENT LEGEND:

EXISTING SIDEWALK

EXISTING ASPHALT PAVEMENT

EXISTING CONCRETE

NEW ASPHALT PAVEMENT
1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
BITUMINOUS TACK COAT (0.05 GAL/SY)
2.5" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
8" AGGREGATE BASE COURSE CA–6, TYPE B

PUBLIC ROAD ASPHALT PAVEMENT
MATCH EXISTING PAVEMENT CONFIGURATION AND THICKNESS PER CITY REQUIREMENTS

CONCRETE SIDEWALKS
4"– PCC SIDEWALK (4,000 PSI) – (5" PUBLIC SIDEWALK)
3"– AGGREGATE BASE COURSE TYPE B, CA–6 –
(4" PUBLIC SIDEWALK)

NEW CONCRETE SLABS
8" PORTLAND CEMENT CONCRETE (4,000 PSI)
W/ 6"x6" No. 6 WELDED WIRE MESH
6" AGGREGATE BASE COURSE CA–6, TYPE B

PROPOSED CONCRETE CURB AND GUTTER

PROPOSED DEPRESSED CURB AND GUTTER

EXISTING CURB AND GUTTER

EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL MATCH EXISTING CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SITE PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED JANUARY 7, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.

SITE DATA:

PROPOSED SITE CONDITIONS:

TOTAL SITE AREA	= 17,339 S.F. (100%)
NEW BUILDING FOOTPRINT	= 11,239 S.F. (64.82%)
NEW CONCRETE PAVT./WALKS	= 396 S.F. (2.28%)
NEW ASPHALT PAVEMENT	= 3,411 S.F. (19.67%)
NEW PERMEABLE PAVERS	= 436 S.F. (2.52%)
NEW PERVIOUS GRASS AREA	= 1,857 S.F. (10.71%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 10
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 38

EXISTING VS PROPOSED LOT COVERAGE SUMMARY:

	EXISTING	PROPOSED DEVELOPMENT
BUILDING FOOTPRINT –	1,491 S.F. (8.60%)	11,239 S.F. (64.82%)
ASPHALT/CONCRETE –	14,070 S.F. (81.15%)	3,807 S.F. (21.96%)
PERMEABLE PAVERS –	0 S.F. (0.00%)	436 S.F. (2.51%)
PERVIOUS GRASS AREA –	1,778 S.F. (10.25%)	1,857 S.F. (10.71%)

PROPOSED DEVELOPMENT RESULTS IN AN INCREASE IN THE PERVIOUS GRASS AREA BY 79 S.F. PLUS THE CREATION OF A PERMEABLE PAVER SECTION OF 436 S.F.. IN addition TO THAT, ADJACENT OFFSITE AREAS THAT CONVERT FROM EXISTING HARDSCAPER TO PERVIOUS GRASS AREA THAT TOTALS TO 805 S.F.

DATE	REVISIONS	DRAWN BY
1 05/26/22	GENERAL REVISIONS	TLM
2 06/01/22	ADDED LANDSCAPE DIMENSIONS	TLM

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
SITE GEOMETRIC AND PAVING PLAN

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

PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
3 OF 7

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June 02, 2022 8:18:52 a.m. AcadVer:22.0s (LMS Tech)
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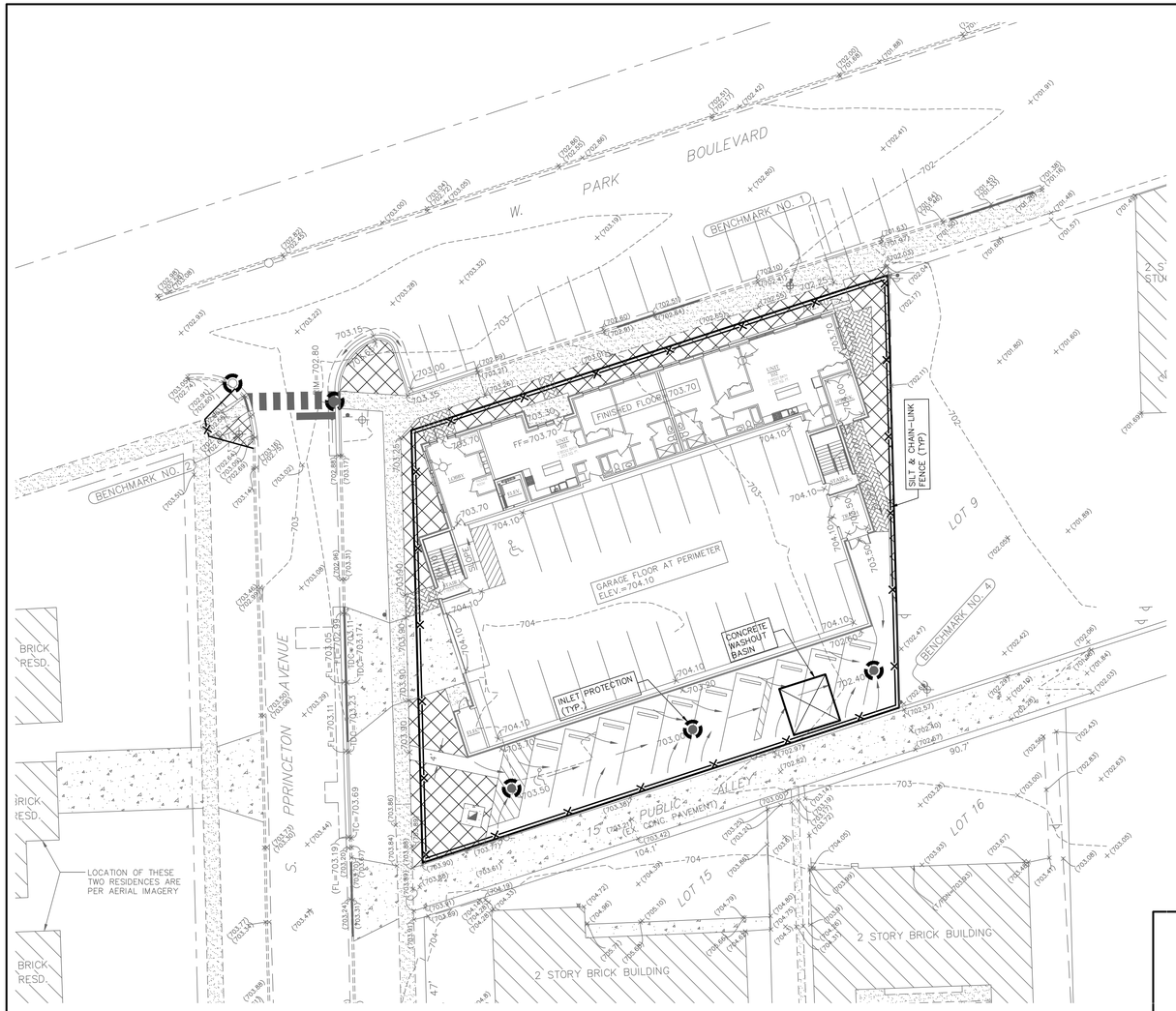
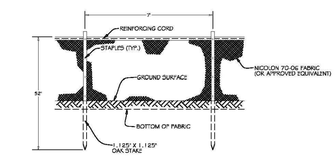


GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 ft.

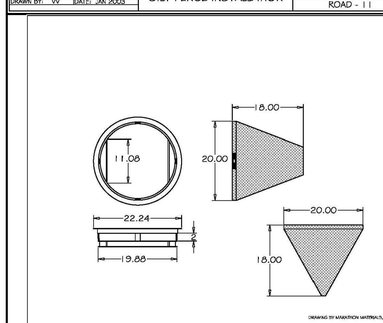


GENERAL NOTES:

1. SILT FENCE SHALL BE MAINTAINED UNTIL THE AREA TRIBUTARY TO THE STRUCTURE HAS STABILIZED GROUND COVER, AS DETERMINED BY THE VILLAGE ENGINEER.

NOT TO SCALE

REV:	DATE:		
REV: KMS	DATE: Jul. 2004	SILT FENCE INSTALLATION	VILLAGE OF VILLA PARK
DRAWN BY: VV	DATE: JAN 2003		ROAD - 11



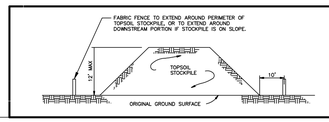
DRAWING BY MARATHON MATERIALS, INC.

GENERAL NOTES:

1. USE DRAINAGE STRUCTURE INLET FILTER MANUFACTURED BY MARATHONMATERIALS, INC. OR APPROVED EQUAL.
2. FRAME: TOP FLANGE FABRICATED FROM 1.25 X 1.25 X 0.125 ANGLE. BASE RIM FABRICATED FROM 1.5 X 0.5 X 0.125 CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1.25 X 0.25 FLAT STOCK. ALL DOMESTIC STEEL CONFORMING TO ASTM - A36.
3. SEDIMENT BAG: BAG FABRICATED FROM 4 OZ/SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.

NOT TO SCALE

REV:	DATE:		
REV:	DATE: JUL 2004	DRAINAGE STRUCTURE PROTECTION	VILLAGE OF VILLA PARK
DRAWN BY: VV	DATE: JAN 2003		STORM - 17



EROSION CONTROL PLAN LEGEND

- STORM DRAINAGE STRUCTURE
- INLET PROTECTION
- DITCH CHECK
- TREE PROTECTION FENCE
- SILT FENCE & CHAIN-LINK FENCE
- STABILIZED CONSTRUCTION ENTRANCE
- TOPSOIL RESPREAD AND SOD OR LANDSCAPING WITH MULCH. SEE LANDSCAPE PLAN.
- CONCRETE WASHOUT

SOIL EROSION CONTROL CONSTRUCTION SCHEDULE:

1. INSTALL SEDIMENT CONTROL MEASURES:
   INLET BASKETS/BARRIER FILTERS/SILT FENCE
2. SITE GRADING WORK:
   INSTALL STABILIZED CONSTRUCTION ENTRANCE
   PERFORM DEMOLITION WORK
   REMOVE AND STOCKPILE TOPSOIL FOR RESPREAD
   MASS GRADE SITE
   ESTABLISH BUILDING PAD
3. SITE CONSTRUCTION WORK:
   INSTALL UNDERGROUND UTILITIES
   INSTALL BUILDING FOOTING/FOUNDATION/SLAB
   CONSTRUCT BUILDING ENVELOPE
   PREPARE SUBGRADE FOR PAVEMENT/SIDEWALK
   INSTALL BASE COURSE MATERIAL
   INSTALL PAVEMENT/SIDEWALK
4. PERMANENT VEGETATIVE STABILIZATION OF DISTURBED GREENSPACE:
   SPREAD TOPSOIL
   MULCH/SEED AS SPECIFIED (SEE LANDSCAPE PLAN)
5. CLEANUP/RESTORATION:
   REMOVE INLET BASKETS/BARRIER FILTERS

SOIL EROSION CONTROL INSPECTION SCHEDULE:

1. DIVERSION AND STRUCTURAL MEASURES – WILL BE INSPECTED AT 7 DAY INTERVALS AND AFTER EVERY 1/2" RAIN.
2. SEDIMENT BASINS AND PONDS – WILL BE CHECKED AFTER EACH MAJOR PHASE OF THE DEVELOPMENT FOR SEDIMENT ACCUMULATION.
3. VEGETATIVE PLANTINGS – SPRING PLANTINGS WILL BE CHECKED DURING SUMMER OR EARLY FALL.
4. REPAIRS – ANY EROSION CONTROL MEASURES, STRUCTURAL MEASURES OR OTHER RELATED ITEMS IN NEED OF REPAIR WILL BE MADE WITHIN 15 DAYS, OR EARLIER IF POSSIBLE BASE ON FIELD CONDITIONS.
5. MOWING – DRAINAGEWAYS, DITCHES AND OTHER AREAS THAT SUPPORT A DESIGNATED FLOW OF WATER WILL BE MOWED REGULARLY TO MAINTAIN THAT FLOW.
6. FERTILIZATION – SEEDED AREAS WHERE THE SEED HAS NOT PRODUCED A GOOD COVER WILL BE INSPECTED AND FERTILIZED IF NECESSARY.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. VEGETATIVE AND STRUCTURAL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH SPECIFICATIONS AS OUTLINED IN THE "ILLINOIS URBAN MANUAL."
2. EROSION CONTROL MEASURES SHALL BE MAINTAINED AND FUNCTIONAL THROUGHOUT THE CONSTRUCTION PROJECT (MAINTENANCE AND/OR REPLACEMENT COST IS INCIDENTAL).
3. PERIMETER SILT FENCE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF ANY DEMOLITION, CLEARING, OR GRADING OPERATIONS.
4. EROSION CONTROL MEASURES SHALL BE INSTALLED IN STRICT COMPLIANCE WITH CONSTRUCTION SEQUENCE (SEE SCHEDULE).
5. ALL STORM WATER RUNOFF SHALL BE DIVERTED INTO SEDIMENT BASINS AND/OR DRAINAGE DITCHES WHICH SHALL BE CONSTRUCTED AT THE ONSET OF GRADING OPERATIONS. ALL SITE RUNOFF SHALL BE ROUTED THROUGH SAID TRAPS AND SILTATION CONTROL DEVICES PRIOR TO DISCHARGE DOWNSTREAM/OFFSITE.
6. DISTURBED AREAS SHALL BE STABILIZED VIA SEEDING WITHIN SEVEN (7) DAYS OF COMPLETION OF DISTURBANCE UNLESS THE DISTURBANCE WILL COMMENCE AGAIN WITHIN FOURTEEN (14) DAYS. THE TEMPORARY SEED MIXTURE SHALL BE APPLIED AT A RATE OF 64 LB/AC.
7. TOPSOIL STOCKPILES SHALL BE SEEDED WITHIN SEVEN (7) DAYS OF COMPLETION AND SURROUNDED WITH SILT FENCE FOR EROSION CONTROL.
8. FILTER FABRIC OR INLET PROTECTION FILTER BASKETS SHALL BE INSTALLED UNDER THE GRATING OF EACH DRAINAGE STRUCTURE. FABRIC SHALL BE CUT LARGE ENOUGH TO PROVIDE A 24" SAG TO COLLECT SEDIMENT.
9. ALL DEWATERING OPERATIONS SHALL BE DISCHARGED INTO SEDIMENT BASINS OR SILT TRAPS. DEWATERING DISCHARGE DIRECTLY INTO FIELD TILE OR STORM SEWER IS PROHIBITED.
10. DUST CONTROL SHALL BE PERFORMED ON A DAILY BASIS USING EQUIPMENT SPECIFICALLY DESIGNED FOR THAT PURPOSE.
11. GRAVEL CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN OPERATING CONDITION THROUGHOUT CONSTRUCTION TO PREVENT SEDIMENT AND DEBRIS FROM BEING TRACKED ONTO PUBLIC ROADWAYS. SEDIMENT REACHING A PUBLIC ROAD SHALL BE REMOVED ON A DAILY BASIS.
12. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF ANY GUTTER OR DRAINAGE DITCH SHALL BE REMOVED ON A DAILY BASIS.
13. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES AT LEAST ONCE EVERY SEVEN (7) DAYS AND WITHIN 24 HOURS AFTER A STORM EVENT OF 0.5 INCHES OR GREATER (OR THE EQUIVALENT SNOWFALL). REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF SAID MEASURES SHALL BE IMMEDIATE.
14. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE REMOVED AND DISPOSED OF IN ACCORDANCE WITH JURISDICTIONAL GOVERNMENTAL AGENCY REQUIREMENTS WITHIN THIRTY (30) DAYS OF FINAL SITE STABILIZATION.

NO.	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
SOIL EROSION AND SEDIMENT CONTROL (SESC) PLAN

RWG Engineering, LLC
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630.480.7889
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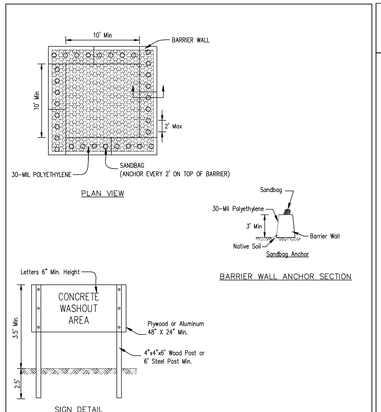
PROJECT NO.	66419521
DATE	04/28/22
SCALE	1"=20'
PROJ. MGR.	RWG
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET 4 OF 7

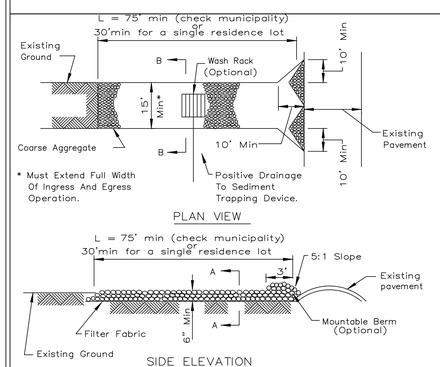


NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

			Drawn K. JOHNSON	Date
		TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	Checked	
			Approved	

STABILIZED CONSTRUCTION ENTRANCE PLAN

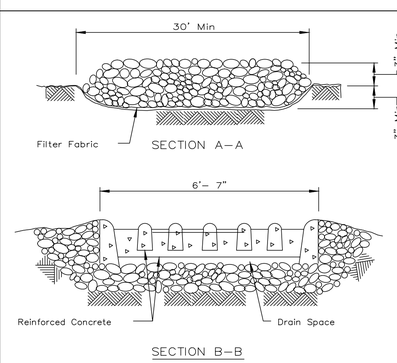


NOTES:

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

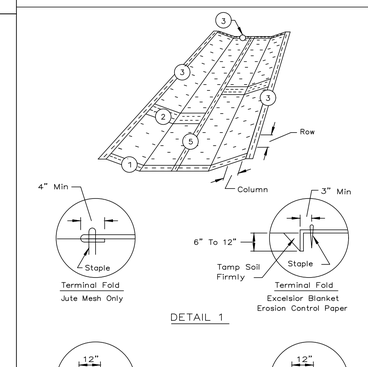
REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-630A
Checked	Date		SHEET 1 OF 2
Approved	Date		DATE 8-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



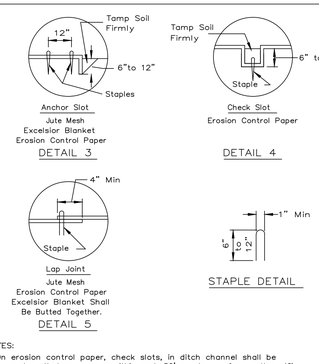
REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-630B
Checked	Date		SHEET 2 OF 2
Approved	Date		DATE 8-18-94

EROSION BLANKET PLAN



REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-530
Checked	Date		SEET 1 OF 2
Approved	Date		DATE 5-24-94

EROSION BLANKET PLAN



NOTES:

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

REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-530
Checked	Date		SHEET 2 OF 2
Approved	Date		DATE 3-1-95

May 26, 2022 2:54:08 p.m. AcadVer:22.0s (LMS Tech)
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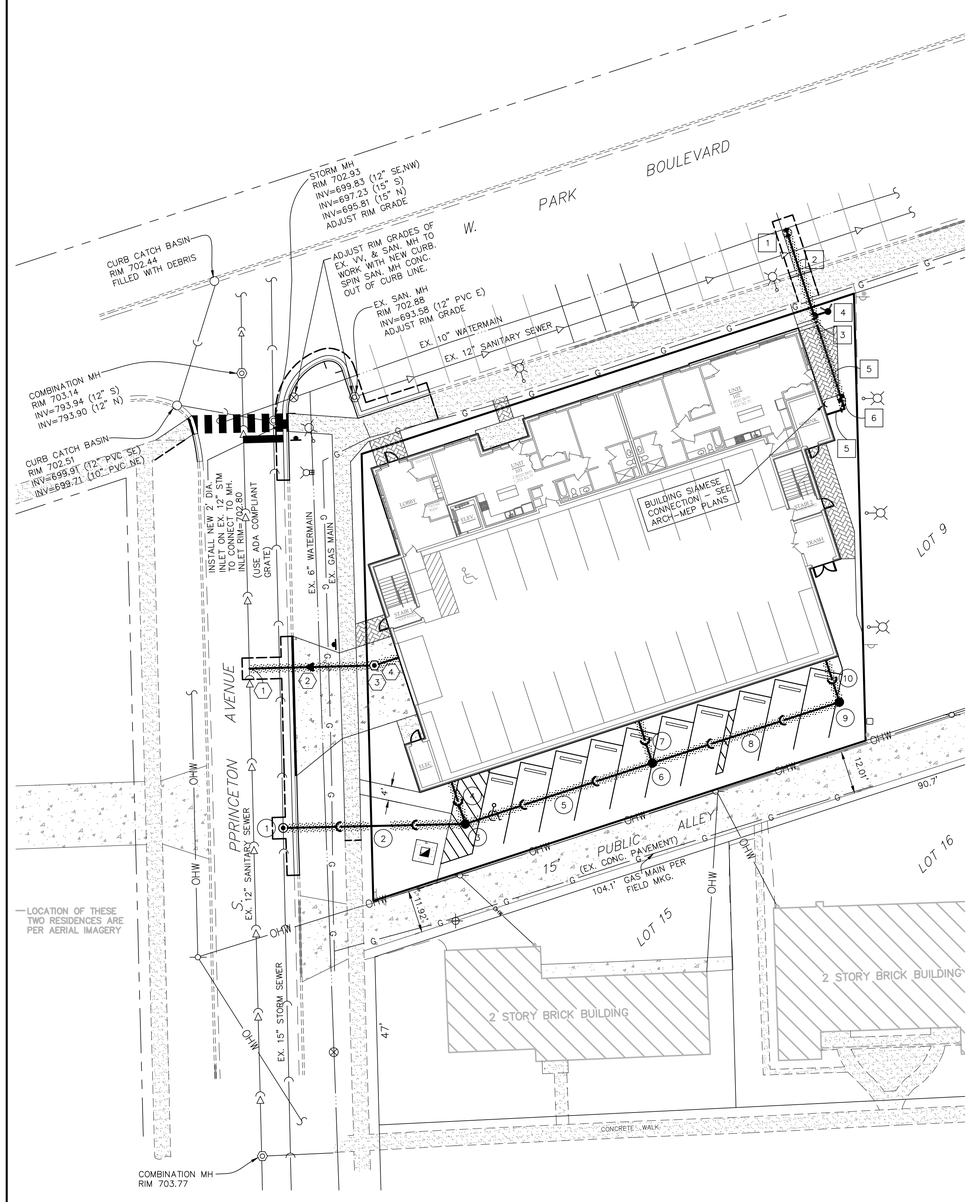


GRADING PLAN

GRADING LEGEND

	EXISTING	PROPOSED
CONCRETE HEADWALL		
PRECAST FLARED END SECTION		
STORM DRAINAGE STRUCTURE		
RETAINING WALL		
CONTOUR	749	749
5' CONTOUR	750	750
SPOT ELEVATION	x(750.00)	x750.00
DIRECTION OF SURFACE FLOW		
DITCH OR SWALE		
OVERFLOW RELIEF ROUTING		
SLOPE BANK		

GRADING NOTES:

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

PLAN ABBREVIATION LEGEND
(IN ADDITION TO TITLE SHEET)

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

STORM SEWER DRAINAGE STRUCTURE LEGEND

EXISTING	PROPOSED	
□	■	STORM INLET – OPEN GRATE
○	●	STORM CATCH BASIN – OPEN GRATE
◎	◉	STORM MANHOLE – CLOSED LID

(2) SANITARY STRUCTURE NUMBER
(11) STORM STRUCTURE NUMBER
[5] WATERMAIN STRUCTURE NUMBER

UTILITY NOTES:

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

STORMWATER MANAGEMENT PROGRAM
THE SUBJECT SITE IS 17,339 S.F. (0.40 AC.), WHICH REMOVES IT FROM CONSIDERATIONS UNDER DUPAGE COUNTY STORMWATER ORDINANCE REQUIREMENTS. THE REDEVELOPMENT DOES NEED TO CONFORM TO VILLAGE OF VILLA PARK CRITERIA FOR FEE PAYMENT IN LIEU OF STORMWATER DETENTION PROVISION, BASED ON THE VILLAGE STORAGE VOLUME SUMMARY FOR THE 2 YEAR STORM EVENT.
CALCULATIONS ARE PROVIDED AS FOLLOWS:
RUNOFF CURVE NUMBER FOR PROPOSED REDEVELOPMENT:
15,046 S.F. IMPERVIOUS x 98 = 1,474,508
2,293 S.F. PERVIOUS x 74 = 169,682
1,644,190 ÷ 17,339 = 95 (CN)
WITH A CN OF 96, THE 2 YEAR VOLUME TO BE PURCHAIED IS:
95 CN = 0.184 x 0.40 AC. SITE = 0.0736 AC. FT.

UTILITY STRUCTURE SCHEDULE

SANITARY SEWER STRUCTURES

(1) CUT IN NEW TEE CONNECTION FOR 6" SERVICE USING NON-SHEAR MISSION COUPLING ALL PVC ASTM D 2241 (C-900) INV=694.48 (V.I.F.)	(2) 34 LF – 6" PVC (C-900), SAN @ 2.00%
(3) SAN M.H. TYPE A (48" DIA.) RIM=703.95 INV=695.16 (6"W,NE)	(4) 7 LF – 6" PVC (C-900), SAN @ 2.00% INV @ BLDG.=695.30

STORM SEWER STRUCTURES

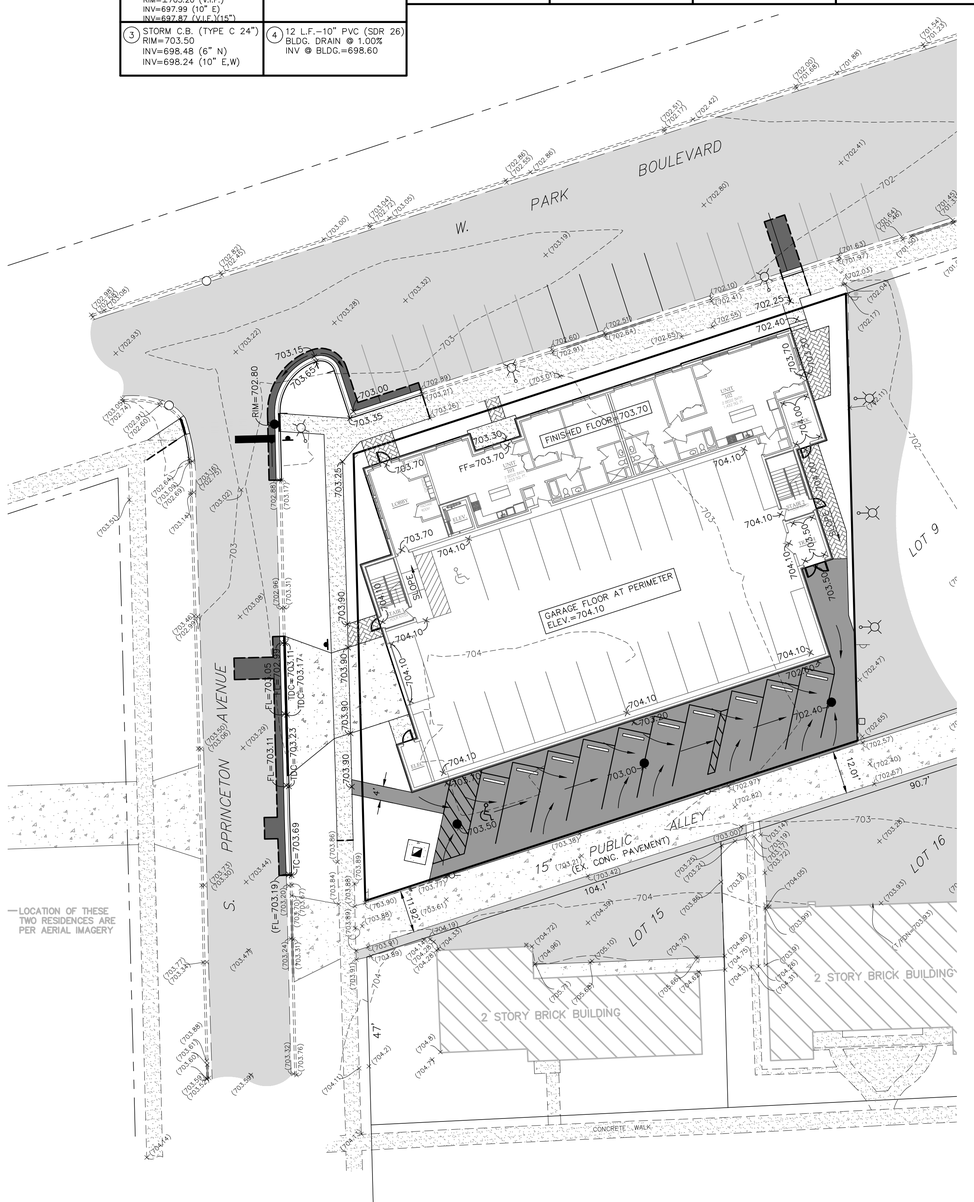
(1) STORM M.H. (48" DIA.) CONSTRUCT ON EXISTING 15" STORM SEWER RIM=703.20 (V.I.F.) INV=697.99 (10" E) INV=697.82 (V.I.F.)(15")	(2) 50 L.F. – 10" PVC (C-900) @ 0.50%
(3) STORM C.B. (TYPE C 24") RIM=703.50 INV=698.48 (6" N) INV=698.24 (10" E,W)	(4) 12 L.F.–10" PVC (SDR 26) BLDG. DRAIN @ 1.00% INV @ BLDG.=698.60

STORM SEWER STRUCTURES (CONT.)

(5) 55 L.F.–10" PVC (SDR 26) @ 0.50%	(6) STORM C.B. (TYPE C 24") RIM=703.00 INV=698.73 (6" N) INV=698.52 (10" E,W)
(7) 12 L.F.–6" PVC (SDR 26) BLDG. DRAIN @ 1.00% INV @ BLDG.=698.85	(8) 55 L.F.–10" PVC (SDR 26) @ 0.50%
(9) STORM C.B. (TYPE C 24") RIM=702.40 INV=698.78 (6" N) INV=698.80 (10" W)	(10) 12 L.F.–6" PVC (SDR 26) BLDG. DRAIN @ 1.00% INV @ BLDG.=698.90

WATERMAIN

[1] 8" VALVE IN 60" DIA VAULT, PRESSURE CONNECTION TO EXISTING 10" WATERMAIN RIM=MATCH EX. PAVT.	[2] 8" DUCTILE IRON WATERMAIN, CL 52
[3] 8"X6" TEE WITH 8"x6" REDUCER TO SOUTH	[4] FIRE HYDRANT WITH 6" LEAD + AUX VALVE + BOX RING EL=702.25
[5] 6" DUCTILE IRON WATERMAIN, CL 52 BUILDING SERVICE	[6] 6" SERVICE VALVE IN BOX RIM=703.00



UTILITY PLAN

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NO.	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
GRADING PLAN / UTILITY PLAN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
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Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

PROJECT NO. 66419521
DATE 04/28/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
5 OF 7

RWG ENGINEERING, LLC
PROJECT SPECIFICATIONS

GENERAL CONDITIONS

CONTRACT DOCUMENTS
The Standard Specifications listed on the title sheet, these Improvement Plans, the Special Provisions, General Conditions, and Subsequent Details are all part of the Contract Documents. Incidental items or accessories necessary to complete the work may not be specifically noted, but are to be considered a part of the contract.

USE OF IMPROVEMENT PLANS
No Improvement Plans shall be used for construction unless specifically marked 'For Construction.' Prior to commencement of construction, the contractor shall verify all dimensions and conditions affecting their work with the actual conditions at the job site. If there are discrepancies from what is shown on the construction plans, the contractor shall immediately report same to the engineer before doing any work, otherwise the contractor assumes full responsibility. In the event of disagreement between the construction plans, standard specifications, and/or special details, the contractor shall secure written instructions from the engineer prior to proceeding with any part of the work impacted by omissions or discrepancies. Failing to secure such instruction, the contractor will be considered to have proceeded at his own risk and expense. In the event of any doubt or question with respect to the true meaning of the construction plans or specifications, the decision of the engineer shall be final and conclusive.

WORKMANSHIP GUARANTEE
All work performed under this contract shall be guaranteed against all defects in material and workmanship of whatever nature by the contractor and his surety for a period of one year from the date of final acceptance of the work by the applicable governmental agencies and the owner.

FINAL PAYMENT
Prior to acceptance by the owner and final payment, all work shall be inspected and approved by the owner or his representative. Final payment will be made after all of the contractors' work has been approved and accepted, and in accordance with the contract documents.

PERFORMANCE BOND
Upon award of the contract and when required by the owner, the contractor shall furnish a labor, material, and performance bond in the penal sum of 100% of the contract guaranteeing completion of the work. The underwriter shall be approved by the owner.

HIGHWAY/ROADWAY CONSTRUCTION PERMITS
The contractor shall be responsible for obtaining all required permits for construction along or across existing streets or highways, including the use and access to existing streets. The contractor shall make arrangements for proper bracing, shoring, and other required protection of all roadways before construction begins. The contractor shall be responsible for any damage to streets or roadways and associated structures, and shall make repairs as necessary to the satisfaction of the engineer and applicable governmental agency.

EXISTING UTILITIES
Easements for existing utilities within public right-of-way are shown on the plans according to available records. The contractor shall be responsible for determining the exact location in the field of such utility lines and their protection. If existing utility lines of any nature are encountered which conflict in location or elevation with new construction, the contractor shall notify the engineer immediately so that the conflict may be resolved.

PROJECT IMPROVEMENTS AND QUANTITIES
The contractor shall review the construction documents and determine all required improvements and verify all quantities as may be provided by the engineer or owner for bidding purposes, and report any discrepancies to the engineer. The contract price submitted by the contractor shall be considered as lump sum for the completed project unless there is a plan revision or written change to the scope of work.

INCIDENTAL CONSTRUCTION
Whenever the performance of work is indicated on the plans and no item is included in the contract for payment, the work shall be considered incidental to the contract and no additional compensation will be provided.

MAINTENANCE OF SITE DRAINAGE
During construction operations any loose material that is deposited in the flow line of gutters, drainage structures, ditches, etc. and obstructs the natural drainage flow line shall be removed at the close of each working day by the responsible party. The contractor shall insure positive site drainage at the close of each work day. Drainage may be achieved by ditching, pumping, or any other acceptable method. Failure to provide positive drainage will preclude any possible added compensation requested due to delays or unsuitable materials created as a result thereafter. At the conclusion of construction operations all drainage structures and flow lines shall be free from dirt and debris. This work shall be considered incidental to the contract.

TRAFFIC CONTROL
The contractor is responsible for the installation and maintenance of adequate signage, traffic control, and warning devices to inform and protect the public during all phases of construction. All barricades and warning signs shall be provided in accordance with the IDOT Standard Specifications. Adequate lighting shall be maintained from dusk to dawn at all locations where construction operations warrant, or as designated by the engineer or applicable governmental agency. Traffic control items shall be in accordance with the IDOT 'Manual on Uniform Traffic Control Devices.'

PAVEMENT REMOVAL/REPLACEMENT
Existing permanent type pavements or other permanent improvements which abut or otherwise interfere with proposed improvements and must be removed shall be saw cut full depth prior to removal. Items so removed shall be replaced with similar construction materials to original condition or better. Payment for saw cutting shall be included in the removal cost and replacement will be paid under the respective item in the contract, unless otherwise indicated. Removed pavement, sidewalk, curb, etc. shall be disposed of by the contractor at his own expense at an offsite dump site.

TREE PROTECTION
Existing trees not scheduled for removal shall be protected from damage. Trimming and sealing shall be in accordance with IDOT Standard Specifications.

EXISTING SIGNAGE & MAIL BOXES
Existing signage and mail boxes that interfere with construction shall be removed, stored, and replaced/reset by the contractor in accordance with the IDOT Standard Specifications. Damage to these items shall be repaired/replaced by the contractor at his expense. Temporary mailbox facilities shall be provided as an incidental cost.

EXISITNG FIELD TILE
Field tile encountered during construction shall be connected to proposed storm sewer or extended to outlet into a proposed drainage way. If this is not possible, then existing tile shall be repaired with new pipe of same size and material (or better) and restored in acceptable operating condition at the original grade. Records of location and elevation shall be made by the contractor and furnished to the engineer upon project completion.

CONSTRUCTION DEBRIS CLEAN-UP
The contractor is responsible for removal and disposal of all excess material and debris resulting from his construction operations at no expense to the owner.

CONSTRUCTION RECORD
The contractor shall keep a set of approved construction plans on the jobsite, and shall maintain a legible record on said plans of field tile encountered, modifications/alterations to alignment/installation of proposed improvements, etc. Upon completion of the contractor's work, said record documents shall be provided to the engineer. Final payments shall not cone due until this information is provided to the engineer.

SAFETY & CONSTRUCTION EXECUTION
The contractor shall comply with the rules and regulations of OSHA and appropriate authorities regarding jobsite safety provisions. The engineer and owner are not responsible for the construction means, methods, techniques, sequences or procedures, time for performance, programs, or for any safety precautions used by the contractor. The contractor is solely responsible for execution of his work in accordance with the contract documents.

INSURANCE
Contractors responsible for construction shall purchase insurance for the benefit of the engineer, naming RWG Engineering, LLC as an additional insured to cover claims and expenses, including cost of defense, asserted against engineer, it's agents, employees, and consultants for bodily injury, sickness, disease or death caused by any negligent act or omission of the contractor, any subcontractor, anyone directly or indirectly employed by them or anyone for whose acts any of them may be liable. Such insurance shall state that: 'The coverage afforded the additional insured's shall be primary insurance for the additional insured with respect to claims arising out of operations performed by or on behalf of the contractor.' A certificate shall be issued to the engineer prior to the start of work. Applicable insurance maintained by RWG Engineering, LLC shall be considered secondary and on an excess or contingent basis.

PROJECT SPECIFICATIONS

I. SOIL EROSION AND SEDIMENT CONTROL

GENERAL STANDARDS
Unless specifically modified below, all soil erosion and sediment control work shall be done in accordance with NPDES General Permit No. ILR10 and the 'Illinois Urban Manual.' The contractor shall conform to all requirements of this general permit including maintenance and inspection of erosion control measures and filing applicable certifications and reports. A copy of the notification of coverage letter shall be posted at the site in a prominent place for public viewing. Any control measures in addition to those outlined in these plans which are deemed necessary by the owner, engineer, or applicable governmental agency shall be immediately implemented by the contractor. Maintenance and replacement of erosion control items shall be considered incidental.

SITE PREPARATION
Prior to clearing and grading, perimeter silt fence shall be installed, and onsite sediment control measures shall be constructed and functional per the soil erosion and sediment control plan. The contractor shall construct ditches, swales, sediment traps, and siltation control measures to intercept surface waters prior to conveyance onto adjacent properties, routing surface flow to onsite treatment facilities.

STABILIZED CONSTRUCTION ENTRANCE
Temporary gravel construction entrances shall be installed and maintained to prevent sediment from being tracked offsite. Sediment reaching a public road shall be removed by shoveling or street sweeping at the end of each work day. Loose material deposited in the flow line of any gutter or drainage structure shall be removed at the end of each work day.

TOPSOIL STOCKPILES
Topsoil stockpiles shall be seeded within seven (7) calendar days of completion for erosion control, unless they will be distributed within fourteen (14) calendar days. Stockpiles shall be encompassed with a silt fence.

DUST CONTROL
Dust control shall be performed on a daily basis using water dispersed from a truck mounted tank with a standard discharge header for uniform application rate.

DE-WATERING
During de-watering operations water shall be pumped into sediment basins or silt traps. De-watering directly into field tile or stormwater structures is not permitted. Water pumped during construction operations shall be filtered.

STABILIZATION
Disturbed areas shall be stabilized by seeding within seven (7) days of completion of disturbance unless the area will be disturbed within fourteen (14) days. Temporary seed mixtures shall be applied at a rate of 64 lbs/acre.

SEDIMENT BASINS
When stormwater is routed through proposed detention basins to allow for settlement of suspended silt and debris, the basins shall be constructed at the start of the project. Basins shall be sufficiently over-excavated to provide appropriate volume for sediment collection.

INLET PROTECTION BASKETS
Inlet protection devices shall be installed in each onsite drainage structure and in offsite structures where so indicated.

DRAINAGE SYSTEM MAINTENANCE
All storm sewers, catch basins, sumps, and detention basins provided with this project shall be cleaned at construction completion and prior to final acceptance. Cleaning may also be required during construction if the traps are not functioning properly.

INSPECTIONS
The contractor shall inspect all erosion control measures at least once every seven (7) calendar days, and within 24 hours of a storm event of 0.5 inches or greater (or equivalent snowfall) and in accordance with NPDES guidelines. Necessary repairs or clean up to maintain the effectiveness of the control measures shall be done immediately.

CLEANUP
All erosion and sediment control measures shall be removed and disposed of in accordance with applicable governmental agency requirements within 30 days of final site stabilization.

II. EXCAVATION AND GRADING - (EARTHWORK)

GENERAL STANDARDS
Unless specifically modified below, all excavation and grading - (earthwork) shall be done in accordance with the applicable sections of the 'Standard Specifications For Road and Bridge Construction in Illinois,' as published by IDOT, Latest Edition.

SITE PREPARATIONS
Prior to onset of operations, the contractor shall become familiar with the soil erosion control specifications. The establishment of erosion control proceedures and the placement of filter fencing, etc. to protect adjacent property shall occur before mass grading begins, and in accordance with the implementation schedule.

Tree protection fencing shall be placed around any trees designated to be preserved within the construction zone. Fencing shall be placed in a circle centered around the tree, such that the entire drip zone (extent of furthest extended branches) shall be within the fence limits. The existing grade within the fenced area shall remain undisturbed.

DEMOLITION
Demolition of existing structures, pavements, curbs, flatwork, utilities, etc. shall be disposed of at an offsite dump site provided by the contractor. Onsite disposal will only be allowed if approved by the owner. Existing water wells shall be closed and capped in accordance with the Illinois Water Well Construction Code, as published by the Department of Public Health. Existing septic tanks and grease traps shall have all liquids and solids removed by a licensed waste hauler prior to structure removal or filling by the contractor.

CLEARING AND GRUBBING
Unless noted for preservation, all vegetative growth including trees and tree stumps shall be removed from the construction area. Offsite disposal shall be assumed unless permitted otherwise by owner.

TOPSOIL REMOVAL
Topsoil shall be stripped from all roadway, driveway, parking area, right-of-way, building pad and other designated structural areas. Stockpiling of topsoil for respread shall be at locations as directed by the owner. Topsoil stockpiled for future use shall be free from large roots, sticks, weeds, brush, stones larger than one inch diameter, and other litter or waste products not conducive to plant growth. Failure to properly sequence stockpiling operations shall not constitute a claim for additional compensation. No material shall be stockpiled in front yards, drainage swales, flood routing areas, utility locations, utility easements or right-of-way.

UNSUITABLE MATERIAL
Unsuitable subgrade material shall be removed from roadway, driveway, parking lot, building pad, and any other designated areas. Obviously soft underlying soil shall be removed from all structural improvement areas, areas to receive clay fill, and wherever else designated on the site. If underlying structural subgrade soils rut deeper than one inch under construction equipment or if the moisture content exceeds that needed for proper compaction, the soil shall be scarified, dried, and recompacted to the required specifications.

EXCAVATION AND EMBANKMENT
Upon completion of topsoil removal, the contractor shall perform excavation and embankment (Fill) operations in accordance with the improvement plans.

Structural embankment material shall be placed in level uniform layers so that the compacted thickness is approximately six inches. Each layer shall be thoroughly mixed during spreading to insure uniformity.

Embankment material within roadway, driveway, parking areas, and other structural clay fill areas shall be compacted to a minimum of ninety-five percent (95%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer. Embankment for building pads shall be compacted to a minimum of ninety-five percent (95%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer.

Embankment material within non-structural fill areas (random fill) shall be compacted to a minimum of eighty-five percent (85%) of maximum density (modified proctor method), or to such other density as determined appropriate by the soils engineer.

All subgrades for proposed street and pavement areas shall be proof-rolled by the contractor and any unstable areas shall be removed and replaced as directed by the soils engineer.

BACKFILLING CURBS, PAVEMENT, ETC.
Curbs, pavements, sidewalks, etc. shall be backfilled by the contractor after installation in accordance with the improvement plan grades.

TOPSOIL RESPREAD
Except where otherwise noted, the contractor shall respread a minimum four (4) inch layer of topsoil on all designated open space, parkway, landscape, and other non-structural areas.

EXCESS MATERIAL
Unless otherwise approved by the owner, the contractor shall remove from the site any excess or unsuitable earth material.

SEEDING
Upon completion of topsoil respread, the contractor shall install seed and fertilizer as indicated on these improvement plans or per owner provided landscape plans.

INSPECTION BY THE SOILS ENGINEER
The owner provided soils engineer shall closely supervise and inspect the grading operations, particularly during the removal of unsuitable material and the construction of embankments or building pads. All testing, inspection and supervision of embankment quality, unsuitable removal and replacement, and other soils related operations shall be entirely the responsibility of the soils engineer.

GRADING TOLERANCE
Building pad elevations, subgrades for pavement, driveways and sidewalks, and all yard/open space areas shall be completed within a tolerance of plus or minus 0.1 foot of design subgrade elevations.

UTILITY INSTALLATION PREPARATION
Prior to utility construction, proposed pavement areas, building pads, driveway and sidewalk areas, and yard/open space areas shall be rough graded to plus or minus one foot of design subgrade elevations.

NOTE REGARDING PLAN GRADES
Grade elevations shown on the inprovement plans are finished grades. Pavement and/or topsoil respread thicknesses must be subtracted to determine subgrade elevations.

SITE DRAINAGE MAINTENANCE
Grading and site improvement construction shall not cause ponding of stormwater. All areas adjacent to improvements shall be graded to provide positive site drainage.

SUBGRADE DESIGN CRITERIA
Pavement subgrade shall have a minimum IBR of 3.0 as determined by the soils engineer. The proposed pavement design has been based on a minimum IBR of 3.0. If areas of pavement subgrade are encountered which do not meet the minimum IBR requirements, remedial work or pavement design revisions will be ordered by the owner to obtain equivalent pavement strength.

III. UNDERGROUND UTILITIES - UNIVERSAL

GENERAL STANDARDS
All sewer and water main improvements shall be constructed in accordance with the 'Standard Specifications for Water and Sewer Main Construction in Illinois,' Latest Edition, along with applicable sections of the 'Standard Specifications For Road and Bridge Construction in Illinois' as published by IDOT, Latest Edition, and the construction details and specifications of the applicable governmental agency.

GENERAL WORK SCOPE
Underground utility construction shall include trenching or augering; installation of pipe, structures and castings; backfilling of trenches with compaction; and testing as required. Fittings and accessories necessary to complete the work may not be specified, but shall be considered incidental to the cost of the contract.

GRADE PREPARATION
Rough grading to within one foot of finished subgrade shall be completed by the earthwork contractor prior to commencement of underground utility construction.

DE-WATERING
The contractor is responsible for dewatering any excavation for the installation of sewer or water systems. Dewatering will be considered incidental to the respective underground utility construction.

SHEETING AND BRACING
Any anticipated costs for sheeting and bracing shall be reflected in the contract amounts. Additional costs for sheeting and bracing will not be allowed.

SELECT GRANULAR BACKFILL
All utility trenches beneath existing or proposed pavement, driveways and sidewalks, and existing or proposed utilities (ie. crossings), and for a distance of two (2) feet either side of same (or more for deeper utilities as noted on the plans), and/or wherever else shown on the plans shall be backfilled with select granular material and firmly compacted in accordance with the construction standard details.

EXCESS TRENCH MATERIAL
The contractor shall spread excess excavated trench material adjacent to the trenches in an orderly fashion so as not to create a hazard or obstruction, and to maintain the site in a workable condition.

DISSIMILAR MATERIALS/PIPE CONNECTIONS
'Band-Seal' or similar flexible type couplings shall be used when connecting sewer pipes of dissimilar materials. When connection to an existing sewer main by means other than an existing wye, tee, or an existing structure, one of the following methods shall be used:
- Circular coring of sewer main with proper tools ('Shewer-Tap' machine or similar) and installation of hub-wye or hub-tee saddle
- Remove entire section of pipe (breaking only the top of one bell) and replace with precast wye or tee branch section
- Using a pipe cutter, neatly and accurately cut out desired length of pipe for insertion of proper fitting, using a non-shear mission coupling to hold assembly firmly in place

UTILITY STRUCTURE SELECT BACKFILL
Where select granular bedding and backfill is required around utility structures, the cost for same shall be merged into the structure cost.

STRUCTURE CASTINGS
Frames and lids (or grates) for sanitary, water main and storm sewer structures shall be as indicated on the plans, and the cost of same shall be integrated into the respective structure cost.

ADJUSTING RINGS
All structures shall incorporate a minimum of three (3) inches and a maximum of eight (8) inches of adjusting rings (two (2) rings maximum).

STRUCTURE ADJUSTMENT
All top of frames for utility structures (including B-Boxes) shall be adjusted to meet final finished grade upon completion of finished grading and final inspection (cost incidental). The contractor shall insure that roadway, curb, and pavement inlets or structures (frames and grates) are at finished grade.

HORIZONTAL AND VERTICAL SEPARATION OF WATER AND SEWER MAINS
Horizontal and vertical separation between water and sewer mains shall be maintained in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois and said specifications standard drawings 18, 19, 20, 21, 22, 23, and 24.

FLOOR DRAINS AND FOOTING DRAINS
All floor drains and floor drain sump pumps shall discharge into the sanitary sewer. All downspouts, footing drains and subsurface stormwaters shall discharge into the storm sewer or onto the ground - not into the sanitary sewer.

CONSTRUCTION RECORD
The contractor shall maintain a legible record on a set of construction plans information concerning all manholes, wyes and services, valve boxes, curb boxes, etc. such that they can be field located in a manner acceptable to the applicable governmental agency.

IV UNDERGROUND UTILITIES - SANITARY SEWER

SANITARY SEWER PIPE
Sanitary sewers and services (or combined sewers in combined sewer areas) shall be constructed of one or more of the following materials as specified on the plans:
- PVC gravity sewer pipe conforming to ASTM D-3034 for pipe diameters of 4 inch to 15 inch, or conforming to ASTM F-679 for pipe diameters of 18 inch to 48 inch, with minimum SDR of 26, and with Elastomeric gasket joints conforming to ASTM D-3212. The gasket shall comply with ASTM F-477. Sanitary services shall conform to ASTM D-2680 and D-2751 with solvent cement welded joints conforming to same.
- Cement-lined ductile iron pipe class 52, conforming to AWWA C-151 (ANSI 21.51) with push-on joints conforming to AWWA C-111 (ANSI A21.11)
- Extra Strength Vitrified Clay Pipe (ESVCP) conforming to ASTM C-700 with ASTM C-425 joints and ASTM C-1784 collars (no-bell)

SANITARY SEWER BEDDING
Sanitary sewers shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-7), with a minimum thickness of one fourth of the outside pipe diameter, but not less than 4 inches nor more than 8 inches. Bedding shall extend to one foot over the top of pipe for all sanitary sewer and services. Cost for bedding shall be merged into lineal footage cost for the respective sewer pipe.

SANITARY SEWER MANHOLES
Manholes shall be 4 foot diameter precast reinforced concrete structures with eccentric cones. Cone openings shall be centered parallel to mainline flow. Structure sections and adjusting rings shall be securely sealed to each other using resilient, flexible, non-hardening, preformed bituminous mastic (Ram-Nek or approved equal). Mastic shall be applied such that no surface or ground water inflow can enter the structure. All structures shall be equipped with appropriate steps, frame and lid, and if indicated shall include an internal or external chimney seal (see construction standard detail). Manhole frames and lids shall be watertight with concealed pick-holes.

SANITARY PIPE MANHOLE CONNECTIONS
Sanitary sewer manhole connections shall be made with a flexible water-tight boot precast into the structure (see construction standard detail). Refer to ASTM C-923.

SERVICE LOCATIONS
Sanitary services shall be installed in a separate trench from water services, with a minimum horizontal separation of 10 feet.

TESTING
Sanitary sewers including manholes and service lines shall be subjected to either an infiltration test or air test (and deflection test for flexible pipe) by the contractor. Allowable infiltration shall not exceed 200 gallons per inch diameter of pipe per mile per day. Vacuum testing of manholes shall be in accordance with ASTM C-1244. Testing procedures shall be in accordance with the Standard Specifications for Water and Sewer Main Construction in Illinois. The contractor shall coordinate the testing with all applicable governmental agencies.

TELEVISING
Main line sanitary sewer shall be televised prior to acceptance and a DVD shall be provided to applicable governmental agencies. Corrective work required shall be done immediately. Cost for televising shall be merged into the unit price for the sewer pipe.

V. UNDERGROUND UTILITIES - WATER MAIN

WATER MAIN PIPE
Water main shall be cement-lined ductile iron pipe class 52 conforming to AWWA C-151 (ANSI A21.51). Rubber gasket joints shall conform to AWWA C-111 (ANSI A21.11). Ductile iron fittings shall conform to AWWA C-110 (ANSI A21.10). Cement lining shall conform to AWWA C-104 (ANSI A21.4). If protective wrapping is indicated on the plan or details, it shall conform to AWWA C105-99, minimum thickness 8 mil polyethylene tube such as Clow type 'Y-91' or equal, and shall completely encase and seal the main, fittings, and accessories per manufacturer's directions.

FITTINGS
Water main fittings (bends, elbow, tees, increasers, reducers, etc.) may or may not be specifically referenced on the plans and quantities - if not, they shall be considered incidental and included in the lineal footage cost for the water main.

DEPTH OF COVER - MAIN AND SERVICES
Minimum depth of cover from finished grade to top of water main or water service pipe shall be five and one-half (5.5) feet.

THRUST BLOCKING
Thrust blocking shall be installed with water mains at all bends, tees, elbows, etc. (see construction standard detail). Restraining glands or mega-lug fittings may be substituted if permitted by the applicable governmental agency. Cost of either to be merged into lineal footage cost for the water main.

WATER MAIN BEDDING
Water main shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-6), a minimum of 4 inches below the bottom of the pipe and extending upward to the springline (1/2 the pipe diameter). Cost for bedding shall be merged into lineal Footage cost for the water main.

WATER VALVES
Unless specifically noted otherwise, gate valves in accordance with the applicable governmental standard shall be used wherever valves are called for. Valves shall be iron body, bronze mounted, parallel resilient seat valves per AWA C-509. Valves shall be rated for 300 psi test pressure and 200 psi working pressure.

VALVE VAULTS
Valve vaults shall be used at all valve locations. Vaults shall be precast reinforced concrete structures, diameter as noted on the plans. Vaults shall include appropriate frames and lids (see construction standard details).

PRESSURE TAPS
Where indicated on the plan, pressure tap operations shall be done while maintaining system pressure in the existing main. The existing main shall be cleaned prior to installation of the tapping sleeve. Tapping valve shall conform to AWWA C-500. Vault, supports, frame, and lid shall conform to the construction standard detail.

FIRE HYDRANTS
Hydrants shall be of the manufacture and equipped with auxiliary valves and valve boxes in accordance with the applicable governmental agency's standard. Hydrants shall be equipped with two 2 1/2 inch hose nozzle connections and one 4 1/2 inch pumper port. Hose threads shall be the standard of the applicable governmental agency. Hydrants shall open left (counter-clockwise). Hydrants shall generally be located three (3) feet clear of the back of curb.

SERVICE LOCATIONS
Water services shall be installed in a separate trench from sanitary (or storm) services, with a minimum horizontal separation of 10 feet.

TESTING AND DISINFECTION
Water mains shall be subject to a pressure test by the contractor. Hydrostatic pressure test and leakage shall be based on 150 psi for 2 hours. Chlorination for disinfection shall be in accordance with the Standard Specifications. Testing and chlorination of existing water mains (where connections are indicated on the plans) shall be considered incidental. In the event that pressure testing of existing mains fail, and such failures are attributable to pre-existing conditions not under the contractor's control, the contractor is entitled to additional payment to correct the deficiencies in the existing system.

VI. UNDERGROUND UTILITIES - STORM SEWER

STORM SEWER PIPE
Storm sewers and services shall be constructed of one or more of the following materials as specified on the plans:
- Reinforced concrete pipe of the class as indicated on the plans, conforming to ASTM C-76 with trowel applied bituminous mastic compound per ASTM C-76. Where noted on the plan the joints and pipe shall incorporate flexible gaskets conforming to ASTM C-443 or ASTM C-361 in lieu of mastic (typically at water main crossings).
- Cement-lined ductile iron pipe class 52, conforming to AWWA C-151 (ANSI 21.51) with push-on joints conforming to AWWA C-111 (ANSI A21.11).
- PVC gravity sewer pipe conforming to ASTM D-3034 (for pipe diameters of 4 inch to 15 inch) or conforming to ASTM F-679 (for pipe diameters of 18 inch to 48 inch). All pipe shall be SDR 35 or stronger, with elastomeric gasket joints conforming to ASTM D-3212.
- Galvanized corrugated metal (steel) pipe (CMP). 16 gauge minimum, conforming to ASTM A760. This pipe may be round, horizontal elliptical (HE), arch pipe or slotted drain as indicated on the plans. Slotted drain (trench drain) pipe shall incorporate 1.75 inch wide drain opening and 6 inch minimum height adjustable drain guide.

STORM SEWER BEDDING
Storm sewers shall be installed on compacted granular crushed stone bedding, 1/4 inch to 3/4 inch in size (IDOT gradation CA-6), with a minimum thickness of one fourth of the outside pipe diameter, but not less than 4 inches nor more than 8 inches. Bedding shall extend upward to the springline of the pipe for concrete and ductile iron pipe, and one foot over the top of the pipe for PVC pipe and CMP pipe. Cost for bedding shall be merged into lineal Footage cost for the respective sewer pipe.

INLETS, CATCH BASINS, AND MANHOLES
All structures shall be pre-cast reinforced concrete (see construction standard details). Structure sections and adjusting rings shall be securely sealed to each other with flexible bituminous mastic. Gaps at pipe connections shall be filled and securely sealed with non-shrink hydraulic cement mortar. Frames and grates (or lids) shall be as noted on the plans and shall be securely grouted with non-shrink hydraulic cement mortar.

SPECIAL STRUCTURES
If called for on the plans, special structures (headwalls, boxes, etc.) shall be in accordance with the construction standard details.

VII. PAVEMENT, CURBS, AND SIDEWALKS

GENERAL STANDARDS
Unless specifically modified below, all pavement, curb, and sidewalk construction shall be done in accordance with the applicable sections of the 'Standard Specifications for Road and Bridge Construction in Illinois,' as published by IDOT, latest edition.

SUBGRADE PREPARATIN
The subgrade for roadways, pavement, and/or curbs and walks shall be finished by the excavation contractor to within 0.1 foot, plus or minus, of plan elevation. The paving contractor shall confirm the proper preparation of the rough subgrade, or notify the owner and engineer in writing of any discrepancies. Prior to placement of base material, the paving contractor shall fine grade the subgrade to insure proper thicknesses for all base and pavement courses.

BITUMINOUS PAVEMENT
Bituminous Pavement shall consist of the sub-base course, base course, hot-mix asphalt binder course, and hot-mix asphalt surface course, of the thickness and materials as specified on the plans. The maximum size aggregate for the hot-mix surface course mixture shall be 3/8 inches. A prime coat shall be applied to the sub-base course (or base course) as indicated on the plans. A tack coat shall be applied to the binder course prior to surface course placement.

WEATHER REQUIREMENTS FOR BITUMINOUS PAVING
Hot-mix binder shall be placed only when the ambient air temperature is at least 40 degrees Fahrenheit and the Forecast is for rising temperatures. Hot-mix surface shall be placed when the ambient air temperature is at least 45 degrees Fahrenheit and the Forecast is for rising temperatures.

BITUMINOUS PAVEMENT INSTALLATION
After installation of the base course, all traffic shall be kept off the base until the binder course is placed. After installation of the binder course (and for public improvements after the binder course has been in place for one winter), and upon completion of inspection and approval by the applicable governmental agency and owner, the binder shall be cleaned, a tack cost shall be applied at a rate of 0.05 gal/square yard (cost incidental), and the surface course shall be placed. All damaged areas in the binder, base or curb shall be repaired prior to surface replacement.

REINFORCED CONCRETE PAVEMENT
Concrete pavement and base course shall be of the thickness as shown on the plans. All concrete pavement shall be reinforced with 6 inch x 6 inch No. 6 welded wire Fabric. All concrete pavement shall be broan finished. Contraction joints shall be sawcut immediately after pavement installation and initial curing.

CONCRETE PAVEMENT JOINTING
Joints for concrete pavement shall be determined by contractor in the field using best practices. Maximum distance between joints shall be 15 feet. Jointing shall Follow the American Concrete Pavement Association Publication 'Proper use of Isolation and Expansion Joints in Concrete Pavements.'

CONCRETE CURB AND GUTTER
Combination curb and gutter shall be as detailed on the plans, underlain with the specified base course. Pre-molded bituminous expansion joints (3/4 inch thick) with 3/4 inch x 8 inch plain round steel dowel bars shall be installed at 60 Foot intervals and at all P.C.'s, P.T.'s, curb returns, and at the end of each pour. Alternate ends of the dowel bars shall be greased and fitted with metal expansion tubes. Fiber expansion joints 3/4 inch shall also be used wherever sidewalk abuts the curb. Contraction joints shall be sawcut at 15 Foot intervals. Two (2) reinforcing bars (No. 4), 10 Feet long, shall be installed wherever curb and gutter crosses utility trenches or service lines. Curbs shall be depressed at all locations where public walks or pedestrian paths intersect curb lines (ADA Requirements - see construction standard details). Concrete curb and gutter shall be placed and vibrated to eliminate any honey-combing.

CONCRETE SIDEWALKS
Sidewalks and base course shall be of the thickness and dimensions as shown on the plans. Sidewalks crossing driveways shall be reinforced with 6 inch x 6 inch No. 6 welded wire mesh. Sidewalks crossing utility trenches shall be reinforced with three (3) No. 4 reinforcing bars 10 Feet long, centered over the trench crossing.

CONCRETE CURING
Curing and weather protection of all concrete surfaces (pavement, curb, sidewalk) shall be per the standard specifications.

TESTING
Testing of all pavement courses, curbs, and concrete shall be done by a qualified testing firm employed by the owner.

PAINTED PAVEMENT MARKINGS
Painted pavement markings and symbols shall be installed in the color and location as shown on the plan, and conforming to the standard specifications. Markings and symbols shall only be applied when the temperature is 50 degrees Fahrenheit or above.

NO.	DATE	REVISIONS	DRAWN BY
1	05/26/22	GENERAL REVISIONS	TLM

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
PROJECT NOTES AND SPECIFICATIONS

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630.480.7889
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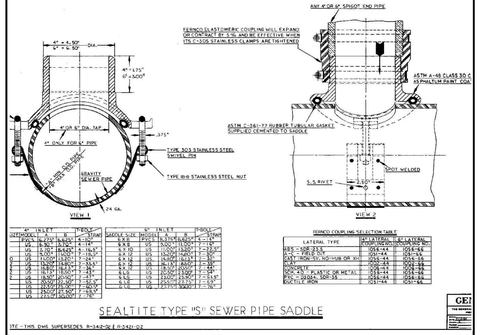
PROJECT NO. 66419521
DATE 04/28/22
SCALE NONE
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
6 OF 7

May 26, 2022 9:23:1 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 - VILLA PARK APTS - ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG



4" INLET				6" INLET				PIPE
OUTSHELL	A	B	STEM	SADDLE SIZE	INCISED	A	B	STEM
PIPE N.	C.O.R.	SHELL		S.X.S.	PIPE	S. TO S.	SHELL	
V1	14.00	13.50	1.5"	6 X 4	4.00"	13.50"	13.00"	1.5"
V2	14.00	13.50	2"	6 X 6	6.00"	13.50"	13.00"	2"
V3	14.00	13.50	3"	8 X 4	4.00"	15.50"	15.00"	3"
V4	16.00	15.50	4"	8 X 6	6.00"	15.50"	15.00"	4"
V5	18.00	17.50	6"	8 X 8	8.00"	15.50"	15.00"	6"
V6	20.00	19.50	8"	10 X 6	6.00"	17.50"	17.00"	8"
V7	22.00	21.50	10"	10 X 8	8.00"	17.50"	17.00"	10"
V8	24.00	23.50	12"	10 X 10	10.00"	17.50"	17.00"	12"

FERNCO COUPLING SELECTION TABLE

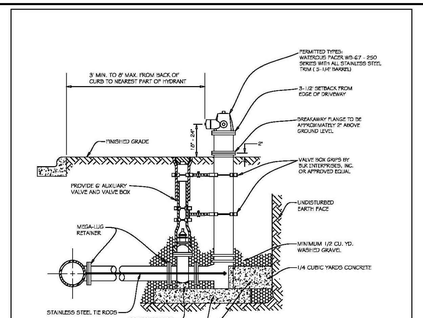
LATERAL TYPE	CJ8 LATERAL / CJ8 LATERAL
PVC / PVC	CJ8-PVC
C.I. / DUCTILE	CJ8-CI/D
CONCRETE / CONCRETE OR STEEL	CJ8-CON
VITRIFIED CLAY	CJ8-VCP
DUCTILE	CJ8-D/D
PLASTIC / PLASTIC OR METAL	CJ8-PVC
ASBESTOS CEMENT	CJ8-ACP
CAST IRON	CJ8-CI/D

SEALTITE TYPE "8" SEWER PIPE SADDLE

STC - THIS DWG SUPERSEDES R-34-8-SE E 0-421-02

REV:		DATE:
REV:	RMR	DATE: JUL 2004
DRAWN BY:	VV	DATE: JAN 2003

FIRE HYDRANT SETTING	VILLAGE OF VILLA PARK
	WATER - 04



PERMITTED TYPES:
WATERSLIDE FACES MFS-67 - 250
SPIGOTS WITH ALL STAINLESS STEEL TRIM (3-LHT BARREL)

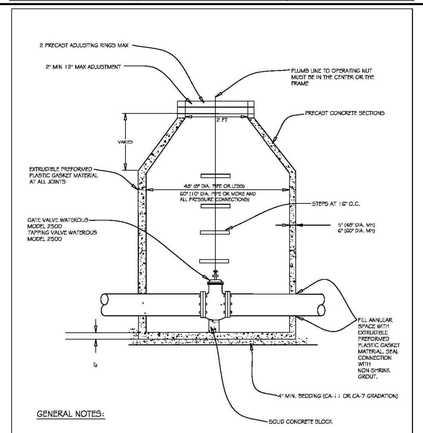
GENERAL NOTES:

1. MAXIMUM BARREL EXTENSIONS ARE 18 INCHES AND SHALL BE WATEROUS EXTENSION FOR WATEROUS HYDRANTS.
2. ALL HYDRANTS ARE TO BE SUPPLIED WITH A 6" FLANGED AND MECHANICAL JOINT AUXILIARY VALVE THAT CONFORMS TO AWWA 500-80. ALL TRIM BOLTS ARE TO BE STAINLESS STEEL.
3. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS AND THREADED RODS - GRADE #304
   B. NUTS AND WASHERS - GRADE #300
4. MEGA-LUG RETAINERS MUST BE INSTALLED ON ALL MECHANICAL FITTINGS.

NOT TO SCALE

REV:		DATE:
REV:	RVS	DATE: JUL 2004
DRAWN BY:	VV	DATE: JAN 2003

WATER VALVE IN VAULT	VILLAGE OF VILLA PARK
	WATER - 14



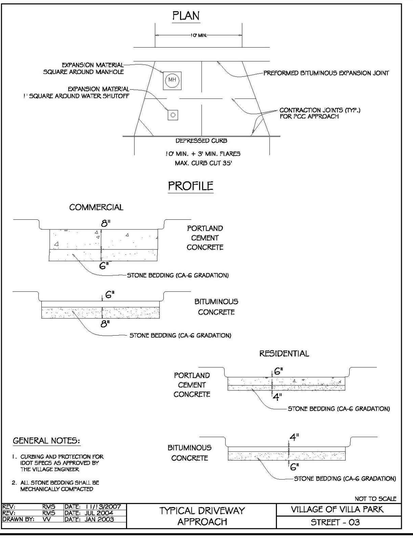
GENERAL NOTES:

1. ALL BELOW GRADE FASTENERS TO BE STAINLESS STEEL:
   A. BOLTS AND THREADED RODS - GRADE #304
   B. NUTS AND WASHERS - GRADE #300
2. FRAME AND LID:
   NEENAH R.-1013-2000 FRAME
   NEENAH R.-1013-2001 SELF SEALING LID
   *WATER" TO BE CAST INTO COVER

NOT TO SCALE

REV:		DATE:
REV:	RVS	DATE: JUL 2004
DRAWN BY:	VV	DATE: JAN 2003

TYPICAL DRIVEWAY APPROACH	VILLAGE OF VILLA PARK
	STREET - 03



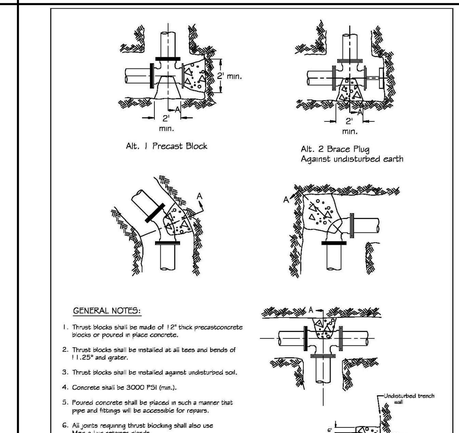
GENERAL NOTES:

1. CURING AND PROTECTION FOR IDOT SPECS AS APPROVED BY THE VILLAGE ENGINEER
2. ALL STONE BEDDING SHALL BE MECHANICALLY COMPACTED

NOT TO SCALE

REV:	RVS	DATE: 11/1/2007
REV:	RVS	DATE: JUL 2004
DRAWN BY:	VV	DATE: JAN 2003

TYPICAL DRIVEWAY APPROACH	VILLAGE OF VILLA PARK
	STREET - 03



GENERAL NOTES:

1. INTERNAL MANHOLE CHIMNEY SEAL CONFORMING ASTM C-923 CRETOR OR APPROVED EQUAL (SANITARY AND COMBINED MANHOLES ONLY)
2. NEW FRAME AND LID (SANITARY):
   NEENAH R.-1013-2000 FRAME
   NEENAH R.-1013-2001 SELF SEALING LID
3. NEW FRAME AND LID (STORM):
   NEENAH R.-1013-2000 FRAME
   NEENAH R.-1013-2001 LID

NOT TO SCALE

REV:		DATE:
REV:		DATE:
DRAWN BY:		DATE:

TYPICAL MANHOLE ADJUSTMENT	VILLAGE OF VILLA PARK
	SANITARY - 02

GENERAL NOTES:

1. GRANULAR TRENCH BACKFILL SHALL BE MECHANICALLY COMPACTED IN LAYERS OF 12" MAXIMUM, LOOSE MEASURE, TO 95% OF STANDARD MAXIMUM DENSITY (ASTM D 698)
2. EXCAVATED MATERIAL USED FOR BACKFILL SHALL BE MECHANICALLY COMPACTED IN LAYERS OF 18" MAXIMUM, LOOSE MEASURE, TO 90% OF STANDARD MAXIMUM DENSITY (ASTM D 698)

NOT TO SCALE

REV:	KLM	DATE: 10/20/2006
REV:	RVS	DATE: 07/2004
DRAWN BY:	VV	DATE: 01/2003

PIPE INSTALLATION	VILLAGE OF VILLA PARK
	SANITARY - 03

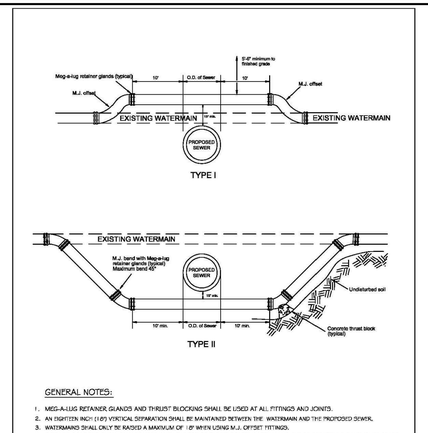
GENERAL NOTES:

1. Thrust blocks shall be made of 12" thick precastconcrete blocks or poured in place concrete.
2. Thrust blocks shall be installed at all tees and bends of 11.25° and grater.
3. Thrust blocks shall be installed against undisturbed soil.
4. Concrete shall be 3000 PSI (min.).
5. Poured concrete shall be placed in such a manner that pipe and fittings will be accessible for repairs.
6. All joints requiring thrust blocking shall also use Meg-a-Lug retainer glands.
7. Use of wood materials for thrust blocking is strongly prohibited.
8. All below grade fasteners to be stainless steel:
   bolts & threaded rods - grade 304
   nuts & washers - grade 300

NOT TO SCALE

REV:	RMR	DATE: FEB 2005
DRAWN BY:	VV	DATE: FEB 2005

THRUST BLOCK INSTALLATION	VILLAGE OF VILLA PARK
	WATER-22



GENERAL NOTES:

1. FRAME AND LID (SANITARY):
   NEENAH R.-1013-2000 FRAME
   NEENAH R.-1013-2001 SELF SEALING LID
2. FRAME AND LID (STORM):
   NEENAH R.-1013-2000 FRAME
   NEENAH R.-1013-2001 LID
3. ALL LIFT HOLES ARE TO BE GROUTED FROM INSIDE AND OUTSIDE BEFORE BACKFILLING

NOT TO SCALE

REV:		DATE:
REV:	RVS	DATE: JUL 2004
DRAWN BY:	VV	DATE: JAN 2003

STANDARD MANHOLE	VILLAGE OF VILLA PARK
	SANITARY - 05

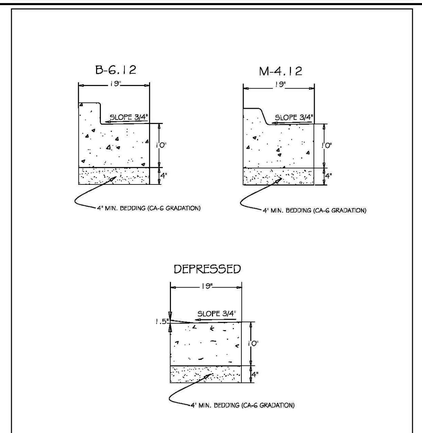
GENERAL NOTES:

1. MEG-A-LUG RETAINER GLANDS AND THRUST BLOCKING SHALL BE USED AT ALL FITTINGS AND JOINTS.
2. AN EIGHTEEN INCH (1.5') VERTICAL SEPARATION SHALL BE MAINTAINED BETWEEN THE WATERMAIN AND THE PROPOSED SEWER.
3. WATERMAINS SHALL ONLY BE RAISED A MAXIMUM OF 1.5' WHEN USING M.J. OFFSET FITTINGS.
4. TYPE I RELOCATIONS SHALL ONLY BE USED WHEN THE TOP OF THE RELOCATED WATERMAIN IS 3.5' OR GREATER BELOW FINISHED GRADE.
5. TYPE II RELOCATIONS REQUIRE THE PROPOSED SEWER TO BE INSTALLED IN PRESSURE RATED PIPE (CLASS 52 DUCTILE IRON PIPE, OR PVC SDR-26, ASTM D-2241 ; PC PIPE) BETWEEN MANHOLES, OR ENCASED IN A BITUMINOUS COATED STEEL CASING PIPE, EXTENDING A MINIMUM OF 10' CENTERED ON THE WATERMAIN.
6. ALL BELOW GRADE FASTENERS SHALL BE STAINLESS STEEL.
   A. BOLTS: GRADE 304
   B. NUTS AND WASHERS: GRADE 300

NOT TO SCALE

REV:		DATE:
REV:		DATE: 01/07/2008
DRAWN BY:	VV	DATE:

WATERMAIN RELOCATION	VILLAGE OF VILLA PARK
	WATER - 25



GENERAL NOTES:

1. CONTRACTION JOINTS SHALL BE PLACED BETWEEN EXPANSION JOINTS AT 15' INTREVALS.
2. EXPANSION JOINTS ARE TO BE PLACED AT 60' INTERVALS. 2-#6 X 18" REBARS TO BE PLACED AT ALL EXPANSION JOINTS.

NOT TO SCALE

REV:		DATE:
REV:	RMR	DATE: JUL 2004
DRAWN BY:	VV	DATE: JAN 2003

COMBINATION CONCRETE CURB AND GUTTER	VILLAGE OF VILLA PARK
	ROAD - 02

REV.	DATE	DRAWN BY
1	05/26/22	TLM

GENERAL REVISIONS

DATE

REVISIONS

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
CONSTRUCTION STANDARDS AND DETAILS

RWG Engineering, LLC
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PROJECT NO.	66419521
DATE	04/28/22
SCALE	NONE
PROJ. MGR.	RWG
PROJ. ASSOC.	RWG
DRAWN BY	TLM

SHEET

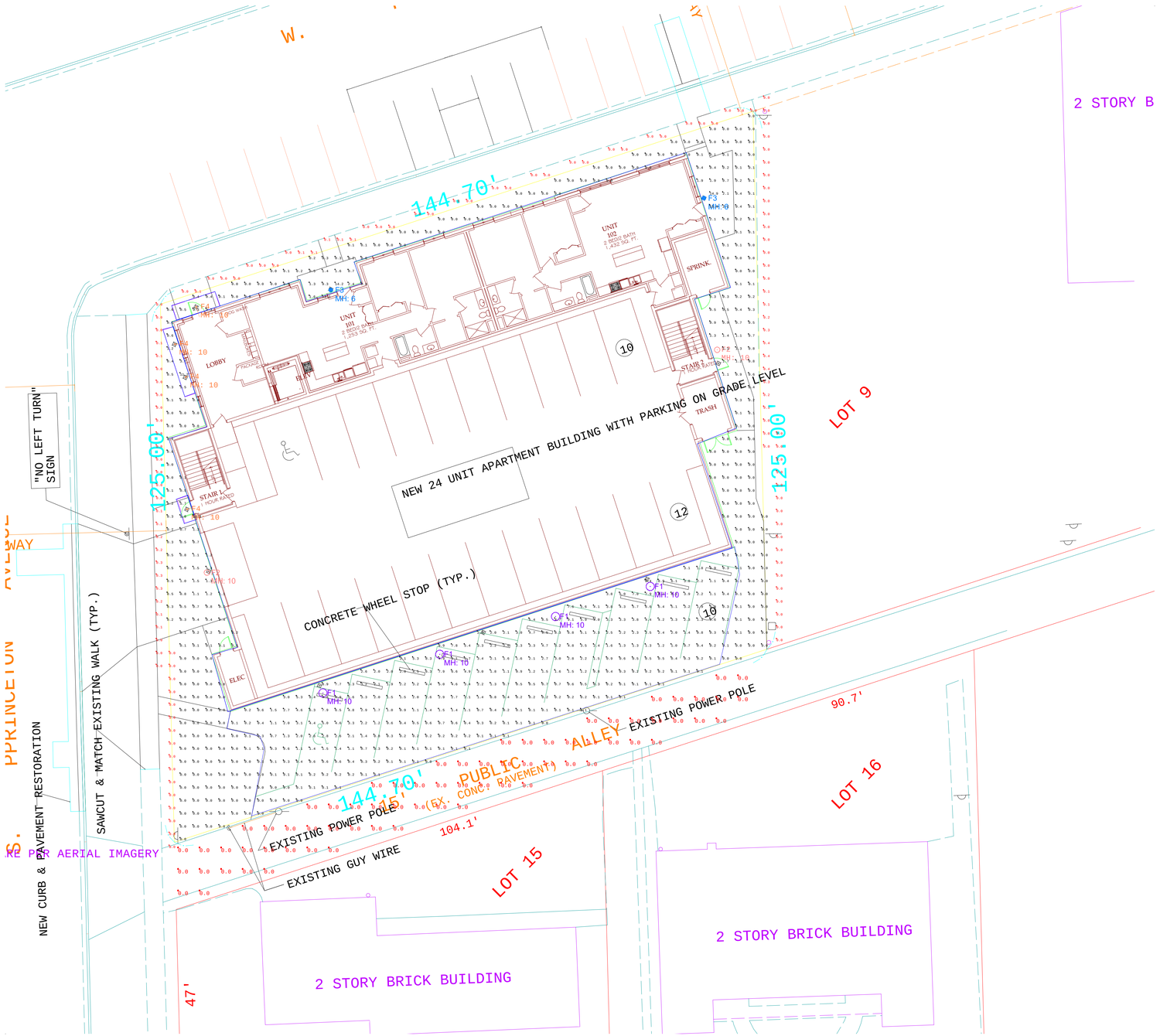
7 OF 7

May 26, 2022 9:23:24 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

Luminaire Schedule			
Symbol	Tag	Qty	Description
	F1	4	512 - 41 - LVE01 - 3000lm
	F2	2	508 - 41 - LVE01 - 500lm
	F4	4	AE2RRAB-SW-25-80-35-SDL-7W
	F3	2	WS-W9101 A061916

NOTES:
LLF .9 FOR ALL FIXTURES
MOUNTING HEIGHTS SHOWN

Calculation Summary					
Label	CalcType	Avg	Max	Min	Max/Min
ALLEY	Illuminance	0.00	0.0	0.0	N.A.
E PRIVATE ENTRY	Illuminance	1.47	3.7	0.2	18.50
EAST STAIR	Illuminance	0.78	1.7	0.0	N.A.
GARAGE ENTRANCE	Illuminance	0.79	1.6	0.1	16.00
MAIN ENTRY	Illuminance	1.55	10.8	0.0	N.A.
N PRIVATE ENTRY	Illuminance	2.43	7.2	0.3	24.00
OVERALL LOT	Illuminance	1.33	15.9	0.0	N.A.
PARKING_Planar	Illuminance	2.12	8.4	0.0	N.A.
PERIMETER	Illuminance	0.04	0.4	0.0	N.A.
WEST STAIR	Illuminance	6.80	16.9	0.4	42.25



FORCE PARTNERS

#	Date	Comments

Revisions

Drawn By: BOSM
Checked By:
Date:5/25/2022
Scale:

ARDMORE FLATS

EXTERIOR

Standard Dome

Reflectors

A - B / C / D / E / F

A FIXTURE | B LAMP TYPE | C GLOBE | D CAST GUARD | E WIRE GUARD | F MOUNTING

A Fixture

508 8" STANDARD DOME	**510** 10" STANDARD DOME	**512** 12" STANDARD DOME	**514** 14" STANDARD DOME	**516** 16" STANDARD DOME
518 18" STANDARD DOME	**520** 20" STANDARD DOME			

Project:

Location:

Fixture Type:

Catalog Number:

AVAILABLE FINISHES:

Vessel

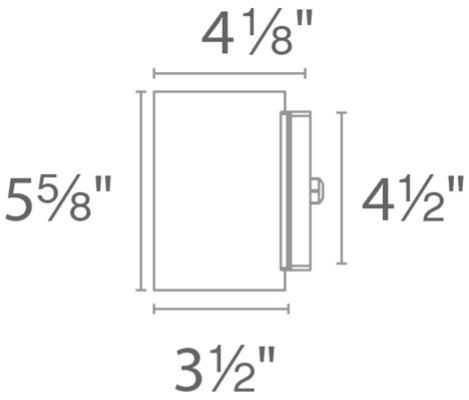
WS-W9101

PRODUCT DESCRIPTION

Minimalist and modern, these simplified cylinders project incredible light inside and out with advanced proprietary LED technology. Crafted from die-cast aluminum, Vessel provideseffortless versatility with its easy-to-pair shape and neutral finishes.

FEATURES

• 2700K and 4000K CCT option available for special order.
• Driver concealed within the fixture
• Silk-screened glass
• IDA Dark Sky compliant in color temperatures of 3000K or lower and when mounted in a downward orientation



WS-W9101

SPECIFICATIONS

Rated Life	50000 Hours
Standards	ETL, cETL,Wet Location Listed,IP66,Title 24 JA8: 2019 Compliant,Dark Sky Friendly
Input	120-277V,50/60Hz
Dimming	ELV, 0-10V
Mounting	Can be mounted on wall vertically or upside down
Color Temp	3000K
CRI	90
Construction	Die cast aluminum construction with silk-screened glass

Model & Size	Color Temp	Finish	LED Watts	LED Lumens	Delivered Lumens
❍ WS-W9101 6"	3000K	❍ AL Brushed Aluminum	16.8W	1167	861
	3000K	◎ BK Black	16.8W	1167	861
	3000K	◎ BZ Bronze	16.8W	1167	861
	3000K	◎ WT White	16.8W	1167	861

Example: **WS-W9101-WT**

•For '4000K' add "-'40'";'2700K' add "-'27'" before the finish: WS-W9101-27-AL

For custom requests please contact customs@modernforms.com

AERA 2" DOWNLIGHT

ROUND RECESSED ADJUSTABLE

LUMENWERX

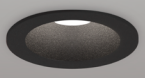
5 YEAR WARRANTY

Project: _____

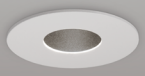
Type: _____

Bevel Trimless Drywall Mudplate

Bevel Flanged Trim



Pinhole Flanged Trim



Pinhole Trimless Drywall Mudplate

Aera recessed downlights are true to size, encased in minimalist housing, and suitable additions to any interior space where outstanding optical performance, maximal eye comfort, and/or an industry-leading wall wash are required.

Beam Angles

15° 25° 35° 50° 80° 90°

Low UGR < 10 in all beams / Max. tilt 35°

Ceiling Types

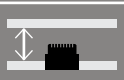
Drywall Millwork Acoustic Tile

Installation Types

New Construction (Type Non-IC, Type-IC, CCEA)
Remodel (Type Non-IC)

Plenum Clearance

As low as 5"



Certifications

IP44 Shower Rated

Some restrictions may apply.

COMPLIANT WITH JA8 TITLE 24

Performance

LUMEN OUTPUT [1]	WATTS	EFFICACY
552 lm	7 W	79 lm/W
727 lm	10 W	73 lm/W

[1] Lumen packages are assuming 3500K, 80CRI, 35° beam, with SDL lens option.

Light Source

Static White
Full Spectrum
SOLA - Dim-to-Warm
DUO - Tunable White

COB

2 Step Color Binning
Up to 95 CRI

Drivers

1%, 0.1% Dimming Available
0-10V, TRIAC, ELV, Lutron EcoSystem, DALI, DMX
Emergency Battery (optional)

Aera Family (Refer to other spec sheets)

Downlight

2" / 3" / 4" Round / Square Recessed Adjustable

2" / 3" / 4" Round / Square Recessed

2" / 3" / 4" Round / Square Recessed Wall Wash

Multi-aperture

2" / 3" / 4" Round / Square Recessed Adjustable

2" / 3" / 4" Round / Square Recessed

2" / 3" / 4" Round / Square Recessed Wall Wash

Cylinder

2" / 3" / 4" Pendant Pendant Asymmetric Pendant Wall Wash

2" / 3" / 4" Wall Wall Asymmetric

2" / 3" / 4" Surface Surface Asymmetric Surface Wall Wash

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AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

PoE Power over Ethernet

AERA 2" DOWNLIGHT

ROUND RECESSED ADJUSTABLE

LUMENWERX

Project: _____

Type: _____

Order Guide

To specify a Title 24 JA8 compliant fixture, see page 3.

1 - Housing (Example: AE2RRA-TRM-SW-OF-ASB-120-7W-D1-NA)

LUMINAIRE ID [1]	TRIM STYLE	LIGHT SOURCE	INSTALLATION TYPE	MOUNTING OPTION [4] Specify NA for Remodel
AE2RRA				
AE2RRA - Aera 2" Round Recessed Adjustable [1] Recessed (fixed) and Recessed Wall Wash also available. Consult other spec sheets.	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** [2] - Trimless millwork [2] Not available with remodel (RM) installation type.	**SW** - Static white **FS** - Full spectrum **SOLA** - Dim-to-warm single channel control 35K to 22K **DUO** - Tunable white 2-channel control 65K to 27K	**OF** - Open Frame Type Non-IC **IC** [3] - Type-IC **RM** - Remodel Type Non-IC **CP** [3] - Chicago Plenum Type-IC (CCEA) **AT** [3] - Airtight Type-IC [3] Available with low output only.	**ASB** - Adjustable standard bar hangers **FMB** - Flush mount bars **ACB** - Adjustable commercial bar hangers **AHC** - Adjustable hat channel bars **NA** - Not applicable [4] See page 5 for more details.

VOLTAGE	WATTAGE [6]	DIMMING [8]			OPTION [15]
					NA
120 - 120V **277** - 277V **UNV** - 120V-277V **347** [5] - 347V [5] Available with RD1 driver only. Please consult factory.	**7W** - Low output 477-560 lm **10W** [7] - Medium output 627-736 lm [6] Lumen outputs are reduced with full spectrum, consult factory. [7] Not available with IC/CP/AT.	**INTEGRAL** **D1** - 1% 0-10V **ELV** [9] - ELV 120V **TRI** [9] - TRIAC 120V [8] PoE (Power-over-Ethernet) compatible. Consult factory for details. [9] Available with 120V only.	**REMOTE** [10] **RD1** - 1% 0-10V **RELV** [11] - ELV 120V **RTRI** [11] - TRIAC 120V **RLTEA2W** [11, 12] - Lutron 1% - 2 wire FP 120V **RLDE1** [13] - Lutron Hi-lume 1% Eco	**RDA** [13] - DALI **RELD1** - eldoLED 1% ECOdrive 0-10V **RELD0** - eldoLED 0.1% SOLOdrive 0-10V **+EB** [14] - Emergency battery	**NA** - None [15] To specify a JA8 compliant fixture, see page 3.
			[10] A remote driver box is provided, see page 4 for details. [11] Available with 120V only. [12] Not available with 7 W output. [13] On-site commissioning is required. [14] For emergency battery, code will be like the following example: **RD1 + EB**		
	SOLA **8W** - 8 W output, up to 250 lm DUO **7W** - 7 W output, up to 200 lm	SOLA **SD1** - 1% 0-10V **SELV** [9] - ELV 120V **STRI** [9] - TRIAC 120V	SOLA **RSD1** - Single 0-10V input **RSELV** [11] - ELV 120V **RSTRI** [11] - TRIAC 120V	DUO **RDMX** [13] - DMX **RDDA** [13] - DALI DT6 **RDDA8** [13] - DALI DT8 **RDD1** - Dual 0-10V input for CCT/intensity **RPSQ0** [13] - Lutron T-Series 1% tunable white	

2 - Light & Baffle (Example: AE2RRAB-SW-15-2-90-27-LS-TRM-SDL-TMW-TMW-NA)

LUMINAIRE ID	LIGHT SOURCE	BEAM	COLOR QUALITY	CRI	COLOR TEMP.
AE2RRAB - Aera 2" Round Recessed Adjustable Bevel **AE2RRAP** - Aera 2" Round Recessed Adjustable Pinhole	**SW** - Static white **FS** - Full spectrum	**15** - 15° Spot **25** - 25° Spot **35** - 35° Narrow flood **50** - 50° Wide flood **80** - 80° Very wide flood **90** - 90° Open flood	**2** [16] - 2 Step MacAdam Ellipse **3** - 3 Step MacAdam Ellipse [16] Not available with full spectrum.	**90** [17] - 90 CRI **95** - 95 CRI **80** [17] - 80 CRI [17] Not available with full spectrum.	**27** - 2700K **30** - 3000K **35** - 3500K **40** - 4000K
	SOLA - Dim-to-warm single channel control 35K to 22K **DUO** - Tunable white 2-channel control 65K to 27K	**50** - 50° Wide flood	**3** - 3 Step MacAdam Ellipse	**90** - 90 CRI	**SOLA** - Dim-to-warm single channel control 35K to 22K **DUO** - Tunable white 2-channel control 65K to 27K

OPTICAL OPTIONS	TRIM STYLE	LENS Specify NOL for Pinhole	BAFFLE FINISH Specify NA for Pinhole	TRIM FLANGE FINISH Specify NA for Bevel Trimless	OPTIONS [20]
LS [18] - Linear spread **HEX** [18] - Hex louver **NA** - None [18] Hex louver and linear spread cannot be used together.	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** [19] - Trimless millwork [19] Not available with remodel (RM) installation type.	**SDL** - Soft diffused lens **FDL** - Frosted diffused lens **CL** - Clear lens **NOL** - No lens	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**WET** [21] - Wet location **NA** - None [20] To specify a JA8 compliant fixture, see page 3. [21] Must be specified with the bevel (AE2RRAB), flanged trim (TRM), and either SDL, FDL, or CL lens options.

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AERA 2" DOWNLIGHT

LUMENWERX

ROUND RECESSED ADJUSTABLE

Title 24 JA8

Project: _____

Type: _____

Order Guide

1 - Housing (Example: AE2RRA-TRM-SW-AT-ASB-120-7W-D1-JA8)

LUMINAIRE ID [1]	TRIM STYLE	LIGHT SOURCE	INSTALLATION TYPE	MOUNTING OPTION [2]
AE2RRA			**AT**	
AE2RRA - Aera 2" Round Recessed Adjustable [1] Recessed (fixed) and Recessed Wall Wash also available. Consult other spec sheets.	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** - Trimless millwork	**SW** - Static white **SOLA** - Dim-to-warm single channel control 35K to 22K	**AT** - Airtight Type-IC	**ASB** - Adjustable standard bar hangers **FMB** - Flush mount bars **ACB** - Adjustable commercial bar hangers **AHC** - Adjustable hat channel bars [2] See page 5 for more details.

VOLTAGE	WATTAGE	DIMMING		OPTION
				JA8
120 - 120V **277** - 277V	**7W** - Low output 477-560 lm	**INTEGRAL**	**REMOTE** [4]	**JA8** - JA8 compliant
		D1 - 1% 0-10V **ELV** [3] - ELV 120V **TRI** [3] - TRIAC 120V [3] Available with 120V only.	**RD1** - 1% 0-10V **RELV** [5] - ELV 120V **RTRI** [5] - TRIAC 120V **RLDE1** [6] - Lutron Hi-lume 1% Eco [4] A remote driver box is provided, see page 4 for details. [5] Available with 120V only. [6] On-site commissioning is required.	
	8W - 8 W output, up to 250 lm	**SD1** - 1% 0-10V **SELV** [3] - ELV 120V **STRI** [3] - TRIAC 120V	**RSD1** - Single 0-10V input **RSELV** [5] - ELV 120V **RSTRI** [5] - TRIAC 120V	

2 - Light & Baffle (Example: AE2RRAB-SW-15-2-90-27-NA-TRM-SDL-TMW-TMW-JA8-WET)

LUMINAIRE ID	LIGHT SOURCE	BEAM	COLOR QUALITY	CRI	COLOR TEMP.
				90	
AE2RRAB - Aera 2" Round Recessed Adjustable Bevel **AE2RRAP** - Aera 2" Round Recessed Adjustable Pinhole	**SW** - Static white	**15** - 15° Spot **25** - 25° Spot **35** - 35° Narrow flood **50** - 50° Wide flood **80** - 80° Very wide flood **90** - 90° Open flood	**2** - 2 Step MacAdam Ellipse **3** - 3 Step MacAdam Ellipse	**90** - 90 CRI	**27** - 2700K **30** - 3000K **35** - 3500K **40** - 4000K
	SOLA - Dim-to-warm single channel control 35K to 22K	**50** - 50° Wide flood	**3** - 3 Step MacAdam Ellipse		**SOLA** - Dim-to-warm single channel control 35K to 22K

OPTICAL OPTION	TRIM STYLE	LENS Specify NOL for Pinhole	BAFFLE FINISH Specify NA for Pinhole	TRIM FLANGE FINISH Specify NA for Bevel Trimless	OPTIONS
NA					**JA8**
NA - None	**TRM** - Flanged trim **TLMP** - Trimless drywall mudplate **TLMW** - Trimless millwork	**SDL** - Soft diffused lens **FDL** - Frosted diffused lens **CL** - Clear lens **NOL** - No lens	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**TMW** - Textured matte white **TMB** - Textured matte black **SPC** - Specular **SSPC** - Semi-specular **CHP** - Champagne **CF#** - Custom finish, specify RAL# **NA** - Not applicable	**JA8** - JA8 compliant **WET** [7,8] - Wet location [7] Must be specified with the bevel (AE2RRAB), flanged trim (TRM), and either SDL, FDL, or CL lens options. [8] To specify the WET option, the code will be JA8-WET.

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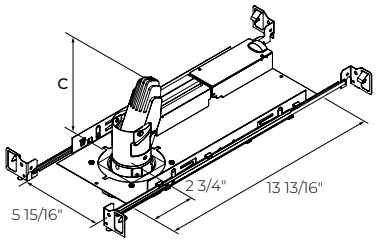
AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

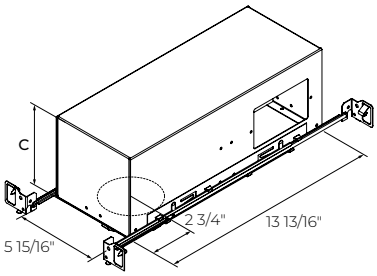
AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

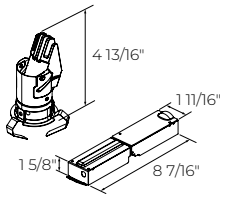
Housing

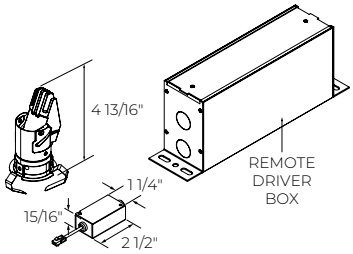
INSTALLATION TYPES		
OF - Open Frame Type Non-IC	**IC -** Type-IC	**CP -** Chicago Plenum Type-IC (CCEA) **AT** - Airtight Type-IC





RM - Remodel Type Non-IC	
Integral	Remote

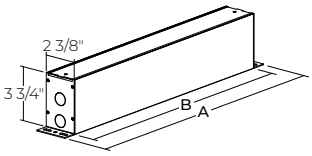




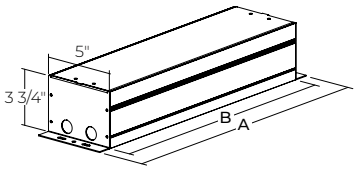
- For height dimension C, see the PLENUM CLEARANCE & CUT-OUT DIMENSIONS table below.
- For OF, IC, and CP installation types with remote dimming, a remote driver box is provided.

REMOTE DRIVER BOX

RDB8 / RDB18 / RDB24

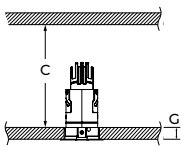


RDB24W

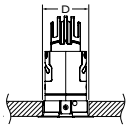


	RDB8	RDB18	RDB24	RDB24W
A	10"	20"	26"	26"
B	8"	18"	24"	24"
DRIVER	**RD1** - 1% 0-10V **RELV** - ELV 120V **RTRI** - TRIAC 120V SOLA **RSD1** - Single 0-10V input **RSELV** - ELV 120V **RSTRI** - TRIAC 120V	**RLTEA2W** - Lutron 1% - 2 wire FP 120V **RLDE1** - Lutron Hi-lume 1% Eco **RDA** - DALI **RELD1** - eldoLED 1% ECOdrive 0-10V **RELD0** - eldoLED 0.1% SOLOdrive 0-10V	Emergency battery (+EB) with the following driver options. **RD1+EB** - 1% 0-10V **RELV+EB** - ELV 120V **RTRI+EB** - TRIAC 120V DUO **RDMX** - DMX **RDDA** - DALI **RDD1** - Dual 0-10V input for CCT/intensity **RPSQ0** - Lutron T-Series 1% tunable white	Emergency battery (+EB) with the following driver options. **RLTEA2W+EB** - Lutron 1% - 2 wire FP 120V **RLDE1+EB** - Lutron Hi-lume 1% Eco **RDA+EB** - DALI **RELD1+EB** - eldoLED 1% ECOdrive 0-10V **RELD0+EB** - eldoLED 0.1% SOLOdrive 0-10V

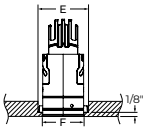
PLENUM CLEARANCE & CUT-OUT DIMENSIONS



TRM/TLMP



TLMW



	PLENUM CLEARANCE HEIGHT			
	REMOTE & INTEGRAL			
	OF	IC	CP/AT	RM
C	5"	5 1/8"	5 1/8"	5"

	CUT-OUT DIMENSIONS	
D	TRM/TLMP	Ø 2 1/2"
E	TLMW	Ø 2 1/2"
F		Ø 2 1/16" with 1/8" lip

	MAXIMUM CEILING THICKNESS	
G	TRM/TLMP	1"
	TLMW	5/8"

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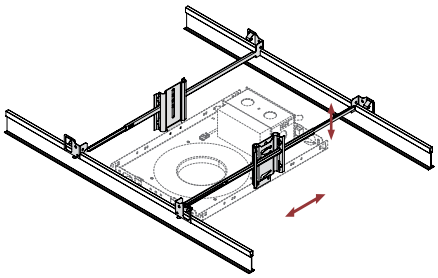
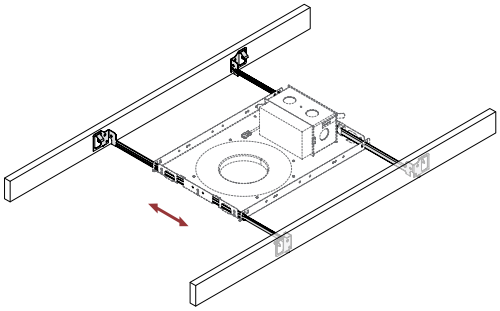
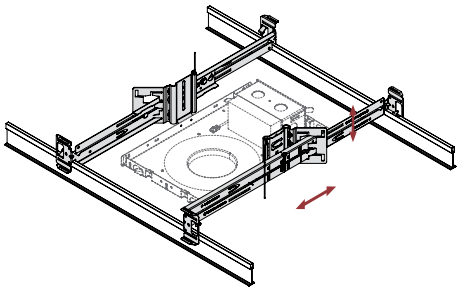
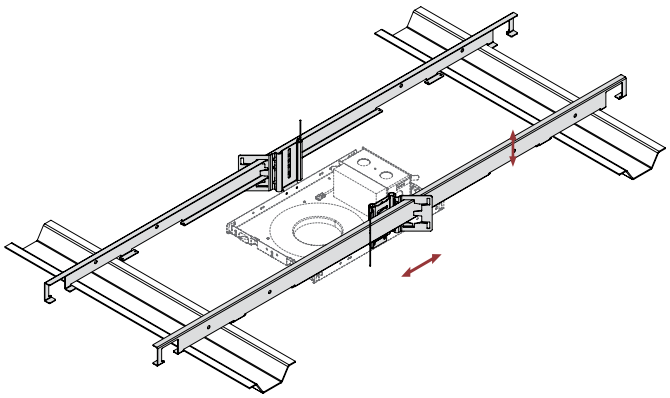
Housing

MOUNTING OPTIONS	
ASB - Adjustable Standard Bar Hangers	
	Adjustable Standard Bar hangers can be used in both commercial and residential applications and are adjustable to various heights in both Grid Ceiling and Drywall mounting. ASB hangers are less rigid and versatile than ACB hangers.
FMB - Flush Mount Bars	
	Flush Mount Bars are best used in residential applications, fitting snug to the surface and suitable for Wood, Metal, and Drywall mounting. The flush mounted bars are static and can't be adjusted.
ACB - Adjustable Commercial Bar Hangers	
	Adjustable Commercial Bar hangers can be used in both commercial and residential applications and are by far the most versatile mounting bar we offer with its adjustability to various heights. ACB hangers are suitable for Grid Ceiling, Drywall, Metal, Wood and Frame mounting. · Extremely rigid · Fits into C-Channel notches in a Butterfly Bracket
AHC - Adjustable Hat Channel Bars	
	Adjustable Hat Channel bars can be used in both commercial and residential applications and come with a butterfly clip to adjust to various heights. AHC bars can be hung downward by 90 degrees in vertical position, and once wired, can be shifted onto the horizontal mounting plane. AHC bars are suitable for both Drywall and wood ceiling applications.

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AERA 2" DOWNLIGHT
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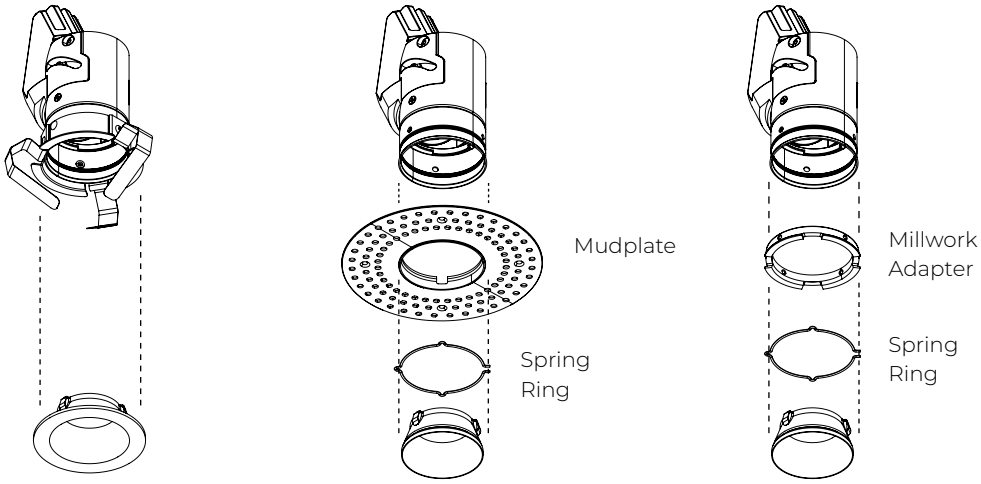
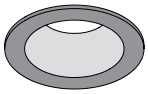
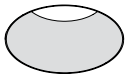
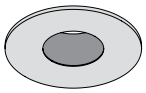
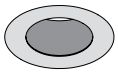
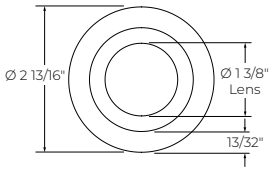
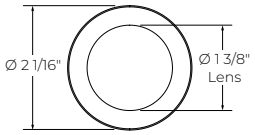
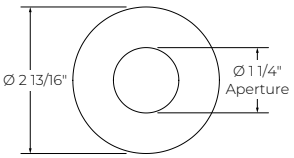
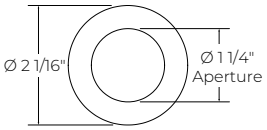
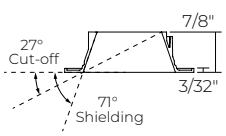
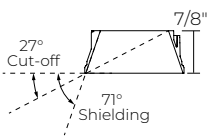
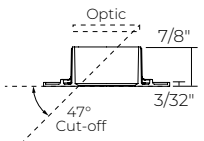
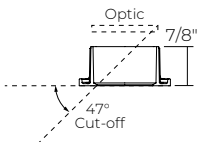
Light & Baffle



Flanged Trim

Trimless Drywall Mudplate

Trimless Millwork

Bevel		Pinhole	
TRM Flanged Trim	**TLMP/TLMW** Trimless Drywall Mudplate /Trimless Millwork	**TRM** Flanged Trim	**TLMP/TLMW** Trimless Drywall Mudplate /Trimless Millwork
			
Baffle finish Trim flange finish		Trim flange finish Textured matte black	
			
			

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AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

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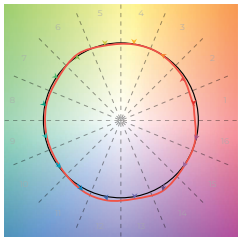
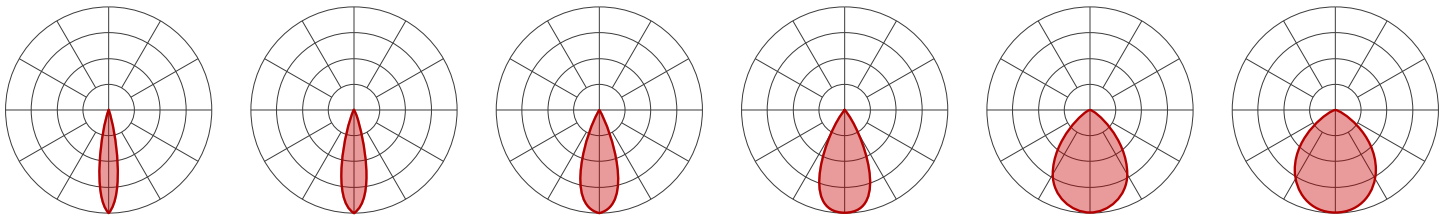
Color Quality

COLOR QUALITY - 3500K	
TM-30 R_f	91
TM-30 R_g	100
CRI	90
R9	> 50



Photometrics

Please follow the multiplier tables to ensure correct lumen value. Beams, CCT, baffle styles, baffle colors, lensing and accessories will change the lumen value.



Delivered Lumens for Bevel Baffles - At 35K, with SDL lens option

CRI	90 CRI						95 CRI						80 CRI					
BEAM	15	25	35	50	80	90	15	25	35	50	80	90	15	25	35	50	80	90
Low - 7 W	479	523	516	495	446	446	369	403	397	381	343	343	513	560	552	530	477	477
Medium - 10 W	629	688	679	651	586	586	484	530	523	501	451	451	673	736	727	697	627	627

Efficacy Based on Delivered Lumens

CRI	90 CRI						95 CRI						80 CRI					
BEAM	15	25	35	50	80	90	15	25	35	50	80	90	15	25	35	50	80	90
Low - 7 W	68	75	74	71	64	64	53	58	57	54	49	49	73	80	79	76	68	68
Medium - 10 W	63	69	68	65	59	59	48	53	52	50	45	45	67	74	73	70	63	63

MULTIPLIERS

CCT

CCT	
2700K	0.9
3000K	0.95
3500K	1
4000K	1.05

For SOLA and DUO, please consult factory.

Baffle Style and Color

BAFFLE VARIABLES	
White	1
Black	1
Round	1
Square	1
Bevel	1
Wet Bevel	1
Pinhole	0.92
Trimless	1

Optical Options

LENS AND LOUVERS	
No lens	1.1
Soft diffused lens	1
Frosted lens	0.8
Clear lens	1.1
Linear spread	0.84
Hex louvers	0.86

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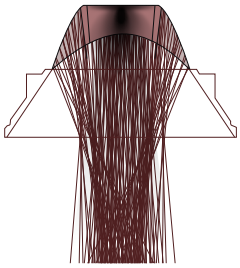
AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

Technical Specifications

OPTIC
XPoint™ Refraction Technology optics provide precise optical control in a remarkably compact form. The core of this four-tier system is compound reflector with a central TIR element, just 1.06" deep. Beam angles are easily interchanged in the field.



LIGHT SOURCE
Compact COB (Chip-On-Board) LED module, available in 2700K, 3000K, 3500K and 4000K with a choice of 80 CRI, 90 CRI, or 95 CRI, with elevated R9 value for 90 CRI and above. Color consistency is maintained to within 2 SDCM. All LEDs have been tested in accordance with IESNA LM-80-08 and the results have shown L80 lumen maintenance greater than 60,000 hours. Absolute product photometry is measured and presented in accordance with IESNA LM-79, unless otherwise indicated. Optional full spectrum LEDs can be incorporated in the fixture to increase Cyanosis Observation Index (COI) and assist in regulating circadian rhythms.

CHROMAWERX - TUNABLE WHITE
Chromawerx SOLA
Chromawerx SOLA is single-channel control that dims output while warming the color temperature in a pre-determined relationship. A simple analog control adjusts a specially populated LED array to emulate the effect of dimming a filament source.

Chromawerx DUO
Chromawerx DUO offers a two-channel control system which uses analog or digital protocols for synchronous control of both cool (6500K) to warm (2700K) LED arrays - maintaining a CRI above 90. The range of color DUO offers is useful for entraining circadian rhythms, stimulating alertness, and compensating for jet lag among other applications. The Chromawerx drivers are programmed to limit maximum light output and power usage across all color temperatures.

ELECTRICAL
Unless otherwise specified, dimming down to 1%. At maximum driver load: efficiency>84%, PF>0.9, THD<20%.
Integral: 0-10V, ELV, TRIAC.
Remote: 0-10V, ELV, TRIAC, Lutron Hi-Lume 1% 2-wire and 1% EcoSystem, DALI, eldoLED 0.1% SOLOdrive 0-10V, eldoLED 1% ECOdrive 0-10V, DMX, Lutron T-series (tunable white).
Emergency Battery Options: Remotely-installed, long-life, high-temperature, maintenance-free, Bodine Lithium-Ion battery pack with self-test functionality, test switch and charge indicator. IOTA and Fulham options available upon request. Minimum of 90 minutes operation, and recharge time of 24 hours. For fixtures less than 10W, the battery provides 6W of emergency light output. For fixtures 10W and over, the battery provides 10W.

PoE
Depending on the PoE manufacturer selected, Lumenwerx will install the node in factory as either integral to the luminaire, or as a remote module. Factory programming of the PoE node may or may not enable the following functionalities: lumen package, Duo (tunable white), emergency battery backup, and sensor integration. These must be addressed and evaluated on a case-by-case basis.

CONSTRUCTION
Housing
For new construction, 20 gauge powder coated steel. Open frame, type-IC, or Chicago Plenum (CCEA) rated. 18 gauge galvanized steel junction box with ½" trade size knockouts. Adjustable hanger bars and butterfly brackets are included. Adjustable commercial hat channel and flush mounted brackets are also available.

Light Element
Adjustability: Hot aiming, 355° rotation and 35° vertical tilt with shift to ensure beam stays centered.
LED Module: Integral COB module. 90 CRI and 2 SDCM, Standard with options of 80 CRI, or 95 CRI. L80 > 60,000 hours
XPoint™ Refraction Technology optic: Micro optical paths from the chip on board converge and then disperse in precise beam angles, resulting in a crisp and exacting light quality.
Thermal Management: Die-cast aluminum heat sink to maximize thermal dissipation.

WEIGHT
Open Frame: 4.0 lbs - 1.8 kg
Type-IC: 6.5 lbs - 2.9 kg
Chicago Plenum: 6.5 lbs - 2.9 kg
Remodel: 2.25 lbs - 1.0 kg

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AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

BAFFLE
Die-cast aluminum mounted with retaining spring clips
Trim style: Trimmed and trimless with mudplate or millwork adapter

OPTICAL OPTIONS

Linear Spread

Hex Louvers

ENVIRONMENT
Ambient temperature at fixture location shall be within 0°C/32°F - 25°C/77°F, indoor dry or damp as well as outdoor damp use (canopies or marquees).

CERTIFICATIONS
ETL - Rated for Indoor dry/damp locations. Conforms to UL Standard 1598 and certified to CAN/CSA Standard C22.2 No. 250.0.
IP44 - IP44 rated for bathrooms, showers, outdoor canopies, and marquees when specified with the wet location (WET) option.
Chicago Plenum - City of Chicago approved (CCEA) when specified with CP installation type option.
IC rated - Suitable for direct contact with insulation when specified with IC, CP or AT installation type options.
Title 24 JA8 - California Building Standards Code

WARRANTY
Lumenwerx provides a five-year limited warranty on electrical and mechanical performance of the luminaires, including the LED boards, drivers, and auxiliary electronics. Lumenwerx will repair or replace defective luminaires or components at our discretion, provided they have been installed and operated in accordance with our specifications. Other limitations apply, please refer to the full warranty on our website.

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

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MEMORANDUM TO: Craig Ross
Ross Builders

FROM: Michael A. Werthmann, P.E., PTOE
Principal

DATE: June 21, 2022

SUBJECT: Traffic Statement
Proposed Apartment Development
Villa Park, Illinois

This memorandum summarizes the results and findings of a traffic statement prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed apartment development to be located in Villa Park, Illinois. The site, which currently contains two law offices, is located in the southeast quadrant of the intersection of Park Boulevard with Princeton Avenue. Access to the existing site is provided via one access drive on Princeton Avenue, one access drive on Park Boulevard, and via the public alley.

As proposed, the development is to contain 24 units consisting of 11 one-bedroom units and 13 two-bedroom units with a total of 33 parking spaces. Twenty-two (22) parking spaces are to be provided within the proposed parking garage with access provided via a full access drive on the east side of Princeton Avenue. Eleven (11) perpendicular parking spaces are proposed to be located along the south side of the development with access proposed via the public alley that runs along the south side of the site. As part of the development, the existing Park Boulevard access drive will be eliminated and replaced with six on-street perpendicular parking spaces on the south side of Park Boulevard. A copy of the site plan is included in the Appendix.

The purpose of this memorandum is to summarize the existing roadway conditions, estimate the volume of traffic that will be generated by the proposed development, review the access drive and internal circulation system, and determine the adequacy of the parking. **Figure 1** shows an aerial view of the site.

Existing Roadway Characteristics

The following summarizes the physical and operating characteristics of the area roadways.

Park Boulevard is a northeast-to-southwest, local road that has one lane in each direction. Parking is generally permitted on both sides of the road east of Ardmore Avenue, is permitted on the south side of the street (via perpendicular parking spaces) between Ardmore Avenue and Princeton Avenue and permitted on the north side of the road only west of Princeton Avenue. Park Boulevard is under the jurisdiction of the Village of Villa Park and has a posted speed limit of 25 mph.

Aerial View of Site **Figure 1**

Princeton Avenue is a north-south, local road that has one lane in each direction and has a T-intersection with Park Boulevard. Parking is generally permitted on the west side of the road only. Princeton Avenue is under the jurisdiction of the Village of Villa Park and has a posted speed limit of 25 mph.

The *public alley* extends in a northeast-to-southwest direction between Princeton Avenue and Cornell Avenue and provides two-way traffic flow.

Trip Generation Estimates

The number of peak hour vehicle trips estimated to be generated by the proposed apartment development was estimated based on trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 11th Edition. The "Multifamily Housing (Low-Rise)" (Land-Use Code 220) rates were used to estimate the traffic to be generated by the apartment development. It should be noted that the ITE Manual provides rates based (1) on the average of all the surveys and (2) on a fitted curve equation. **Table 1** shows the estimated vehicle trips to be generated by the 24-unit apartment development during the weekday morning and evening peak hours based on both rates. The traffic volumes estimated based on the average trips rates represents the lower possible traffic volumes to be generated by the development and the traffic volumes estimated based on fitted curve equation represents the higher possible traffic volumes to be generated by the development. It is important to note that the traffic to be generated by the development will not be all new traffic as the development will be replacing two existing law offices which currently generate traffic. Further, several commercial uses that could occupy the site could generate a similar, if not, greater volume of traffic than the proposed development.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	In	Out	Total	In	Out	Total
Apartment Development (24 Units)						
• Average Rates	2	8	10	7	5	12
• Fitted Curve Equation	7	23	30	19	12	31

Site Access

Access to the 22-space parking garage is to be provided via a single access drive located on the east side of Princeton Avenue approximately halfway between Park Boulevard and the public alley south of the site. As proposed, this access drive will replace the access drive serving the existing site. The 24-foot access drive will provide one inbound lane and one outbound lane. It is recommended that the outbound lane be under stop sign control. It should be noted that the garage door opening to the parking garage will be approximately 18 feet wide. As such, in most instances, two-way traffic flow will not be accommodated and only one vehicle at a time will be able to traverse the garage door opening. However, given that the parking garage will be serving only 22 parking spaces, the number of times that a vehicle is entering and a vehicle is exiting the garage at the same time will be limited.

Further, it is important to note that the development will be eliminating the existing access drive on Park Boulevard and will only be replacing the existing access drive on Princeton Avenue, which will provide for more efficient and orderly vehicle and pedestrian flow in the area. In addition, as part of the development, a curb extension is proposed to be installed on the southeast corner of the intersection of Park Boulevard with Princeton Avenue. The addition of the curb extension will enhance the operation of the intersection for all modes of transportation as outlined below:

- It will reduce the size of the intersection and provide for better channelization of vehicles through the intersection.

- It will allow the relocation of the stop sign and stop bar on Princeton Avenue to be closer to Park Boulevard.

- It will reduce the length of the pedestrian crossing along the east leg of the intersection and will enhance the sight lines between the pedestrians in the southeast corner of the intersection and the vehicles traveling along Park Boulevard.

Given the lower volume of traffic on Princeton Avenue, the access drive has been designed to provide efficient and orderly access with limited impact on the existing roadway system. Further, various types of parking are currently provided along the alley.

Public Alley Parking Spaces

Eleven perpendicular parking spaces are to be located along the south side of the development with access to each of the parking spaces provided via the public alley. As proposed, the parking spaces will be located approximately seven feet from the north side of the public alley, which will provide a buffer between the public alley and the parking spaces as well as a walkway between the development and the parking spaces. Access to and from the eleven parking spaces will be provided via Princeton Avenue and Ardmore Avenue.

The eleven parking spaces should not pose any operational issues/concerns concerning the operation of the public alley due to the following:

- The number of parking spaces is limited with a total of eleven. Further, the parking spaces will be reserved for residents of the development, as opposed to guests, who will be familiar with the operation of the parking spaces and the public alley.

- The public alley carries a low volume of traffic given that it only extends for one block and only serves several land uses. Further, the speeds along the public alley are very low and excellent sight lines will be provided between the vehicles traversing the public alley and the parking spaces.

- With an approximate seven-foot buffer between the public alley and the parking spaces and the existing 15-foot-wide public alley (total width of approximately 22 feet) as well as approximately 9.5-foot-wide parking stalls, vehicles will have sufficient area to enter and exit the parking spaces.

Operation of the Public Alley

Per the request of the Village of Villa Park, KLOA, Inc. examined the operation (two-way vs. one-way traffic flow) of the public alley with the addition of the proposed development and the perpendicular parking along the public alley. As discussed above, the following summarizes the operation of the existing and future conditions along the public alley:

- The public alley carries a low volume of traffic given that it only extends for one block and only serves several land uses. Further, the speeds along the public alley are very low.

- The volume of traffic to be generated by the proposed development along the public alley will be limited as only eleven parking spaces will be located on the public alley. It is important to note that most of the parking for the development will be within the parking garage (22 parking spaces) which will have access only on Princeton Avenue. Further, the front of the building will be located along Park Boulevard.

- The proposed development will eliminate an existing surface parking lot that has direct access to the public alley, which will eliminate existing and future traffic traveling between the public alley and the parking lot.

- At 15 feet wide with a proposed approximate seven-foot buffer between the public alley and the parking spaces as well as approximately 9.5-foot-wide parking stalls, the public alley/buffer and the parking spaces are wide enough to accommodate both the inbound and outbound parking maneuvers.

Based on the above existing and future conditions, the existing two-way operation of the public alley should be sufficient to continue to provide orderly and efficient traffic flow with the addition of the proposed development and the parking spaces. The benefit of two-way traffic flow is that it provides greater access flexibility to and from the public alley and minimizes the additional circulation on the external roadway system that would result from a one-way operation. Provided that the public alley is currently operating without any issues/concerns, consideration should be given to having the public alley continue to provide two-way traffic flow with the caveat that the Village continue to monitor the operation of the public alley. If necessary, the public alley can always be converted to a one-way, eastbound operation in the future. The one-way, eastbound operation is preferred to a one-way, westbound operation due to the following:

- The eastbound, one-way operation will have the least impact on Princeton Avenue as it will minimize the potential for traffic to use the public alley as a cut-through route.

- The eastbound, one-way operation will have the least impact on Ardmore Avenue as the inbound traffic to the public alley will be prohibited, which will eliminate the left-turn and right-turn movements from Ardmore Avenue to the public alley. These movements restrict the flow of traffic along Ardmore Avenue given how tight the turns are to the public alley and the fact that the left-turn movements can block northbound traffic if they need to wait for a gap in the southbound traffic steam.

Delivery/Service Traffic

The following summarizes the operation of the various delivery and service traffic that will be generated by the development. It is important to note that the operations of the delivery/service traffic will be similar to those of other residential, commercial, and business buildings in the area and will generally have a limited impact on the operation of the area roadway system and on-street parking.

- *Refuse Pick-Up*. Similar to the other buildings along the public alley, the refuse pick-up for the proposed development will occur along the public alley. The dumpster for the development is proposed to be located internal to the building and will be rolled out to the public alley during pick-up. According to the developer, refuse pick-up will likely occur once a week.

- *Move-Ins/Move-Outs.* It is anticipated that the moving vans for move-ins/move-outs will park on the west side of Princeton Avenue or Park Boulevard and access the development through the parking garage. If necessary, the building management will coordinate all move-ins/move-outs with the Village of Villa Park. After the initial stabilization of the building, the developer anticipates that the building will have a total of approximately seven to eight move-ins/move-outs per year.

- *Delivery Services.* It is anticipated that the delivery services to the building will park on the area roadways, particularly Park Boulevard given the location of the main entrance to the building. The impact of the delivery services on the area parking will be reduced as (1) the number of deliveries per day is limited; (2) most deliveries occur quickly and, as such, are not parking for long; and (3) as part of the development, six additional on-street perpendicular parking spaces will be provided on the south side of Park Boulevard.

Impact of the Proposed Development

The impact of the development on the area roadway system and any of the area intersections is projected to be limited due to the following:

- The development is projected to generate a low volume of peak hour traffic. In addition, the development-generated traffic will not be all new traffic as it will be replacing an existing use.

- Given that the development parking will be provided within the parking garage and along the public alley as well as the various roads serving the development, the volume of traffic generated by the development will be distributed along the roadway system and the area intersections. It is estimated that the development will add a maximum of approximately 15 to 20 vehicles at any of the intersections within the vicinity of the site, which translates to an average of only one additional trip every three to four minutes.

- Given the existing roadway system and railroad tracks to the north, the majority of the development traffic is projected to use Ardmore Avenue and, to a lesser extent, Park Boulevard. Both roads are sufficient to accommodate the limited additional traffic to be generated by the development.

- Except for the section between Park Boulevard and Highland Avenue, it is anticipated that a limited volume of development-generated traffic will traverse Princeton Avenue and the other area residential roadways.

As part of the development, a curb extension is proposed to be provided on the southeast corner of the intersection of Park Boulevard with Princeton Avenue, which will enhance the operation of the intersection for all modes of transportation.

Parking Evaluation

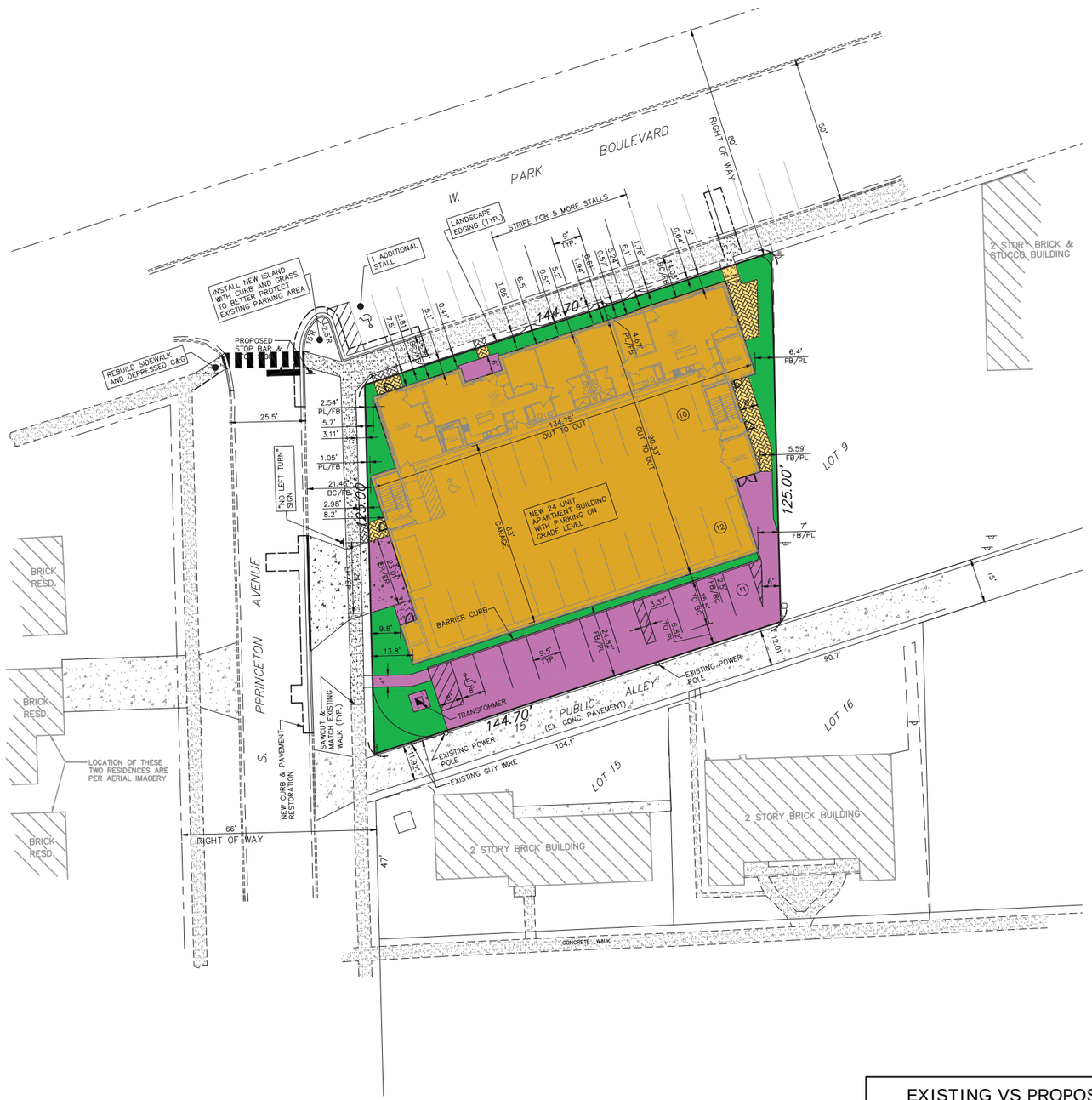
The development is proposed to provide 24 units and 33 parking spaces for a parking ratio of 1.33 parking spaces per unit. Of the 24 units, 11 are proposed to be one-bedroom units and 13 are proposed to be two-bedroom units. The Village of Villa Park's zoning ordinance requires one parking space per one-bedroom unit and two parking spaces per two-bedroom unit. Based on the proposed unit mix, the development requires 37 parking spaces per the Village's requirements, which is four more spaces than proposed to be provided by the development. However, the parking generation rates for the "Multifamily Housing (Low-Rise)" land use (Land-Use Code 222) published in the ITE *Parking Generation Manual*, 5th Edition indicate the following:

- The average peak parking demand ranges between 1.21 and 1.31 vehicles per unit. With a total of 24 units, the development is estimated to have a peak parking demand of 29 to 32 vehicles.

- The average peak parking demand ranges between 0.66 and 0.80 vehicles per bedroom. With a total of 37 bedrooms, the development is estimated to have a peak parking demand of 25 to 30 vehicles.

As such, the 33 parking spaces to be provided by the development will be sufficient to accommodate the peak parking demand of the development. In addition, on-street parking is provided on all the area roadways with eleven perpendicular parking spaces currently located on Park Boulevard along the site frontage. Further, six additional perpendicular parking spaces will be provided on Park Boulevard with the elimination of the Park Boulevard access drive serving the existing site for a total of 16 parking spaces. As such, additional on-street parking is available within proximity of the development that can also accommodate visitors to the proposed development and/or short-term tenant parking.

Appendix



GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

ABBREVIATIONS LEGEND:

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

SURFACE IMPROVEMENT LEGEND:

- EXISTING SIDEWALK
- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE
- NEW ASPHALT PAVEMENT
  1.5"– HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50
  BITUMINOUS TACK COAT (0.05 GAL/SY)
  2.5" HOT–MIX ASPHALT BINDER COURSE, IL–19, N50
  BITUMINOUS PRIME COAT MC–30 (0.30 GAL/SY)
  8" AGGREGATE BASE COURSE CA–6, TYPE B
- PUBLIC ROAD ASPHALT PAVEMENT
  MATCH EXISTING PAVEMENT CONFIGURATION AND THICKNESS PER CITY REQUIREMENTS
- CONCRETE SIDEWALKS
  4"– PCC SIDEWALK (4,000 PSI) – (5" PUBLIC SIDEWALK)
  3"– AGGREGATE BASE COURSE TYPE B, CA–6 – (4" PUBLIC SIDEWALK)
- NEW CONCRETE SLABS
  8" PORTLAND CEMENT CONCRETE (4,000 PSI) W/ 6"x6" No. 6 WELDED WIRE MESH
  6" AGGREGATE BASE COURSE CA–6, TYPE B
- PROPOSED CONCRETE CURB AND GUTTER
- PROPOSED DEPRESSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- EXISTING DEPRESSED CURB AND GUTTER

SITE GEOMETRIC AND PAVING NOTES:

1. SIDEWALK RAMPS WITH DETECTABLE WARNINGS AND DEPRESSED CURBS SHALL BE INSTALLED AT ALL SIDEWALK CROSSINGS. SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.
2. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE TO THE BACK OF CURB, FACE OF BUILDING, OR PROPERTY LINES.
3. UNLESS OTHERWISE NOTED, ALL CURB AND GUTTER SHALL MATCH EXISTING CONCRETE CURB AND GUTTER. (SEE CONSTRUCTION STANDARDS FOR SPECIFIC DETAILS.)
4. ALL BOUNDARY AND LOT DIMENSIONS ARE SHOWN PER THE SITE PLAT PREPARED BY GENTILE AND ASSOCIATES, INC. AND DATED JANUARY 7, 2022.
5. BUILDING DIMENSIONS HAVE BEEN INDICATED HEREON BASED UPON ARCHITECTURAL INFORMATION CURRENT AS OF THE BASE DATE OF THIS PLAN PREPARATION. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR PRECISE BUILDING DIMENSIONS AND ADVISE THE ARCHITECT AND ENGINEER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
6. IMPROVEMENTS ADJACENT TO BUILDINGS, IF SHOWN (SUCH AS TRUCK DOCKS, RETAINING WALLS, SIDEWALKS, CURBING, FENCING, CANOPIES, RAMPS, HANDICAP ACCESS, PLANTERS, DUMPSTERS, TRANSFORMERS, BOLLARDS, ETC) HAVE BEEN SHOWN FOR APPROXIMATE LOCATION ONLY– REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS, SPECIFICATIONS AND DETAILS.
7. THE LOCATION OF PRIVATE SIDEWALKS SHALL BE COORDINATED WITH PROPOSED DOORWAYS. CONTRACTOR TO VERIFY ACTUAL DOORWAY LOCATION WITH ARCHITECTURAL PLANS PRIOR TO CONSTRUCTING SIDEWALKS.
8. UPON COMPLETION OF PAVING OPERATIONS, THE CONTRACTOR SHALL INSTALL THE PAVEMENT MARKINGS AND STRIPES AND ALL DIRECTIONAL SIGNAGE, ETC AS SHOWN HEREON. PARKING STALL (EXCEPT FOR HC) MARKING COLOR IS WHITE. ALL ONSITE PAVEMENT MARKINGS AND STRIPES SHALL BE PAINTED WITH IDOT SPECIFICATION PAVEMENT PAINT. PARKING STALL STRIPES SHALL BE 4" WIDE. HANDICAP STALLS SHALL BE PAINTED YELLOW AND SIGNED PER FEDERAL, STATE AND LOCAL REQUIREMENTS.

ONSITE BREAKDOWN LEGEND:

- – BUILDING FOOTPRINT
- – ASPHALT/CONCRETE
- – PERMEABLE PAVERS
- – PERVIOUS LANDSCAPE

SITE DATA:

PROPOSED SITE CONDITIONS:

TOTAL SITE AREA	= 17,339 S.F. (100%)
NEW BUILDING FOOTPRINT	= 11,239 S.F. (64.82%)
NEW CONCRETE PAVT./WALKS	= 491 S.F. (2.83%)
NEW ASPHALT PAVEMENT	= 3,006 S.F. (17.34%)
NEW PERMEABLE PAVERS	= 437 S.F. (2.52%)
NEW PERVIOUS LANDSCAPE AREA	= 2,166 S.F. (12.49%)

PROPOSED PARKING SUMMARY:

PARKING IN BUILDING	= 22
PARKING IN ALLEY	= 11
NEW PARKING STALLS ON PARK BLVD.	= 6
TOTAL STALLS PROVIDED	= 39

EXISTING VS PROPOSED LOT COVERAGE SUMMARY:

	EXISTING	PROPOSED DEVELOPMENT
BUILDING FOOTPRINT –	1,491 S.F. (8.60%)	11,239 S.F. (64.82%)
ASPHALT/CONCRETE –	14,070 S.F. (81.15%)	3,497 S.F. (20.17%)
PERMEABLE PAVERS –	0 S.F. (0.00%)	437 S.F. (2.52%)
PERVIOUS LANDSCAPE AREA –	1,778 S.F. (10.25%)	2,166 S.F. (12.49%)

PROPOSED DEVELOPMENT RESULTS IN AN INCREASE IN THE PERVIOUS GRASS AREA BY 388 S.F. PLUS THE CREATION OF A PERMEABLE PAVER SECTION OF 437 S.F.. IN ADDITION TO THAT, ADJACENT OFFSITE AREAS THAT CONVERT FROM EXISTING HARDSCAPE TO PERVIOUS GRASS/LANDSCAPE AREA TOTALS TO 751 S.F.

DRAWN BY | REVISIONS | DATE

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ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
COLORED ONSITE BREAKDOWN

RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St, Suite 400
Wheaton, IL 60189
630.510.0189
www.rwg-engineering.com

PROJECT NO. 66419521
DATE 06/16/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
1 OF 1

June 16, 2022 4:17: p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CAD\FINAL\664_BASE.DWG

BOUNDARY AND TOPOGRAPHIC SURVEY

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

BY

GENTILE AND ASSOCIATES, INC.

PROFESSIONAL LAND SURVEYORS

Graphic Scale

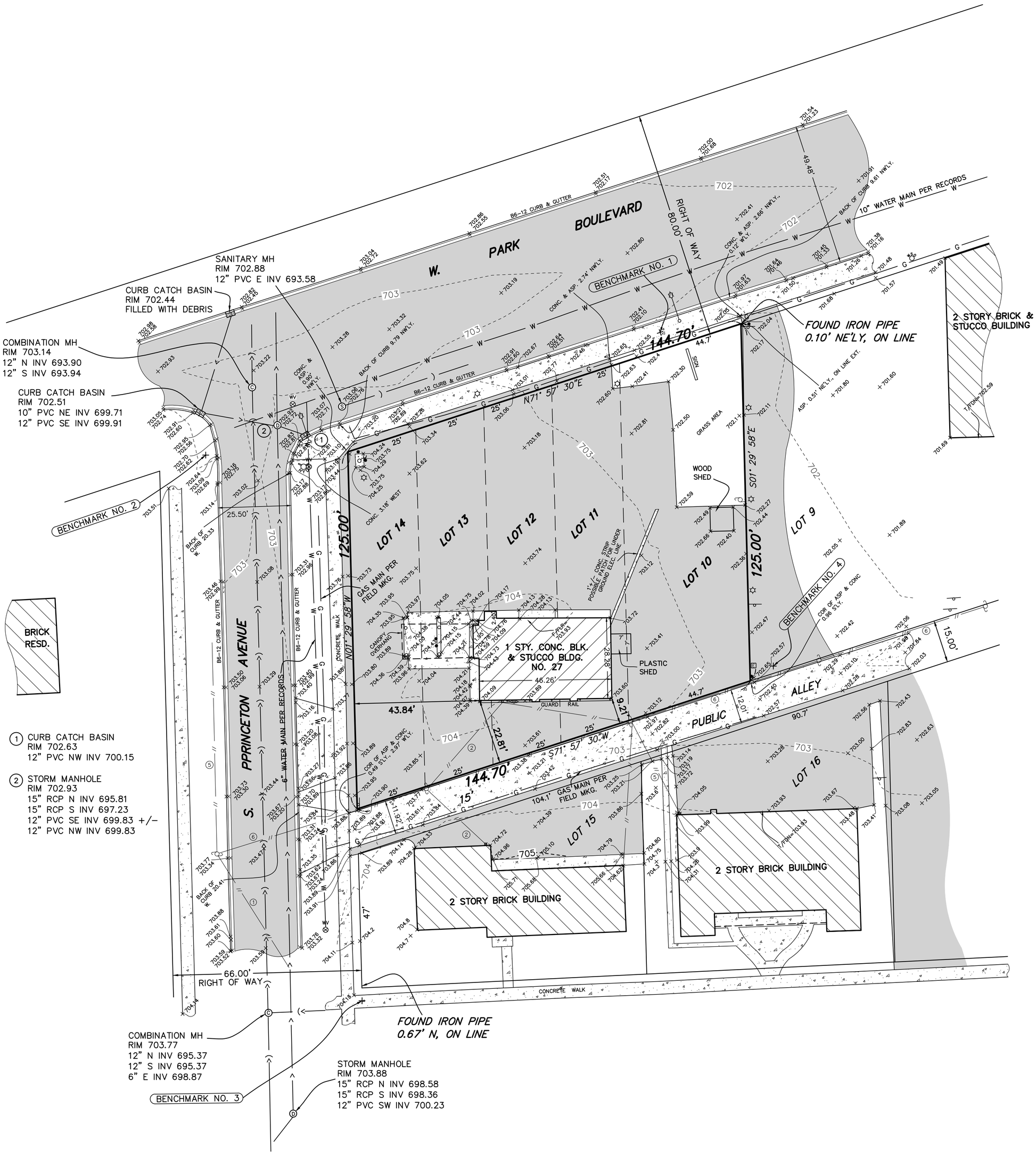
20 10 5 0 20 40 60

(In Feet)
1"=20'

LOTS 10, 11, 12, 13 AND **14** IN **CLARKE'S DIVISION** BEING A RESUBDIVISION OF LOTS 209 AND 232 OF ARDMORE, BEING A SUBDIVISION IN SECTION 9 AND 10, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID CLARKE'S DIVISION RECORDED JULY 9, 1923 AS DOCUMENT 167402, IN DUPAGE COUNTY, ILLINOIS.

CONTAINING: 17,338.86 SQ. FT., 0.40 AC. (MOREOR LESS)

PROPERTY COMMONLY KNOWN AS: 27 W. PARK BOULEVARD, VILLA PARK, ILLINOIS. 60181



① CURB CATCH BASIN
RIM 702.63
12" PVC NW INV 700.15

② STORM MANHOLE
RIM 702.93
15" RCP N INV 695.81
15" RCP S INV 697.23
12" PVC SE INV 699.83 +/-
12" PVC NW INV 699.83

LEGEND

- ELECTRIC METER
- GAS METER
- UTILITY POLE
- "GUY" ANCHOR W/ WIRE
- LIGHT POLES
- SIGN POST
- FIRE HYDRANT
- WATER SERVICE SHUTOFF VALVE
- CLOSED COVER DRAINAGE STRUCTURE
- CURB INLET/CATCH BASIN
- COMBINATION SEWER MANHOLE
- SANITARY SEWER MANHOLE
- WV WATER SHUTOFF VALVE WITH 8" CASING
- BOLLARD
- FLAGPOLE

- OVERHEAD WIRES (# OF WIRES)
- STORM SEWER
- SANITARY SEWER
- COMBINATION SEWER
- GAS MAIN
- WATER MAIN

XXX.X GROUND ELEVATION
XXX.XX PAVEMENT ELEVATION
F/FLR = FINISHED FLOOR ELEVATION
T/FDN = TOP OF FOUNDATION ELEVATION

NOTES:

BENCHMARK:

DUPAGE COUNTY YK09003, PID DK3105 – STATION IS A DISK LOCATED ALONG HARVARD AVE., BETWEEN ITS INTERSECTION WITH CENTRAL BLVD. AND ITS INTERSECTION WITH PARK AVE. STATION IS 15.4 FT. EAST OF THE CENTERLINE OF HARVARD AVE., 89.5 FT. NORTH OF THE CENTERLINE OF PARK AVE., AND 79.5 FT. SOUTH OF THE CENTERLINE OF CENTRAL BLVD. MONUMENT IS 1 FT. BELOW GRADE OF GROUND AND IS FERROMAGNETIC.

ELEVATION – 707.14 (NAVD 88 DATUM)

SITE BENCHMARKS:

NO. 1 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK IN SOUTH SIDE OF PARK BLVD. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHEAST CORNER OF SUBJECT PROPERTY

ELEVATION – 702.33

NO. 2 – CROSS NOTCH IN CONCRETE OF PUBLIC WALK ON WEST SIDE OF PRINCETON AVE. RIGHT OF WAY 28.44 FT. NORTHWEST (AS MEASURED DIRECTLY) OF THE NORTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.82

NO. 3 – CROSS NOTCH IN PUBLIC WALK IN NORTH SIDE OF HIGHLAND AVE. RIGHT OF WAY 67.14 FT. SOUTH (AS MEASURED DIRECTLY) OF THE SOUTHWEST CORNER OF SUBJECT PROPERTY.

ELEVATION – 704.13

NO. 4 – CROSS NOTCH IN ASPHALT PAVEMENT 9.59 FT. NORTHEAST (AS MEASURED DIRECTLY) OF THE SOUTHEAST CORNER OF SUBJECT PROPERTY.

ELEVATION – 702.58

BASE SCALE : 1 INCH = 20 FEET
DISTANCES ARE MARKED IN FEET AND DECIMAL PARTS THEREOF
ORDERED BY : RWG ENGINEERNG, LLC
DRAWN BY : VAF
CHECKED BY : JFG
SURVEYED BY : LR

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

ORDER NO. 17801-21 (TOPO)

STATE OF ILLINOIS
COUNTY OF DuPAGE S.S.

WE, GENTILE AND ASSOCIATES, INC,. HEREBY CERTIFY THAT A SURVEY HAS BEEN MADE AT AND UNDER MY DIRECTION, OF THE PROPERTY DESCRIBED ABOVE, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY. THIS PLAT CONFORMS TO THE MINIMUM STANDARD REQUIREMENTS FOR A BOUNDARY SURVEY.

JANUARY 7, A.D. 2022

JOSEPH F. GENTILE 2925 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS LOMBARD, IL

BY : _____

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

Kane-DuPage Soil & Water Conservation District

LAND USE OPINION

22-044

May 26, 2022

Prepared for:
Village of Villa Park

Petitioner:
Ross Builders, Incorporated
23 North Lincoln Street
Hinsdale, IL 60521

PURPOSE AND INTENT

This Land Use Opinion report and Natural Resources Inventory intend to present the most current natural resource information available for a parcel, lot, or tract of land in an understandable format. It contains a description of the present conditions and resources available and their potential impact on each other, especially in regards to a proposed change to that parcel of land. This information comes from standardized data, investigations of the parcel, and other information furnished by the petitioner. **This report must be read in its entirety**, so that the relationship between natural resource factors and the proposed land use can be fully understood.

This report presents natural resource information to owners, land-managers, officials of local governing bodies, and other decision makers concerning the parcel. Decisions concerning variations, amendments, or relief of local zoning ordinances may reference this report. Also, decisions concerning the future of a proposed subdivision of vacant or agricultural lands, and the subsequent development of these lands may reference this report. This report is a requirement under the State of Illinois Soil and Water Conservation District Act contained in ILCS 70, 405/1 ET seq.

This report provides the best available natural resource information for the parcel and when used properly, will provide the basis for good land use change decisions and proper development while protecting the natural resource base of the county. However, because of the variability of nature, and because of the limitations of map scale and the precision of natural resource maps (which includes the property boundaries represented for the parcel), this report does not reflect precise natural resource information at specific locations within the parcel. On-site investigations, soil evaluations, and engineering studies should be conducted as necessary, for point-specific information.

This Natural Resources Inventory report is a review of the major natural resources of the site and a general estimate of the suitability of this site for the proposed use. Because of the small size of this parcel and because of the inherent probable errors in the precision of natural resource information at the scale of natural resource maps, the KDSWCD makes no opinion on the suitability of this site for the proposed use but may give general statements and an estimate of the possible effects of the land use change to the natural resources of this parcel. The information given in this report is based on the review of natural resource maps and literature by the Kane-DuPage Soil and Water Conservation District. The statements in this report are not meant as a recommendation for the success, nor the failure of, the proposed use of this parcel.

This report should alert the reader to the capabilities of the parcel and to the possible issues that may occur if the properties and characteristics of the land are ignored. Please direct technical questions about information supplied in this report to:

Kane-DuPage Soil & Water Conservation District
2315 Dean Street, Suite 100
St. Charles, IL 60175
Phone: (630) 584-7960 x3

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PARCEL LOCATION

Figure 1: Plat Map with aerial background and parcel boundary

This site is in **York** Township. The public land survey system identifies the site in Section **9** in Township **39** North and Range **11** East. The site is parcel number 06-09-220-001 and 06-09-220-002 located at 27 West Park Boulevard in Villa Park.

LAND COVER IN THE EARLY 1800'S

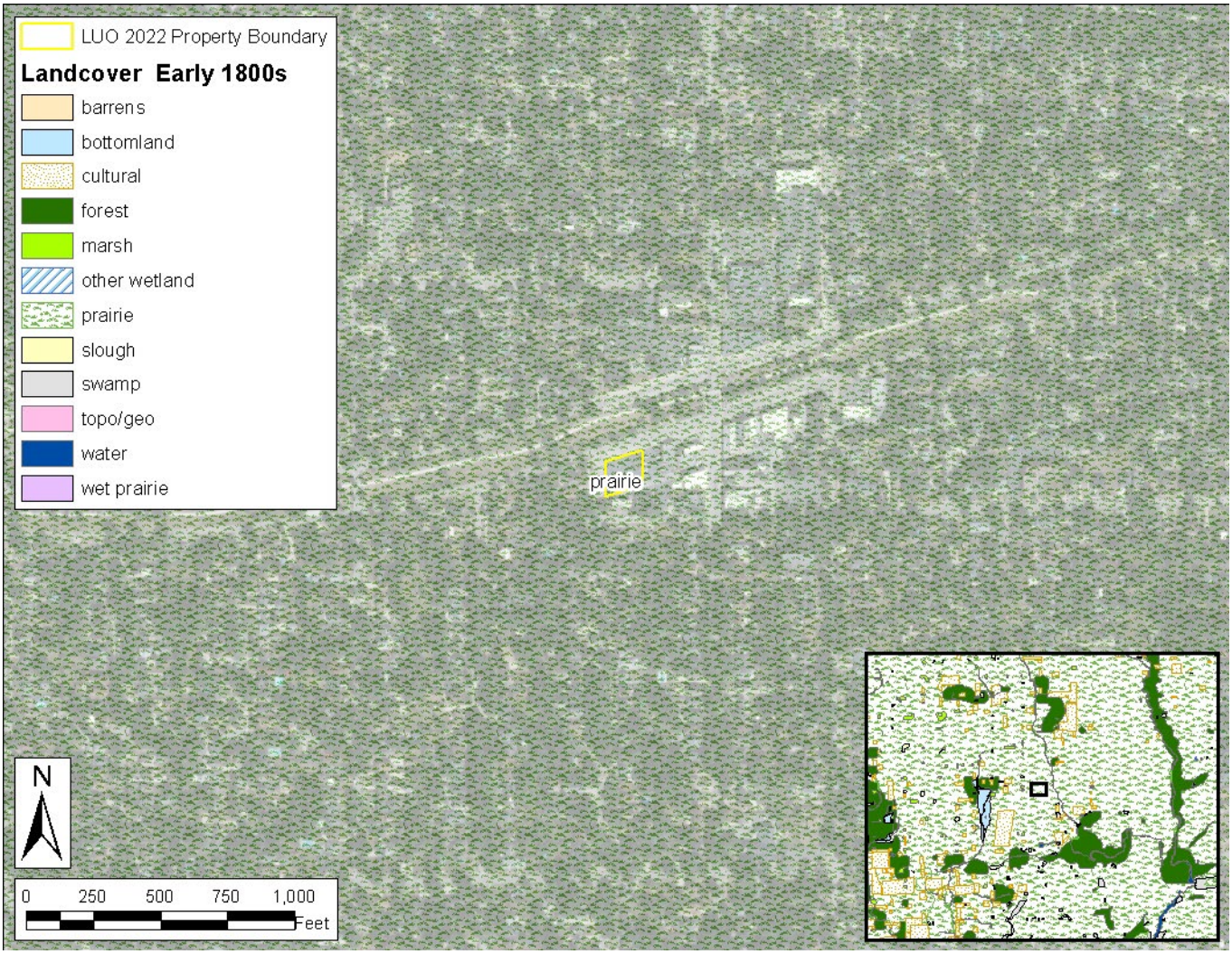

Figure 2: Land Cover of Illinois in the Early 1800's

The public land survey system represents one of the earliest detailed maps for Illinois. The surveys began in 1804 and were largely completed by 1843. The surveyors recorded the land cover and natural resource areas as they worked across the state. These plat maps and field notebooks contain a wealth of information about what the landscape was like before large numbers of settlers came into the state and began modifying the land.

Much of the landscape of Illinois in the early 1800's consisted of two different natural resource areas; prairie and forest. The forest category includes woodlands and savannas, typical of northeastern Illinois. Prairie and forest ecosystems are extremely valuable resources for many reasons. These areas:

- provide wildlife habitat and support biodiversity
- provide areas for recreational opportunities
- improve soil health and reduce soil loss
- improve air and water quality

The original 42 categories of natural resource areas were later simplified to 12 categories; barrens, bottomland, cultural (farms), forest, marsh, other wetlands, prairie, slough, swamp, special geographic features, wet prairie, and water. The maps do not represent exact site conditions, but represent the observations of individual surveyors as they crossed through the area.

This site is recorded as prairie land cover on the early 1800's map. The Kane-DuPage Soil & Water Conservation District recommends preserving as much of the natural character of the site as possible, using native plants for landscaping, and removing and controlling invasive species.

NATIONAL WETLAND INVENTORY (NWI)

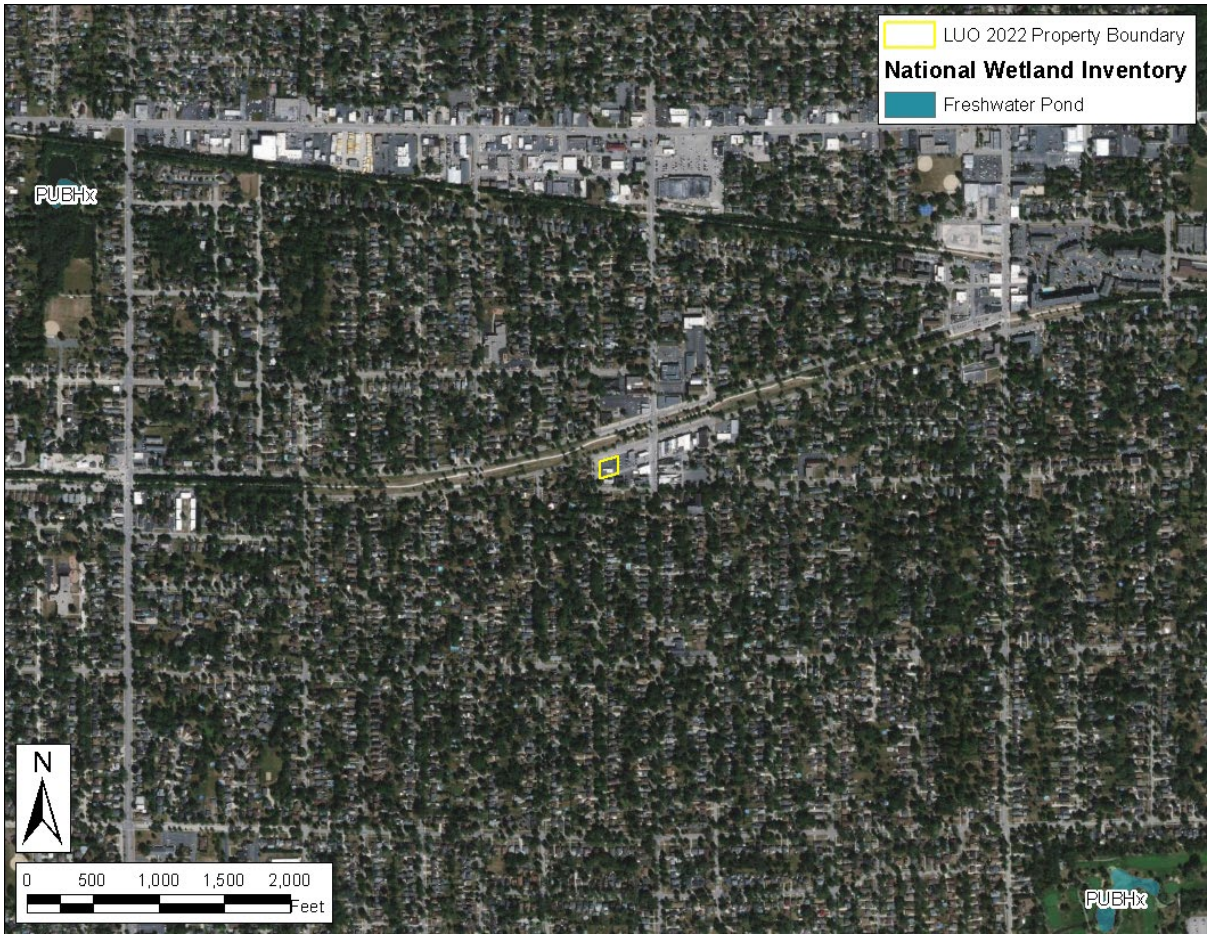

Figure 3: National Wetland Inventory (NWI) Map

The National Wetland Inventory (NWI), conducted by the U.S. Fish and Wildlife Service, identifies significant wetlands throughout the country. All U.S. federal agencies define wetlands as follows, “Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.” Other common wetlands located in this part of Illinois are fens, wet meadows, seasonally saturated soils, and farmed wetlands.

Wetlands are protected and regulated by federal, state, and local laws, without regard to size. Wetlands are valuable, productive, and diverse ecological systems and provide multiple benefits, including:

- controlling flooding by slowing the release of excess water downstream or through the soil,
- cleansing water by filtering out sediment and pollutants,
- functioning as recharge areas for groundwater,
- providing essential breeding, rearing, and feeding habitat for many species of wildlife.

A review of the National Wetland Inventory indicates that there are no NWI wetlands on this site. Although the NWI is very thorough, it is not a complete inventory of all possible wetlands. Other regulated wetlands may be present.

The KDSWCD recommends contacting the U.S. Army Corps of Engineers and the DuPage County Stormwater Management Department before commencing any construction activities that may impact wet areas or floodplains. Please see the Regulatory Agencies page near the end of this report for wetland regulation information.

DUPAGE COUNTY WETLANDS

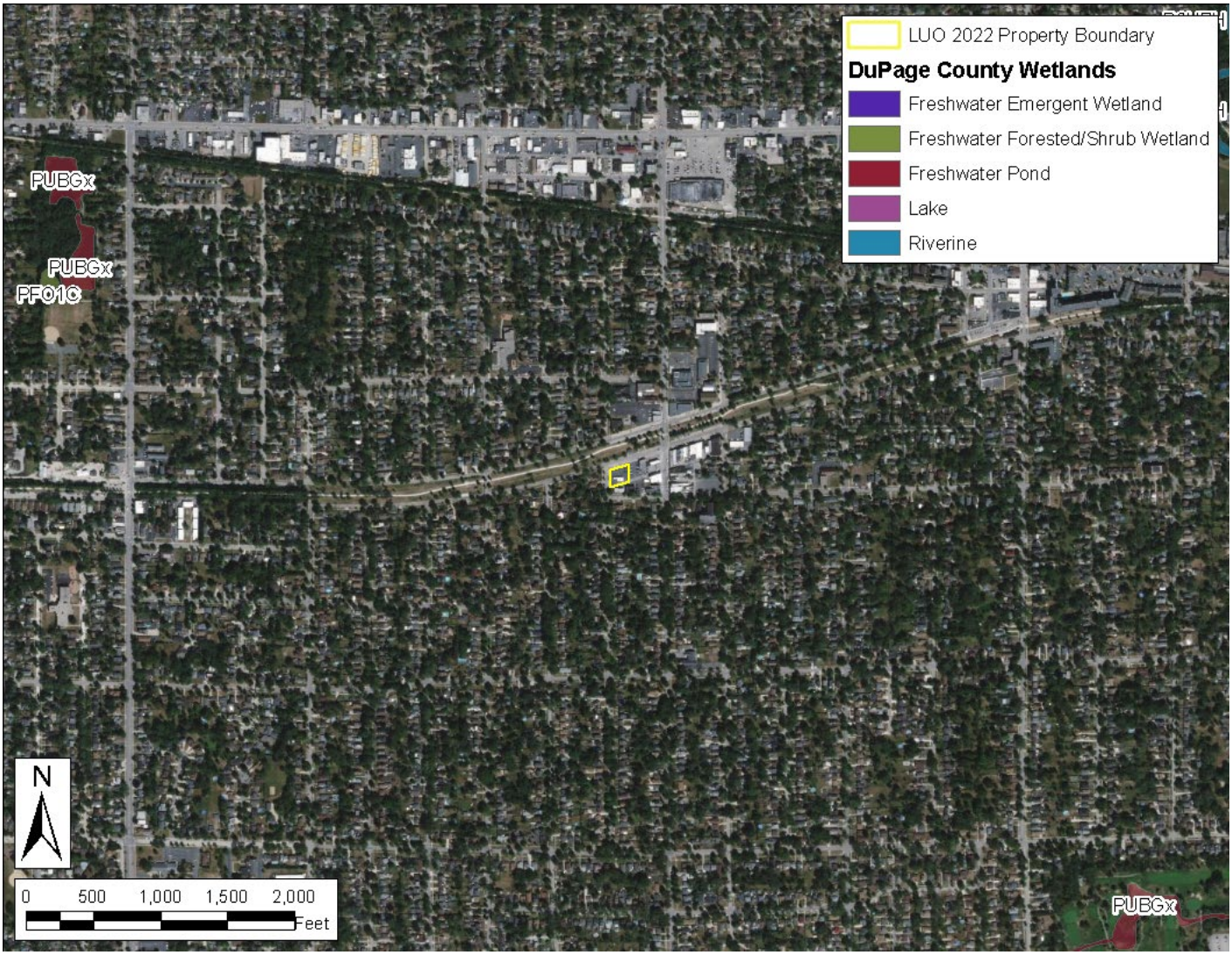

Figure 4: DuPage County Wetland Map

Completed in 2014 and updated periodically, the DuPage County Wetland Initiative was a cooperative effort between DuPage County and the U.S. Environmental Protection Agency to identify the location and quality of the wetlands of DuPage County and to develop wetland protection strategies. This initiative was developed to provide improved awareness of the locations, functions, and values of wetlands and other waters of the United States. The information can be used by federal, state, and local government to aid in zoning, permitting, and land acquisition decisions. In addition, the information can provide data to agencies, landowners, and private citizens interested in restoration or protection of aquatic sites and resources. For more detailed information regarding wetlands in DuPage County, please refer to the information at:

https://www.dupageco.org/EDP/Stormwater_Management/Natural_Areas/30881/

A review of the DuPage County Wetlands Map revealed that no wetlands were identified on this site.

FLOODPLAINS

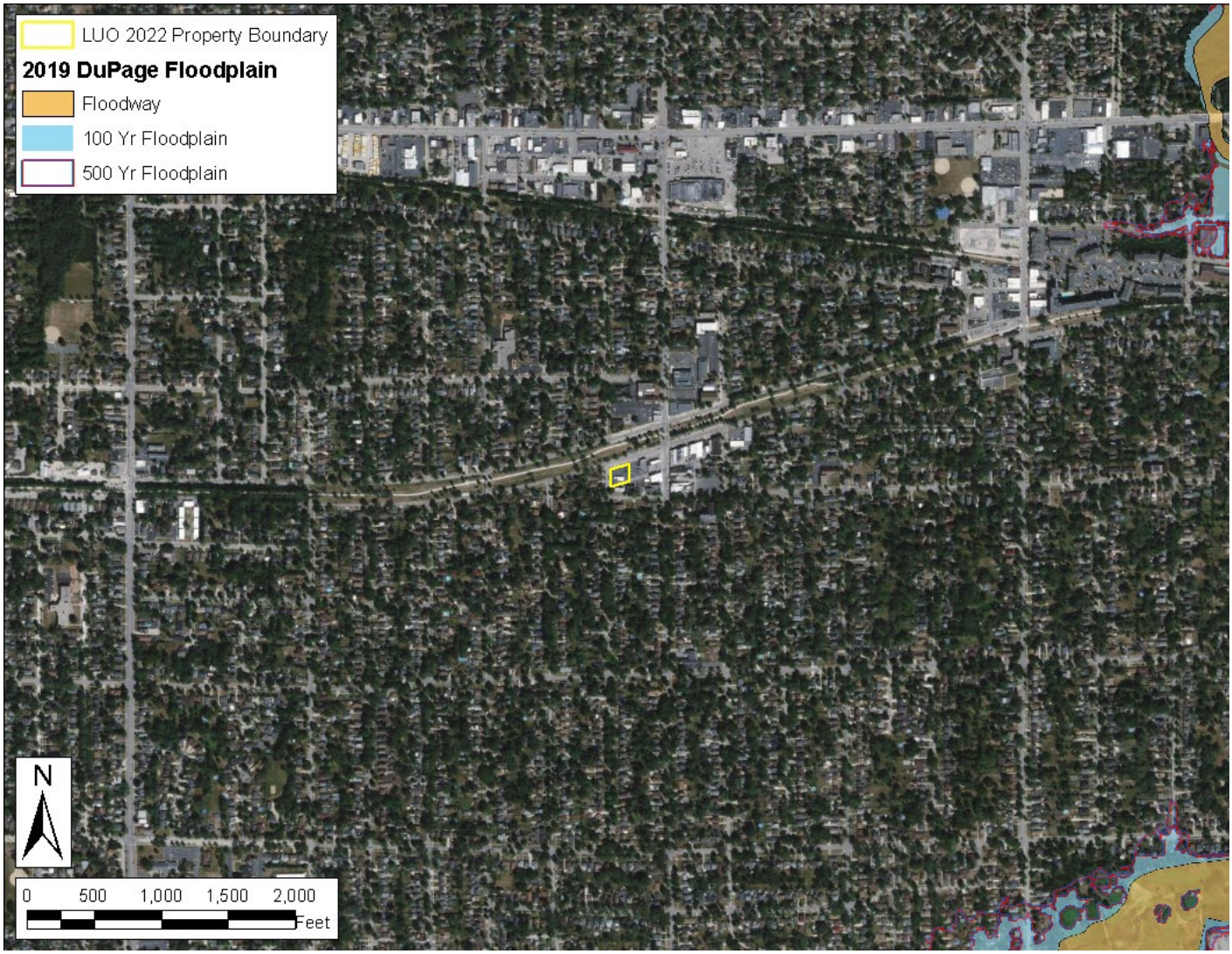

Figure 5: Floodplain map - Federal Emergency Management Agency (FEMA)

Undeveloped floodplains provide many natural resources and functions of considerable economic, social, and environmental value. Floodplains often contain wetlands and other important ecological areas as part of a total functioning system that impacts directly on the quality of the local environment.

Here are a few of the benefits and functions of floodplains:

- natural flood storage and erosion control
- water quality maintenance
- groundwater recharge
- nutrient filtration
- biological productivity/wildlife habitat
- recreational opportunities/aesthetic value

Also, development in a floodplain has a hazardous risk of damage by high flood waters and stream overflow. For this reason, floodplains are generally unsuited to most development and structures.

According to the FEMA Flood Insurance Rate Map, **none** of this site is within the boundaries of a 100-year floodplain. Any development in the floodplain, other than restoration efforts, is generally unsuited and hazardous and will impede the beneficial functions of the floodplain. Please see the Regulatory Agencies page near the end of this report for information regarding floodplain regulations.

WATERSHEDS AND STREAMS

Watersheds are areas of land that eventually drain into a river or stream. Everyone lives in a watershed, no matter if a river or stream is nearby. Watersheds may be named according to its major river or stream. Watersheds, such as the Mississippi River watershed, may be extremely large, encompassing multiple states. Watersheds may also be subdivided into smaller units. Some very small watersheds may not contain a named stream. However, the water that drains from that watershed eventually reaches a stream or river. Watersheds may also be referred to as hydrologic units (HU) and may be identified by a number.

Two major watershed subbasins occur in DuPage County: the Des Plaines Subbasin, which covers a majority of DuPage County; and the Lower Fox Subbasin, which occupies the western portion of the county. These two subbasins are part of the Illinois River watershed and part of the greater Mississippi River watershed. Three large watersheds are identified in the county; the West Branch of the DuPage River, the East Branch of the DuPage River, and Salt Creek. These watersheds have been subdivided into smaller local watersheds for planning.

Local watershed management planning is an important effort that involves citizens of a watershed in the protection of their local water resources. Water quality is a reflection of its watershed.

Common Watershed Goals:

- Protect and restore natural resources
- Improve water quality
- Reduce flood damage
- Enhance and restore stream health
- Guide new development to benefit watershed goals
- Preserve and develop green infrastructure
- Enhance education and stewardship

There are many watershed plans that have already been developed in DuPage County. Please follow the link below to the DuPage County Stormwater Management Watershed Plans.

https://www.dupageco.org/EDP/Stormwater_Management/6597/

Rivers and Streams are necessary components of successfully functioning ecosystems. It is important to protect the beneficial functions and integrity of our local streams and rivers. Development near stream systems has the potential to increase flooding, especially in urban areas where there is a lot of impervious surface and a greater amount of stormwater runoff. Pollution is also an issue for stream systems in urban and rural areas. It is rare for any surface waters to be impacted by only one source of pollution. With few exceptions, every land-use activity is a potential source of nonpoint source water pollution.

The Illinois Environmental Protection Agency (IEPA) provides the following in regards to nonpoint source pollution, “Nonpoint source pollution (NPS) occurs when runoff from rain and snowmelt carries pollutants into waterways such as rivers, streams, lakes, wetlands, and even groundwater. Examples of or sources of NPS pollution in Illinois include runoff from farm fields, livestock facilities, construction sites, lawns and gardens, city streets and parking lots, surface coal mines, and forestry. The major sources of NPS pollution in Illinois are agriculture, urban runoff, and habitat modification.”

Nutrient management is of vital importance to the health of our rivers and streams. Nutrient load in our local streams and rivers has contributed to the Gulf of Mexico hypoxia, or a “dead zone” located where the Mississippi River meets the Gulf of Mexico. This dead zone has little to no biological activity. Yearly averages indicate the dead zone to be greater than 5,000 square miles in size. Illinois was required and has introduced a plan to reduce nutrient loss from point source pollution sources, such as wastewater treatment plants and industrial wastewater, as well as nonpoint pollution sources. Read Illinois’s Plan for reducing nutrient loss here:

https://www2.illinois.gov/epa/topics/water-quality/watershed-management/excess-nutrients/Pages/nutrient-loss-reduction-strategy.aspx

AQUIFER SENSITIVITY

Figure 6: Aquifer sensitivity to contamination map

The U.S. Environmental Protection Agency defines aquifer sensitivity/contamination potential as "a measure of the ease with which a contaminant applied on or near the land surface can migrate to an aquifer." Aquifers function as a storage area for groundwater recharge, which makes them a reliable source of fresh water. Groundwater from aquifers is a valuable source of drinking water when it remains uncontaminated.

According to the Illinois State Geological Survey, this site lies completely or partially within a zone rated as **somewhat limited to very limited** with respect to potential for contamination from spilled or applied substances to the soil surface.

Contact the KDSWCD for references regarding application of chemicals and best management practices to reduce the risk of aquifer contamination from this site.

TOPOGRAPHY AND OVERLAND FLOW

Figure 7: Topographic map showing contour lines

Topographic maps (contour maps) give information on the elevation of the land, which is important to determine slope steepness, natural water flow paths, and watershed information. The natural water flow path can determine where water leaves a property and where it may impact surrounding natural resources. Slope, along with soil erodibility factors, affect the potential of soil erosion on a site. Contour maps can also help determine the areas of potential flooding. It is important to consider the direction of water flow and erosion potential on all construction sites. Areas where water leaves the site should be monitored for sediment and other pollutants, which could contaminate downstream waters.

The map above shows contour lines with 2 feet elevation distance between each line. The high point of this property is in the center portion of the site at an elevation of approximately 704 feet above sea level. The property generally drains to the north via overland flow. The lowest elevation on the property is approximately 704 feet above sea level.

STORMWATER MANAGEMENT

Managing stormwater and stormwater runoff is critical for all development. Stormwater runoff from a site usually increases as a result of soil compaction, more impervious surfaces, loss of vegetation, and soil degradation during construction activities. Increased runoff causes downstream flooding, soil erosion, sedimentation, and pollution of surface waters. The KDSWCD recommends the use of onsite stormwater management strategies whenever possible. These strategies include: stormwater retention and detention basins; bioswales, raingardens, and the use of natural depressions and vegetated swales; deep-rooted native plants; permeable pavers or permeable asphalt. Combinations of these and other practices may be able to retain stormwater onsite. The Illinois Environmental Protection Agency (IEPA) now recommends that stormwater pollution prevention plans include post-construction stormwater management to keep as much stormwater on the site, as possible.

Site assessment with soil testing should help to determine what stormwater management practices are best for your site. Insufficient stormwater management has the potential to cause or aggravate flooding conditions on surrounding properties, or elsewhere in the watershed. Please refer to the DuPage County Stormwater Ordinance for stormwater requirements and minimum standards.

https://www.dupageco.org/EDP/Stormwater_Management/Regulatory_Services/1420/

SOIL EROSION

Soil erosion is the degradation of soil, mostly caused by the force of rain and the movement of water detaching soil particles and carrying the soil off the site. Factors that affect soil erosion are the slope of the land, the inherent properties of the soil, and the cover (or lack of cover) on the soil surface. Extra care must be taken to prevent or reduce soil erosion on construction sites containing highly erodible soils.

The potential for soil erosion during and after construction activities could have major impacts, both onsite and offsite. The erosion and resulting sedimentation may become a primary nonpoint source of water pollution. Eroded soil during the construction phase can create unsafe conditions on roadways, degrade water quality, and destroy aquatic ecosystems lower in the watershed. Soil erosion also increases the risk of flooding due to choking culverts, ditches, and storm sewers, and reduces the capacity of natural and man-made detention facilities.

Construction and development activities should include a soil erosion and sedimentation control plan. Erosion and sedimentation control measures include:

- staging the construction to minimize the amount of disturbed areas present at the same time,
- keeping the ground covered, either by mulch or vegetation, and
- keeping runoff velocities low.

Many construction sites are required to develop and follow a Stormwater Pollution Prevention Plan (SWPPP) in order to be in compliance with local, state, and federal laws regarding soil erosion and stormwater management. Soil erosion and sedimentation control plans, including maintenance responsibilities, should be clearly communicated to all contractors working on the site. Special care must be taken to protect any wetlands, streams, and other sensitive areas.

Please refer to the Illinois Urban Manual for erosion and sediment control information and technical guidance when creating erosion and sediment control plans. The practice standards and standard drawings from the Illinois Urban Manual represent the minimum standard in Illinois. Contact the DuPage County Stormwater Management Department for specific information on permits. Contact the KDSWCD for assistance in preparing a stormwater pollution prevention plan.

HIGHLY ERODIBLE LAND (HEL)

Figure 8: Highly Erodible Land map

Soils vary in their susceptibility to erosion. Highly erodible land (HEL) is land that can erode at excessive rates. Highly erodible land is generally sloping and contains soils that are susceptible to soil erosion by runoff and raindrop impact. The susceptibility to erosion and the highly erodible rating depend upon several factors and properties of the soil. Fine-textured soils high in clay have low erodibility values, because the soil particles are resistant to detachment. Coarse-textured soils, such as sandy soils also have low erodibility values because the water infiltrates and they have less runoff. Medium textured soils, such as loams, are moderately susceptible to detachment and they produce moderate runoff. Soils having a high silt content, like many soils in DuPage County, are the most erodible of all soils. They are easily detached and they tend to crust and produce large amounts and rates of runoff.

Other factors that affect the erodibility of soils include the force of the rainfall, the steepness and length of the slope of the land, and the amount of organic matter in the surface soil layer.

Highly Erodible Land (HEL) contains soils that have been determined by the USDA Natural Resources Conservation Service (NRCS) to be highly erodible. The HEL determination uses a formula involving the properties previously described, to determine the Soil Erodibility Index. Soils that have a Soil Erodibility Index above a certain value are considered highly erodible or potentially highly erodible. **Soils on this site are not considered highly erodible or potentially highly erodible by the NRCS.**

SOILS & SOIL INTERPRETATIONS

Soils are our foundation for life and most of what we do and need depend upon the soil. Soil is a dynamic ecosystem of living things; plants, animals, and microscopic organisms. Soil is also a substance composed of various minerals and organic matter, interfused with lots of pore spaces which help move and store air and water. Soils are formed over hundreds and thousands of years, taking about 500 years to form an inch of topsoil. Soil is formed by the influences of climate, organisms (plants and animals), topography, the material in which it is developing (parent material), and time. There are thousands of soil series in the world. In Illinois, there are over 600 different soil series. Each soil series is unique in its content and its behavior for a particular use.

The different soils across the U.S. have been mapped and identified by the USDA Natural Resources Conservation Service (NRCS) in a soil survey. The soil map of this area (Figure 11: Soil Survey) indicates different soil map units. Each soil map unit and corresponding symbol represent a phase of a soil series. Phases include slope, erosion, flooding frequency, etc. of each soil. Each soil and associated phase have strengths and limitations for a variety of land uses such as septic systems, buildings site development, local roads, and many other uses. **See the Soil Map Units Table in the Soil Survey section for the composition of soil map units of the site. See the Soil Interpretations section for the soil interpretations for the proposed use of the site.**

How the soil is managed as a resource, can be either beneficial or detrimental for the environment or for any particular use. It is difficult to change the inherent properties of the soil, such as the mineral composition or the amount of sand, silt, or clay in the soil. However, it is easy to compact the soil and erode the soil so much that many of the soil functions, such as water storage, infiltration, rooting medium, carbon storage, and soil health can all be compromised or destroyed. Management techniques to protect the integrity and functions of the soil include:

- limiting traffic on the site to reduce compaction of the soil surface,
- keeping the soil covered as much as possible, with deep rooted grasses or with mulch or other erosion control practices,
- disturbing only the areas necessary for the footprint of structures and reducing or eliminating mass grading of sites.

Soils and Onsite Waste Disposal

Soils are often used for onsite waste disposal or underground septic systems to dispose of sewage, especially for individual homes that are not connected to a municipal sewage system. No interpretive rating is given in this report for on-site wastewater disposal (septic systems). The detail of the soil information in the soil survey is not precise enough to determine suitability for the small area required for a septic system. **A Certified Professional Soil Classifier, in cooperation with the county department of public health, must conduct a soil evaluation to determine the suitability of the parcel for on-site wastewater disposal (i.e. septic system), as required by the State of Illinois.**

Soil Interpretation Ratings

The soil interpretation (limitation) ratings are used mainly for engineering designs for proposed uses, such as dwellings with or without basements, local streets and roads, small commercial buildings, etc. The ratings given are based on NRCS national criteria and are defined and used as follows:

Not Limited – This limitation rating indicates that the soil properties are generally favorable for the specified use and that any limitations are minor and easily overcome.

Somewhat Limited - This rating indicates that the soil properties and site features are unfavorable for the specified use, but that the limitations are moderate and can be overcome or minimized with special planning and design.

Very Limited - This indicates that one or more soil properties have severe limitations and are very unfavorable and difficult to overcome. A major increase in construction effort, special designs, or intensive maintenance is required. These costly measures may not be feasible for some soils that are rated as Very Limited.

Contact the KDSWCD for questions concerning the soil and refer to the **Illinois Urban Manual** for best management practices to protect the soil resource.

SOIL SURVEY

Figure 9: Soil Survey

The soil map unit symbol consists of a combination of numbers and letters which represent the interpretive phase of a soil series for an area of the landscape. Areas within the line of that symbol will have similar soil properties and interpretations.

Table 1: Soil Map Units

SOIL MAP UNIT SYMBOL	PERCENT OF PARCEL	ACRES
805B – Orthents	99.95%	0.42
854B – Markham-Ashkum-Beecher complex	0.05%	Trace
	Total	**0.42**

All percentages and acreages are approximate.

The soil map in this report has been enlarged beyond the original scale. Enlargement of this map may cause misunderstanding of the accuracy and precision of the mapping. When enlarged, maps do not show the small areas of contrasting soil that could have been identified if the mapping was completed at a larger scale. The depicted soil boundaries and interpretations derived from the map units do not eliminate the need of onsite sampling, testing, and detailed study of specific sites for intensive uses. Thus, this map and its interpretations are intended for planning purposes only.

The KDSWCD suggests to contact a certified professional soil classifier to conduct an onsite investigation for point-specific soil information to determine the capabilities and the limitations of the soil for a specific use.

SOIL MAP UNIT DESCRIPTIONS

The map units delineated on the detailed soil map in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions in the report, along with the map, can be used to determine the composition and properties of a unit.

A map unit delineation of a soil map represents an area dominated by one or more major kinds of soil or miscellaneous area. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. The scale of the maps limits the detail that can be shown. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils. These minor components are inclusions within the named map unit.

LIST OF MAP UNITS

805B	Orthents loam, rolling
854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes

SOIL INTERPRETATIONS – Dwellings without Basements

Figure 50: Soil Interpretations for Dwellings without Basements

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of maximum frost penetration.

The ratings for dwelling are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil.

These properties include water table, ponding, flooding, slope, depth to rock, and the amount of rock fragments. **The high-water table is often a limiting factor in DuPage County.**

Areas not shaded represent NOT LIMITED, and good performance and very low maintenance can be expected. Yellow represents SOMEWHAT LIMITED, and fair performance and moderate maintenance can be expected. Red represents VERY LIMITED, and poor performance and high maintenance are to be expected.

See the preceding **Soils Section** for more information concerning soil limitations.

SOIL INTERPRETATIONS – Shallow Excavations

Figure 61: Soil Interpretations for Shallow Excavations

Shallow excavations are trenches or holes dug to a maximum depth of 5 or 6 feet for graves, utility lines, open ditches, or other purposes. The ratings are based on the soil properties that influence the ease of digging and the resistance to sloughing. Depth to bedrock, hardness of bedrock, the amount of large stones, and dense layers influence the ease of digging, filling, and compacting. Depth to the seasonal high-water table, flooding, and ponding may restrict the period when excavations can be made. Slope influences the ease of using machinery. Soil texture, depth to the water table, and linear extensibility (shrink-swell potential) influence the resistance to sloughing. The high-water table is often a limiting factor in DuPage County.

Areas not shaded represent NOT LIMITED, and good performance and very low maintenance can be expected. Yellow represents SOMEWHAT LIMITED, and fair performance and moderate maintenance can be expected. Red represents VERY LIMITED, and poor performance and high maintenance are to be expected.

See the preceding Soils Section for more information concerning soil limitations.

SOIL INTERPRETATIONS – Local Roads and Streets

Figure 72: Soil Interpretations for Local Roads and Streets

Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder.

The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding. **The high-water table is often a limiting factor in DuPage County.**

Areas not shaded represent NOT LIMITED, and good performance and very low maintenance can be expected. Yellow represents SOMEWHAT LIMITED, and fair performance and moderate maintenance can be expected. Red represents VERY LIMITED, and poor performance and high maintenance are to be expected.

See the preceding **Soils Section** for more information concerning soil limitations.

WATER TABLE

Figure 83: Map showing the depth to a seasonal high-water table

A seasonal high-water table, or the depth to a zone saturated with water in the soil during the wet season (typically spring through early summer), is present in most soils in DuPage County, as it is in much of Illinois. The relatively low relief and flat landscape of the region slows the dissipation of water from the soil. This saturated zone fluctuates throughout the year and is closer to the surface in the spring and drops to deeper levels during summer and fall. Soils that are lower on the landscape are generally wetter than those soils higher on the landscape or on more sloping landscape positions. Some soils, especially those in landscape depressions and low-lying areas, have a water table above the soil surface. Water that occurs above the soil surface is considered “ponded” water. Ponding is different from flooding, as the water in ponded areas comes from water rising from below the soil surface or from runoff from adjacent areas. Flooding comes from the overflow of water from rivers and streams.

The duration of the seasonal high-water table may have been altered by artificial drainage systems, especially those areas in cropland or former cropland. Even when soils are artificially drained, they will likely retain wet characteristics and the wetness will be difficult to eliminate entirely. However, artificial drainage may shorten the duration of the seasonal high-water table.

The wetness from the seasonal high-water table is a limiting property of the soil for many uses, especially homesites with or without basements, septic absorption fields, commercial buildings, and roads and streets. Most sites that are zoned for construction will require improved drainage, sump pumps, foundation drains, and other management practices to reduce the wetness. Any change to the natural drainage of the site has the potential to create flooding issues downstream from the site, so use caution in installing drainage systems.

The Soil Survey indicates a seasonal high-water table at a depth of 0.5 to 3.5 feet of the soil surface during the spring and early summer in most years, on the wettest soils of the site.

HYDRIC SOILS

Figure 14: Hydric Soils map

Hydric Soils are wet soils that have a water table near the surface or above the surface, mostly in the spring and summer. The wetness is often a result of being on a lower position on the landscape. Many areas of hydric soils have been altered by artificial drainage systems. Even though they may have artificial drainage, they are still considered to meet the definition of a hydric soil. Although not all hydric soils are considered wetlands, hydric soils are a component of wetlands.

Even when hydric soils are artificially drained, they will likely retain wet characteristics and the wetness will be difficult to eliminate entirely. However, artificial drainage may shorten the duration of the seasonal high-water table. Most sites will require improved drainage, sump pumps, and other management practices to reduce the wetness. Any change to the natural drainage of the site has the potential to create flooding issues on and adjacent to the site, so use caution in installing drainage systems.

Some hydric soils are dominated by organic material (peat or muck) instead of mineral soil material and are not suitable construction sites, because of the low strength of the organic deposits. **Organic soils are extremely difficult to modify for other uses.**

Hydric inclusions are small areas (inclusions) of hydric soils in the lower positions of a landscape dominated by higher, nonhydric soils and these inclusions are not identified on the soil map, given the map scale. However, hydric inclusions may still have a significant impact on your site.

According to the Soil Survey, trace amounts of hydric soils are indicated on this site.

REGULATORY INFORMATION

Wetlands, Rivers, Streams, and Other Waters: The laws of the United States, the State of Illinois, and local governments assign certain agencies specific and different regulatory roles to protect the waters within their jurisdictional boundaries. These roles include protection of navigation channels and harbors, protection against floodway encroachment, maintenance and enhancement of water quality, protection of fish and wildlife habitat, and protection of recreational resources. Unregulated use of waters could permanently destroy or alter the character of these valuable resources and adversely impact the public. Contact the proper regulatory authorities when planning any work associated with floodplains, wetlands, or other waters so that proper consideration and approval can be obtained.

Wetland and/or Floodplain Permit: Anyone proposing to dredge, fill, riprap, or otherwise alter the banks or beds of a floodplain or floodway; or construct, operate, or maintain any dock, pier, wharf, sluice, dam, piling, wall, fence, utility of a lake, stream, or river subject to federal, state, or local regulatory jurisdiction should apply for agency approvals.

Construction Permit: Anyone disturbing an acre or more of land during proposed construction activities should apply for the NPDES General Construction Permit ILR10. Building and stormwater permits should also be obtained locally from municipal government and/or DuPage County.

REGULATORY AGENCIES

Wetlands, Floodplains, Streams, & Other Waters:

U.S. Army Corps of Engineers, Chicago District,
111 North Canal Street
Chicago, IL 60606-7206
(312) 353-6400
http://www.lrc.usace.army.mil/

DuPage County Stormwater Management Department
Jack T. Knuepfer Bldg
421 N. County Farm Road
Wheaton, IL 60187
(630) 407-6700
https://www.dupageco.org/EDP/Stormwater_Management/1165/

Illinois Department of Natural Resources, Office of Water Resources
2050 W. Stearns Road
Bartlett, IL 60103
(847)608-3100
https://www.dnr.illinois.gov/WaterResources/Pages/PermitPrograms.aspx

NPDES General Construction Permit ILR10

Illinois Environmental Protection Agency, Division of Water Pollution Control
1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794
(217)782-0610
https://www2.illinois.gov/epa/topics/forms/water-forms/Pages/default.aspx

The KDSWCD recommends early coordination with the regulatory agencies BEFORE finalizing work plans. This allows the agencies to recommend measures to mitigate or compensate for adverse impacts. Also, the agency can make possible environmental enhancement provisions early in the project planning stage. This could reduce time required to process necessary approvals. Please be advised that failure to coordinate with regulatory agencies could result in project shut down, fines and/or imprisonment.

CONTACTS

STATE AGENCIES

Illinois Department of Natural Resources
1 Natural Resources Way
Springfield, Illinois 62702-1271
(217)782-6302

Illinois Department of Transportation
2300 South Dirksen Parkway
Schaumburg, Illinois 62764-0001
(217)782-7820/(800)452-4368

Illinois Environmental Protection Agency
1021 North Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276
(217)782-3397

Illinois Natural History Survey
1816 South Oak Street MC652
Champaign, Illinois 61820
(217)333-6880

COUNTY / LOCAL OFFICES

DuPage County Government Center
Jack T. Knuepfer Administration Building
421 N. County Farm Road
Wheaton, IL 60187
630-407-6500

DuPage County Building& Zoning Department
(630) 407-6700

Department of Stormwater Management
(630) 407-6700

Forest Preserve District of DuPage County
3S580 Naperville Road
Wheaton, IL 60189
(630) 933-7200

DuPage County Health Department
111 N County Farm Road
Wheaton, IL 60187
Phone: 630-682-7400

Kane-DuPage Soil and Water Conservation District
2315 Dean Street Suite 100
St. Charles, Illinois 60175
(630) 584-7960 ext. 3

FEDERAL AGENCIES

U. S. Army Corps of Engineers
Regulatory Branch
231 S LaSalle Street, Suite 1500
Chicago, Illinois 60604
(312)846-5330
http://www.usace.army.mil

U.S. Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, Illinois 60604
(312)353-2000 or (800)621-8431
http://www.epa.gov/region5/

U.S. Fish & Wildlife Service
Chicago Illinois Field Office
230 South Dearborn Suite 2938
Chicago, IL 60604
(847)298-3250
http://www.fws.gov/

U.S.D.A. Natural Resources Conservation Service
2315 Dean Street Suite 100
St. Charles, Illinois 60175
(630)584-7960 ext. 3
http://www.il.nrcs.usda.gov/

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Department of Energy and Natural Resources, Illinois State Geological Survey: Potential for Agricultural Chemical Contamination of Aquifers in Illinois: 1995 Revision Environmental Geology 148

Service Layer Credits Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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Wetlands of DuPage County, Illinois http://gis.dupageco.org/arcgis/rest/services/OpenData

2015 DuPage County, Illinois

EXECUTIVE SUMMARY
APPLICATION 22-044
May 26, 2022

Petitioner: Ross Builders, Inc, 23 N Lincoln St, Hinsdale, IL 60521

Contact Person: Craig Ross, 630-993-1445

Unit of Government Responsible for Permits: Village of Villa Park

Acreage: 0.40

Area of Disturbance (acreage): 0.40

Location of Parcel: Section 9, Township 39N, Range 11E

Property Address/PIN#: 06-09-220-001 and 06-09-220-002 located at 27 W Park Blvd, Villa Park

Existing Land Use: Commercial office and parking

Proposed Land Use: Apartment building and parking lot

NATURAL RESOURCE CONCERNS

Land Cover in the Early 1800's: This site is in an area previously identified as prairie. (See page 5 for more information.)

Wetlands: The National Wetland Inventory map and the DuPage County Wetland Map do not identify wetland areas on this site. If there are any indications of unidentified wetlands on this site, noticed during the proposed land use change, contact the appropriate county and federal wetland regulatory agencies (page 22).

Floodplain: There are no floodplain areas identified on this site. (See page 8.)

Streams: There are no streams on this site. (See page 9.)

Aquifer Sensitivity: This site is classified as having a very limited to somewhat limited potential for aquifer contamination. (See page 10.)

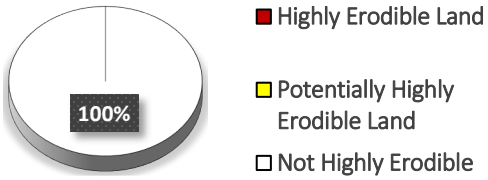
Topography and Overland Flow: Please refer to page 11 for information regarding site topography and drainage. The high point of this property is in the center portion of the site at an elevation of approximately 704 feet above sea level. The property generally drains to the north via overland flow. The lowest elevation on the property is approximately 704 feet above sea level.

Stormwater Management: This site may or may not need a Stormwater Pollution Prevention Plan (SWPPP). Contact the KDSWCD for questions or assistance in developing a SWPPP. See page 12 for information regarding stormwater management.

Soil Erosion: Many construction sites are required to develop and follow a Stormwater Pollution Prevention Plan (SWPPP) in order to be in compliance with local, state, and federal laws regarding soil erosion and stormwater management. Contact the KDSWCD for questions or assistance in developing a SWPPP. (See page 12).

EXECUTIVE SUMMARY
APPLICATION 22-044
May 26, 2022

Highly Erodible Land: There are **no** potentially highly erodible soils identified on this site. (See page 13.)



Regulations: Please note that additional permits are required for any development impacting wetlands, streams, or floodplain areas. Please see page 22 for regulation information.

Soil Interpretations: Soils at this site may contain limitations for the proposed use. See page 14 and attached Soils Tables on page 15. All information is from the Soil Survey of DuPage County, Illinois. The limiting factors for this site are: **seasonal high-water table, shrink-swell, low strength, ponding, frost action.**

Hydric Soils: There are **trace amounts of** hydric soils were identified on this site. (See page 21.)

EXECUTIVE SUMMARY
APPLICATION 22-044
May 26, 2022

LAND USE OPINION

The most current natural resource data indicates the following concerns for this site: **Soil Limitations, High-water Table, Soil Erosion and Sediment Control, and Stormwater Management.** These concerns need to be managed, monitored, and/or considered in the planning and development of the site for the best possible results and for the least negative impact to the environment and natural resources.

SITE INSPECTION

Figure 15: Location of site inspection photos

A site inspection was conducted by **Resource Assistant, Jennifer Shroder** on **May 12, 2022**. The following photos were taken during this inspection and reflect the site conditions at that time.

SITE INSPECTION PHOTOS

Photo 1 facing east

Photo 2 facing south

Photo 3 facing southwest

Photo 4 facing south

Photo 5 facing northwest

Photo 6 facing west

27 W Park Blvd-REJECT this project PARKING

I am requesting that you vote NO and reject the proposed development at 27 W Park Blvd in VP. First and foremost, the parking variance request does not meet the qualifications for relief. As stated specifically by the Community Development contact, Ellen Weber in her memo on June 9th, 2022, page 15, "Staff does not find that the Petitioner has sufficiently demonstrated that the variance requests for parking relief and lot coverage are due to hardship caused by conditions of the site, or hardship based on financial return. Therefore, staff have sought revisions from the Petitioner to further bring the project into code compliance."

VP has a parking issue with regards to apartment complex parking. This issue is plainly seen by driving past most apartment complexes in Villa Park. These structures are congested, with a lack of parking for tenants. To show that this is not a subjective opinion, an assessment was done in order to examine how congested parking actually is at and around apartment buildings in Villa Park. Specifically, a sampling of two apartment buildings, located adjacent to the proposed 27 W Park Blvd apartment development were taken. It was found that the ratio of cars per bedroom averaged 1.42, which far exceeds the village code of 1 parking space per apartment bedroom. When this real world data is extrapolated to the proposed 37 bedroom development, an anticipated need of 52 parking spaces would be needed. (see attached detailed assessment)

Is there additional evidence to this fact? We also know (see attached photos-6 photos of 6 separate apartment buildings/complexes) there is congested parking at the apartment complexes on Terrace and Princeton, as tenants park overnight on BOTH sides of the street. In the attached photo, there are 6 cars on the street (taken before 7 am on 6-9-22). Also, at the Garden Apartments on St Charles and Ardmore, where residents were told to park at the Cornerstone Church parking lot, directly behind the apartment buildings. At the apartment complexes at Kramer and North Avenue, there is a countless number of cars on both sides of the street, which is zoned ONLY for parking on the south side of street. Another example of congested parking is on Ardmore Avenue at Sunset, where it is clearly posted "No parking between 2 AM and 9 AM" the attached photo shows 6 cars parked overnight that are still parked at 7am (see attached photo). The intent of this assessment is NOT to point out the fact that there are parking violations. When all the fore-mentioned apartment complexes were built, THEY ALL MET CODE. The assessment was done to point out the fact that Villa Park has a congestion issue with apartment building parking. There are too many cars for the number of allotted parking spaces for most apartments, which by code is one parking space for every apartment bedroom. We need to recognize that even the current code which calls

for 1 parking space per bedroom does not provide for the parking needs of tenants. ANY variance to this code would be irresponsible in view of this real world, Villa Park specific data.

When one examines the architectural drawings of this plan, it is evident that every one bedroom apartment, which there are 10 of (24 total units), has two separate bathrooms. Each of these "one bedroom" apartments also has a den, in lieu of a second bedroom. (see attached floorplans-1 bedroom /1-den vs 2-Bedroom) Therefore, it is easy to conclude that although by the villages code, these are one bedroom apartments, functionally they are all two bedroom apartments. And, it could be safe to assume, that although per the code, only 38 parking spaces are required, in reality, there could be a need for up to 48 parking spaces. one for every "bedroom". This reason and this reason alone should be enough to request the Planning and Zoning board to vote no and oppose this specific project. This concern was also brought up by a P & Z member, Dominick Romano (June 9th P & Z meeting video section 2:22:11) stating, "I do have concerns, for specifically the parking variation. As I look at the plan I am curious what is differentiating a den from a second bedroom." Craig Ross replied stating there were several items like a door, "But most importantly, a window". Per village code, bedrooms are defined as such if they have a window. If they don't have a window, they can be considered a den. Further in the conversation, Dominick Romano states "But there is nothing really to stop a tenant from internally having a roommate situation. They have 2 baths, right? So the temptation and ability is there". And, Craig Ross's answer to this is, "I think the parking spaces regulate our renters on it's own." Please note, that Craig Ross also stated that there will be no on-site land lord to manage the property. There will only be security cameras and tenants will have access keys for the building. This is how the site will be managed.

There are also other factors that may attract a different type of tenant than what the petitioner is assuming. We know that although these are "luxury" apartments and the projected rental rates are in the range of $2500 to $2800 a month, there will be a need for some tenants to share these costs with a roommate. In the petitioners proposal (see attached screenshot from June 9th meeting video section 31.0) he states this site is close to amenities like the "Library, restaurants, bars, and stores in walking distance" and "Bus routes are also nearby". This is not accurate. One must consider the specific dynamics and facts related to the business and residential areas of Villa Park. First, when the village began it's existence, it was two separate towns. Villa Park, began in 1908 and the town of Ardmore in 1910. Summit avenue was the dividing line. This is an important to note, as Villa Park has two separate "downtown" areas, one running along Villa Avenue and the other along Ardmore Avenue. This division has created 2 smaller business districts, instead of one large business

district. The smaller business districts do not support foot traffic. This is proven by data collected by "Walking Score" site. www.walkscore.com. This site analyzes and rates a town or city based upon the following factors. Villa Park gets a walk score of 49, a transit score of 21 and a bike score of 49. What does this mean? According to Walk Score, "Villa Park has minimal public transportation and does not have many bike lanes. It is a CAR dependent city". Furthermore, according to Walk Score, under the category of "Eating and Drinking", it further states "there are about 98 restaurants, bars and coffee shops in Villa Park. People in Villa Park can walk an average of .7 (less than 1) restaurants, bars and coffee shops in 5 minutes." Therefore, this could impact

The reason it is important to bring up this point, it means it will potentially attract a different type of clientele than what the petitioner is stating would be living in his apartment building.

The reason that the petitioners building and site plan, which includes parking are "unique" is because the building footprint is too large for this .4 acre site. There is no hardship for the parking variance request. If instead, the petitioner were to reduce the number of apartments to 12 and therefore reduce the oversize of the building and site plan, there would be no need for the request for variances and all village codes could be met. Furthermore, this would be an improvement to the site and ensure the health and safety of the community by reducing the traffic load and congestion with a larger development.

ASSESSMENT OF APARTMENT PARKING SPACES TO NUMBER OF APARTMENT BEDROOMS

An assessment was done of several apartment buildings in VP, specifically located at:

20 W Highland VP. This site has 8, 1 bedroom apartments, therefore requires 8 parking spaces for its tenants. This complex does have 8 allotted parking spaces.

26 W Highland VP. This site has 2, 1 bedroom and 2, 2 bedroom apartments, therefore requires 6 parking spaces for its tenants. This complex does have 6 allotted spaces.

Please note however, there is another element/factor that must be examined. Both these building are on the same block on the Park Blvd side is one of Stuerle's parking lots. Up to this point in time (which will change if the proposed development is approved), tenants have had permission to park their cars overnight in Stuerle's parking lot. On June 23rd, after 10 PM, there were 6 cars in that lot. It was confirmed that those cars belonged to the apartment tenants. Therefore, the ratio of APARTMENT bedrooms to the number of cars is: 1.42 parking spaces per bedroom for this specific site. The number exceeds the village's code of one parking space per apartment bedroom and results in insufficient parking.

LINK TO VILLAGE OF VILLA PARK'S JUNE 9TH BOARD MEETNG

https://www.youtube.com/watch?v=ELKIQg8Q9JU

OVERFLOW APARTMENTPARKING-NORTH AVENUE & KRAMER

OVERFLOW APARTMENT PARKING-ARDMORE AVENUE & SUNSET

OVERFLOW APARTMENT PARKING-ST CHARLES ROAD AND ARDMORE AVENUE

OVERFLOW APARTMENT PARKING-STUERLE PARKING LOT ALONG PARK BLVD

OVERFLOW APARTMENT PARKING-TERRACE & PRINCETON AVENUE

VILLAGE OF VILLA PARK JUNE 9 2022
TO: PLANNING + ZONING COMMISSION
FROM: COMMUNITY DEVELOPMENT DEPARTMENT

Other: If the developer wishes to proceed with cutting pavement on Park Boulevard for the proposed water connection as shown in the most recent submittal, submittal of a written request from the developer to waive the Village's ordinance prohibiting cutting of new pavement will be needed.

Traffic and Safety Commission: The Developer has provided a PowerPoint presentation which will be presented at the June 7, 2022 meeting. It is in the packet as Exhibit 11.

Police
The Police Department would like electronic access to the building to aid in response to emergency calls. Therefore, the Police Department supports the proposed development with the condition that security systems are subject to review and approval by Villa Park Police Department and will include Village of Villa Park access to the closed circuit security (CCTV) system in the common areas of the complex.

Fire Department
The fire department has reviewed the updated Planning and Zoning application for the proposed development located at 27 W. Park. The building will be fully sprinkled and as long as all applicable fire codes and Village of Villa Park requirements are met, the fire department has no issues with it.

Recommended Action:
Village staff has reviewed and is generally supportive of the project. Staff believes hardship exists and recommends approval for the variation request for relief from the visibility triangle, garage access from street sideyard, and for relief from landscape and minimum 13' streetscape requirements. Site modifications could reduce the relief requested for parking and lot coverage.

While it is recognized the proposed development will be an attractive and high-quality development, there is concern that taking the alley to a one-way direction will impact surrounding properties. Additionally, it may be possible to meet lot coverage through the use of permeable pavement, and potentially meet the parking requirements by reducing the number of bedrooms.

The applicant has verbally agreed to utilize permeable pavement on the south parking area and to redesign the driveway entrance, swinging it north so the only entrance in and out of the garage will be from a southbound entrance and a northbound exit. *Neither perpendicular parking nor a redesigned driveway* are included in submitted documents. The applicant maintains that one way alley is the preferred design.

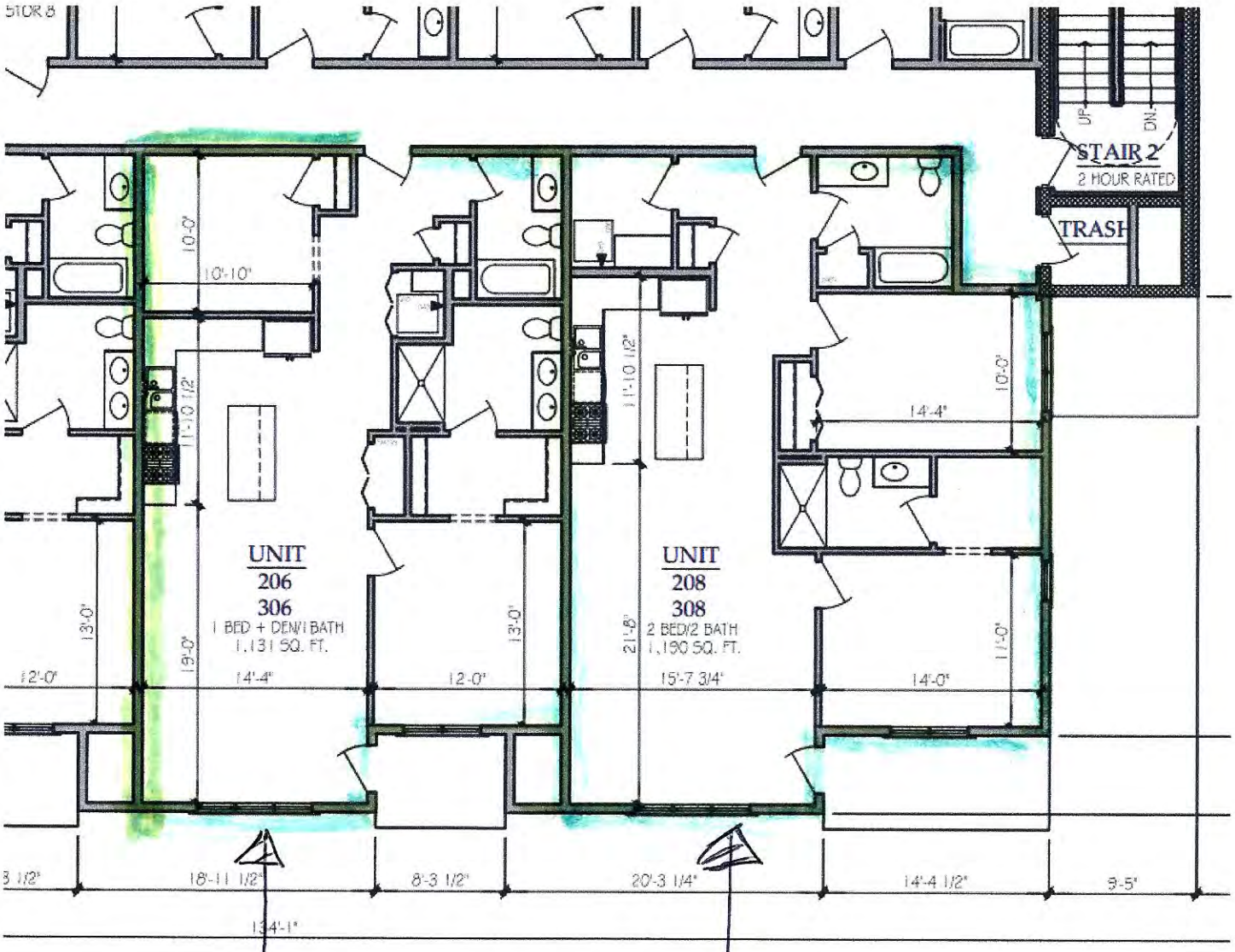
Per 11.1.7. - Decision-Making Criteria; Burden of Proof or Persuasion, The burden of proof is on the Petitioner. In considering a Variance request, the Commission should consider if:

(1) the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and
(2) the plight of the owner is due to unique circumstances; and
(3) the variation, if granted, will not alter the essential character of the locality.

Staff does not find that the Petitioner has sufficiently demonstrated that the variance requests for parking relief and lot coverage are due to hardship caused by conditions of the site, or hardship based on financial return. Therefore, staff have sought revisions from the Petitioner to further bring the project into code compliance.

There is strong support in the community for development to occur but different opinions on what the development should look like. Staff has advised the applicant that some residents have voiced concern over density, height, and materials. Business owners are concerned over the loss of parking but the fact is that

FLOOR PLAN SECTION OF ROSS BUILDERS DEVELOPMENT-2 & 3 FLOOR PLAN



ONE BEDROOM
ONE DEN
TWO BATHROOMS

TWO BEDROOM
TWO BATHROOMS

ROSS BUILDERS PROPOSAL PAGE

Variation 1: Parking Ratio

For a Variation from Article 7, Section 7.2, Table 7-1 of the Zoning Ordinance to wit:

The minimum parking ratio for a multi-unit residential building is to be one parking space per bedroom proposed within the development

- The building will have 10 one-bedroom units, and 14 two-bedroom units and 32 parking spaces
- 1.33 ratio of parking spaces to units

  Required parking spaces - 38
  Proposed parking spaces – 32
  22 interior parking spaces
  10 exterior parking spaces
  Seeking a variance for 6 parking spaces
- Walk and bike friendly location
- Library, restaurants, bars and stores in walking distance
- Bus routes are also nearby

Walk Score® Get Scores My Favorites Add to Your Site Log in

Type an address, neighborhood or city Go

Living in Villa Park

Walk Score 49 | Transit Score 21 | Bike Score 49

Villa Park has an average Walk Score of 49 with 21,904 residents.

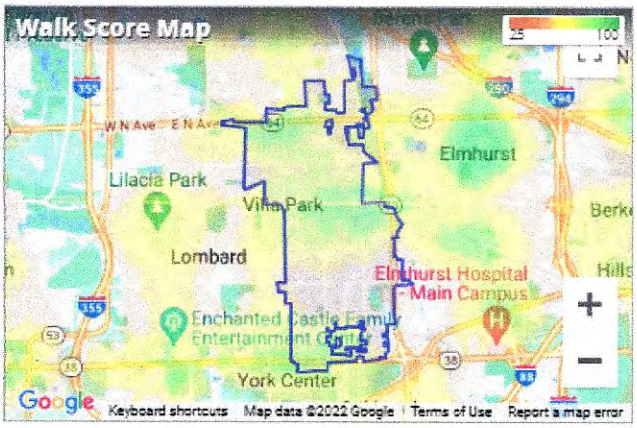
Villa Park has minimal public transportation and does not have many bike lanes.

Nearby Villa Park Apartments on Redfin

View Villa Park apartments for rent | View Villa Park homes for sale

Walk Score 49 Villa Park is a Car-Dependent city

Most errands require a car.



Villa Park has an average Walk Score of 49 with 21,904 residents.

Villa Park has minimal public transportation and does not have many bike lanes.

United States › Illinois › Villa Park

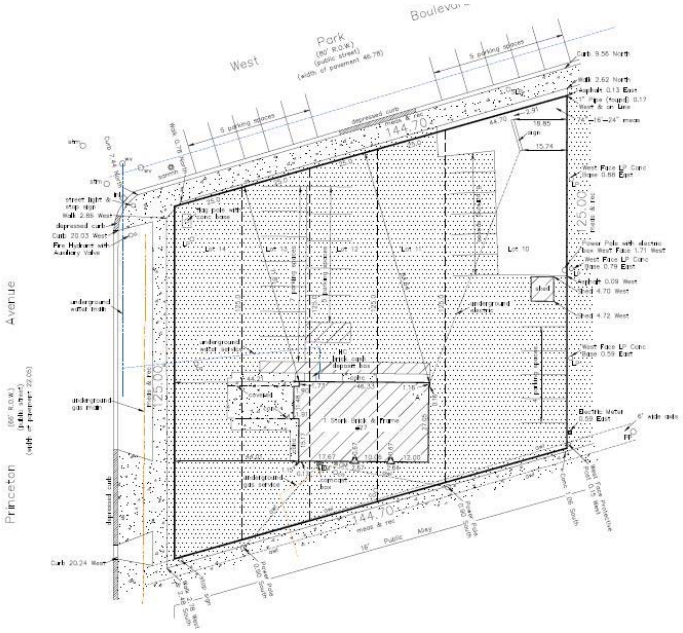
Ardmore Flats
27 W Park BL

The property is located at the SE corner of the intersection of Park Boulevard and Princeton Avenue, one block west of Ardmore Avenue, and facing the Illinois Prairie Path to the north.

The property is located within the MX-T district which is Mixed Transitional (Office – Residential) District.

The proposed development is a multi-family building following under the "General Building" requirements of the Villa Park Zoning Ordinance.

Existing Conditions


West
Park
(80' R.O.W.)
(public street)
(width of pavement 46.76')
9 parking spaces
9 parking spaces
depressed curb
144.70'
Lot 10
Avenue
Princeton
(80' R.O.W.)
(width of pavement 29.05')
underground
utility vault
underground
utility vault
underground
utility vault
underground
utility vault
Power Pole
Power Pole
Power Pole

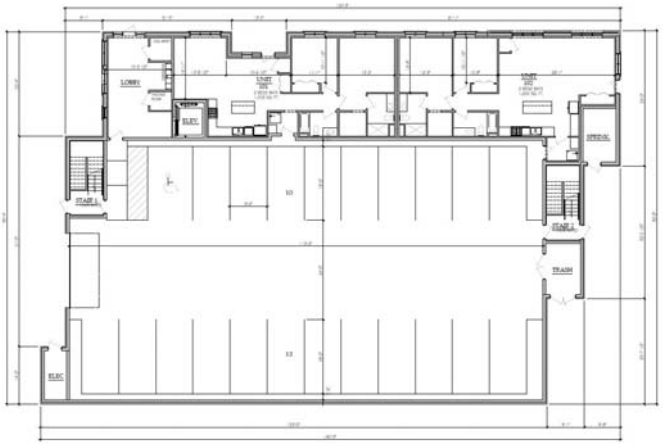
NORTH ELEVATION

WEST ELEVATION

EAST ELEVATION

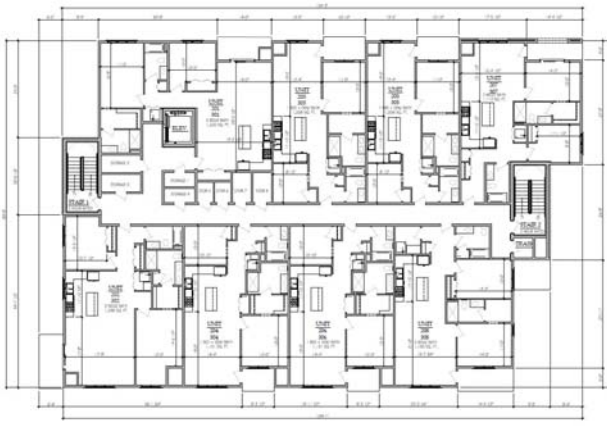
SOUTH ELEVATION

Floor Plan

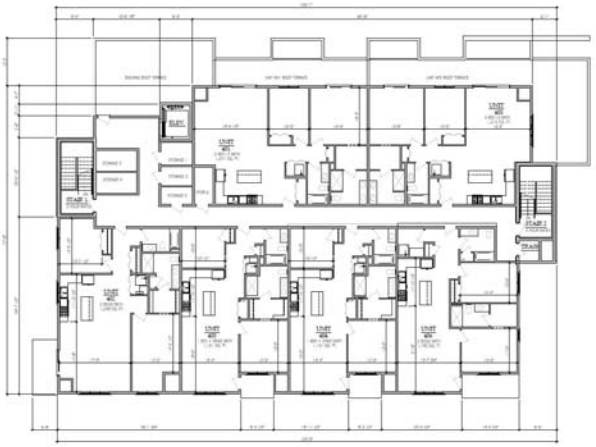


Ground Floor Plan

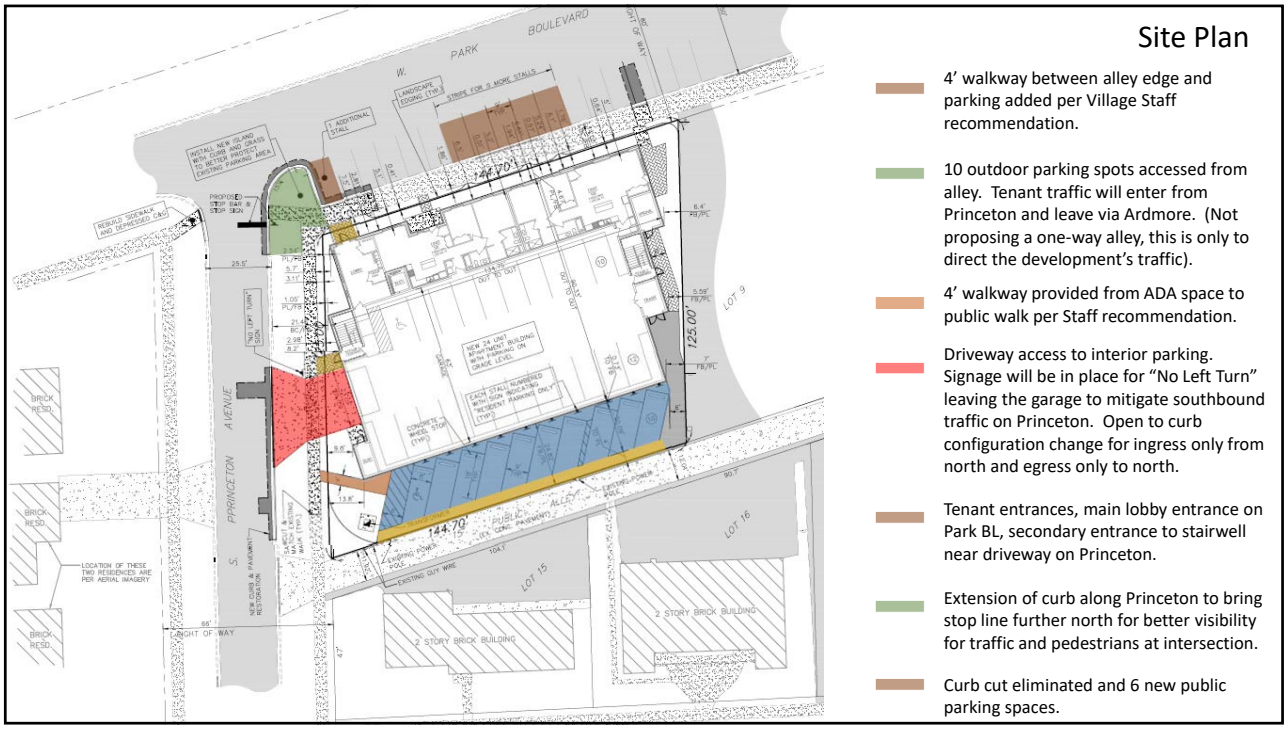
Floor Plans



Second & Third Floor Plan



Fourth Floor Plan



Revisions

- Increased space between the alley and parking spaces to 4' (from 1.4')
  - Allows for safer walkway for tenants
  - Allows for a 19' turning radius into parking spaces where a 15' radius is required
  - Allows for more space for Public Works access (5-6' from utility poles)
- Moved pedestrian entrance from Princeton AV to Park BL
  - Keeps more foot traffic on Park BL
  - In line with P&Z vision of a pedestrian friendly Park BL
- Lighting plan revised to meet code
- Eliminated one alley parking space
  - Moves east parking space 1' further from the utility pole
  - Allows for more landscape screening along west side of parking
  - Creates a more user-friendly ADA parking space

Revisions Continued

- Added pavers to some walkways
  - Pavers located at building walkways
  - Increases semi-pervious areas
  - Creates a softer hardscape aesthetic
- Driveway narrowed to 24’ at property line to meet code
- Extended the curb on the east side of Princeton AV
  - Aligns the east curb with the west curb
  - Allows for safer pedestrian walkway
  - Moves stop sign and bar farther north for safer car stop
  - Adds an additional street parking stall

Variation 1: Parking Ratio

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  22 interior parking spaces
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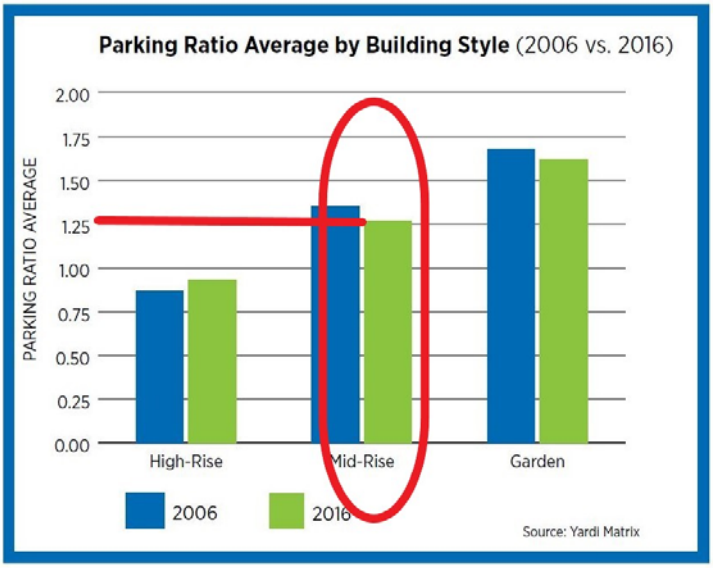
  Seeking a variance for 6 parking spaces
- Walk and bike friendly location
- Library, restaurants, bars and stores in walking distance
- Bus routes are also nearby

Variation 1: Parking Ratio

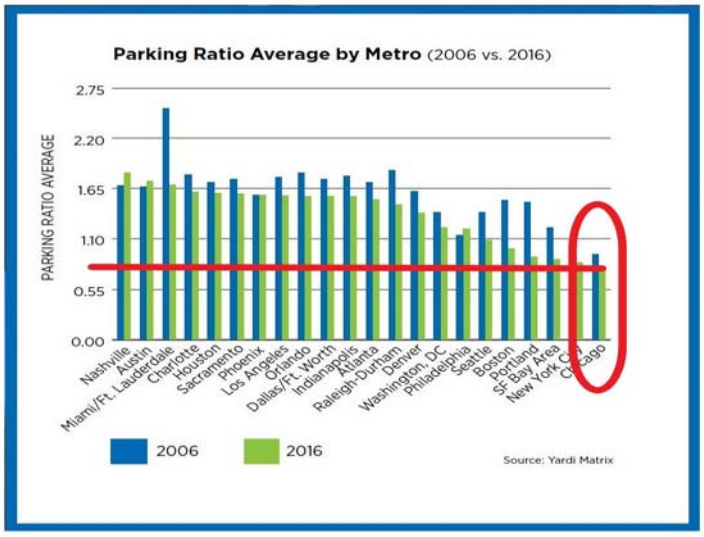
- The intention of the site layout is to create as much parking as possible on the site, both within the building and outside the building, while maintaining usable space on the ground floor on the Park BL side to maintain the active streetscape the Village desires. With the dimensions of the site both width and depth, and the dimensions of required parking spaces and drive aisles, this layout maximizes the number of parking spaces
- A traffic assessment was performed by KLOA, a 3rd-party company that analyzes traffic and parking, which estimated that the parking demand for the proposed building would be between 25–32 vehicles
- It is now common for municipalities and developers to supply one parking space per dwelling unit. According to Yardi Matrix, a well-known national commercial real estate research firm, the national average for newly built apartment buildings in 2016 for the ratio between parking spaces and dwelling units was 1.27 for mid-rise buildings and less than 1.00 for the Chicago metropolitan area
- 6 street parking stalls are being added on Park BL
- Potential tenants with 3 cars wouldn't rent from us and tenants with two cars wouldn't rent, if at the time two spaces were not available. Therefore, the number of tenants' cars regulate themselves
- No one wants the appropriate amount of parking spaces more than us. We do not have a viable project if we do not offer enough parking. Based on our research and experience this proposal allows for enough parking

Variation 1: Parking Ratio

National Apartment Association
March 18, 2021



Variation 1: Parking Ratio



Variation 2: Garage Entrance Location

For a Variation from Article 4, Section 4.4.3(10) of the Zoning Ordinance to wit:

Permitted garage entrance locations in the MX-T district for a "General Building" type shall be located on the rear facade.

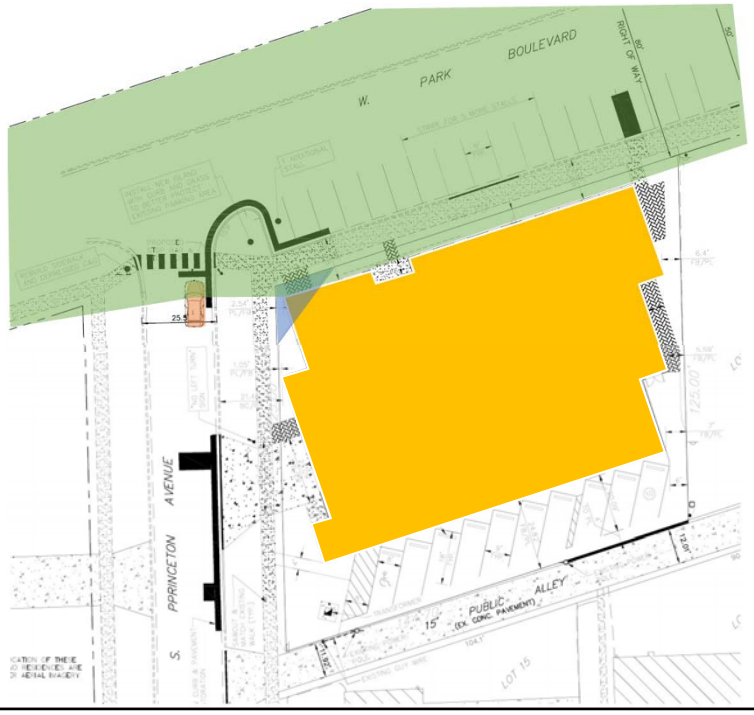
- Per staff recommendation we added a "No Left Turn" sign as cars exit the garage and go onto Princeton AV
- Further discussion with the Traffic & Safety Commission suggested making the ingress & egress from the garage only from & toward the north using a revised drive and curb configuration. This is not reflected in the current site plan, but we are open to making this revision to decrease traffic south on Princeton.
- If the garage entrance were to be on the rear of the building, a minimum of 7 parking spaces would be eliminated from the proposed plan and create more traffic in the alley
- Village Staff supports this request

Variation 3: Visibility Triangle

For a Variation from Article 9, Section 9.3.1 of the Zoning Ordinance to wit:

On corner lots in MX-T districts, nothing may be erected, placed, planted, or allowed to grow between a height of 3' – 10' above grade within the required visibility triangle, which is formed by two lines that begin at the point of intersection of the subject lot's street lots lines and extend for a distance of 20' along each street lot line and a third connecting line that forms the triangle.

- Extension of curb on east side of Princeton AV allows the stop sign and bar moved north
- A car travelling north on Princeton stopping at the stop line, which will be moved north will not have their visibility of the pedestrian sidewalk blocked by the current proposed building
- The non-right angle at which Park intersects and the wide parkway on Princeton, helps maintain this car's view of the sidewalk and oncoming pedestrians
- The view of traffic on Park will not be affected by the building placement
- The Village Staff is currently discussing text amendments and may choose to eliminate this requirement for all MX zoned properties
- Village Staff supports this request



Visibility Triangle Diagram

Variation 4: Maximum Impervious Cover + Addition Semi-Pervious Cover

For a Variation from Article 4, Section 4.4.3 of the Zoning Ordinance to wit:

On lots in the MX-T district which are designated as "General Building" the maximum impervious cover shall be 70% with an additional 25% of allowed semi-pervious cover.

- The site as it stands is 89.75% impervious cover
- The proposed development will have 89.29% impervious cover plus an additional 2.5% of semi-pervious cover
- While the proposed building accounts for 64.82% of the impervious cover on the property, the stormwater falling on the roof will be directed into the Village storm sewer decreasing stormwater run-off on the site by this same percentage
- Semi-permeable pavers are being used in pedestrian traffic areas to increase the permeable area of the site and decrease run-off.
- More semi-permeable pavers can be added

Variation 5: Minimum Streetscape required

For a Variation from Article 4, Section 4.4.3 of the Zoning Ordinance to wit:

On lots in the MX-T district which are designated as "General Building" the Front Build-to-Zone shall be 5' – 10' starting from the edge of the 13' required streetscape measured from the back of curb onto the property.

- Where the parkway has been narrowed in Villa Park, such as on St. Charles Road, or where non-parallel parking spaces exist such as here on Park BL, the application of the required minimum 13' streetscape setback creates a hardship
- Unique to this parcel, the Village has paved the parkway, and effectively moved the curb south
- The Site Plan provides 7' of landscaping in the front yard – with 5' on the subject property and 2' within the public right of way which the owner will maintain
- The Standard Meadery building appears to have zero setback and most all of the buildings on Park that are east of Ardmore have little to no setback
- MX-2 to the east will require any new development to have 0-5' build-to-zone
- The intent of the new MX zoning districts is to create a pedestrian friendly streetscape with buildings close to the street
- The Staff Memo, diagram on page 16 doesn't take into account the three main wall thicknesses of 1' each and is therefore off by 3'
- Village Staff supports this request

Perimeter Landscaping Variance?

- We were under the impression that foundation landscaping was not required at the rear of the building since 9.1.5 (C) (3) states it isn't required "where there is no public access"
- We noticed other new projects (not in MX-1, MX-2 or MX-3) did not have 5' of foundation landscaping on all sides
- Village Staff supports this request if needed

Alley Parking

- At the February 1 Traffic and Safety Commission meeting, Commission supported our proposal
- There are only 10 stalls in the alley
- All 10 would be assigned to tenants
- We have right to access alley, just looking for our fair use of the alley
- If all 10 stalls were rented, then 3-10 vehicle trips would be added to the morning weekday peak hour traffic and 4-10 vehicle trips to the evening weekday peak hour which only drive on west most part of the alley due to angled stalls
- Important to understand how the angled parking helps the alley traffic. Cars that leave the site have to go east on Ardmore and only traverse the alley that one time because when they come back later in the day they come from the west end of the alley where their parking is located. With perpendicular parking, that car can leave going east to Ardmore and come back later in the day from the east.
- Neighbors prefer the angled parking over perpendicular since it forces the development's traffic away from Princeton AV
- We are NOT proposing to make the alley a one-way as mentioned in the Staff memo
- Community members mentioned that a liquor delivery truck occasionally blocks the alley on the east end at the liquor store
- Community members mentioned that cars cut through funeral home's parking lots
  - Both of these illegal activities may need to be addressed, but shouldn't prohibit legal uses of the alley

Height

- 5 stories are allowed in the MX-T district
- Explored a 5-story building with 32 one-bedroom units with the parking garage occupying the whole ground floor
  - We can make this design work with no variance requests
  - Thought 4 stories and less units with two-bedroom units mixed in would be better for the area
- Ovaltine building is 4 stories and is right next to the Prairie Path
- The Union is 6 stories and the Garden Station is 7 stories
- MX-2 district directly east allows for 4 story buildings

Positive Community Feedback

- Held Community Outreach on Thursday, June 2nd from 4-6p
  - Many positive comments and support
  - Concerns about height, modern aesthetic and traffic
  - Most preferred angled parking to direct traffic away from Princeton
  - Most preferred residential on first floor over commercial due to less traffic and parking needs
- Facebook - What's Happening in Villa Park
  - Thank you! Renders look nice. Parking seems to be addressed well, especially with some garage parking. Greg M.
  - There are plenty of 4 story buildings along the prairie path, ovalteen, in Lombard, Elmhurst, etc. etc. -Jeff G.
  - exactly. I would rather see a new 3-4 story building in that vacant lot than a run down building that looks like an eye sore. -Carrie C.
  - This is a positive. -Mary L.
  - There's a housing shortage, and less homes available than there has been in a while. Jason R.
  - If this goes through it would replace the corner lot with the sad and empty building. That sounds like a plus to me -Monika R.

Positive Community Feedback

- That's the former villa park savings and trust bank building. I believe it's also been a lawyer's office. D45 has already handled more students than an apartment building would bring. Business guys are smart. If the commercial potential was there, then they'd already be all over this property. Developers are smart too whether the neighborhood agrees with their vision or not. There's no shortage of empty commercial and retail spaces right now. -Ralph G.
- Sounds like a good plan! -David M.
- Places for people to live > eye sores -Nicholas G.
- I think a 4 story building there is fine. There's plenty of green space and a pretty wide road between it and the path. Density is good for business, therefore good for revenue, therefore good for the budget. I would like to see larger mixed used space…Since the walking/biking path is so close, and amenities like the train station, library and groceries are bike-able, bus-able distances we'd only need small changes to our infrastructure to mitigate any traffic issues. -Marianne G.
- I see no problems … village could use more development & tax money -Lehman D.
- Hopefully it's only the beginning, VP could use a lot more development -Lalo L.
- That whole area needs a major face lift. With all the foot traffic that area sees, the look is a little poor, outdated, and not at all uniform. -Matt D.

Misc

- Need for Affordable Housing
  - Ardmore Flats should cost significantly less in rent per square foot than the Union and Garden Station
  - Currently a housing shortage (especially in the suburbs), which is why housing costs are rising, this will add to the inventory
  - Many local empty nesters and young professionals from the city typically do not have school-aged children and are looking for less expensive options
  - Apartments like ours are typically more affordable than homes and condos
- Condo Quality
  - High level of finishes, in-unit washer/dryers, dedicated furnaces and air conditioners
  - Utilities are separately metered
  - Rental units are currently in more demand than owned condominiums
  - Building can be converted to condos at a later date
- Street Parking
  - Development will add 6 street parking spaces; these are public parking stalls subject to Village parking restrictions and are <u>not</u> meant as additional tenant parking
  - Drove by the area the last three nights:
    - 10p on June 7th – no cars parked on Park or Princeton near the site
    - 6p on June 8th – no cars parked on Park or Princeton near the site
    - 7p on June 9th –
- First Floor Commercial
  - Neighbors against commercial space at this location
  - MX-2 directly to the east is more appropriate for commercial spaces
  - MX-T meant to transition to residential areas and create a buffer
  - MX-T zoning doesn't even allow for a storefront type of building

6:07p June 8, 2022

6:07p June 8, 2022

KLOA

- Almost 30 years of traffic engineering and parking planning experience in the Chicago area
- Founding member and principal, Michael Werthmann, was the consultant who generated the report
- The attorney for Knollcrest Funeral Homes said KLOA "does excellent work"
- The Village of Villa Park uses KLOA as a traffic consultant
- KLOA is very familiar with Villa Park

2005 and 2007 Approved Developments

- Both proposed developments had very similar parking and access layout as Ardmore Flats
  - 12 and 13 parking stalls in the alley verses 10 stalls at Ardmore Flats
  - Both had interior garage parking accessed from Princeton AV
  - 18 and 16 dwelling units plus commercial spaces on the first floor
  - 4 story building
  - Board approved variance request for 15 parking stalls versus Ardmore Flats 6 stall request
- Both developments were supported by the Planning and Zoning Commissions and approved by the Board of Trustees
  - According to Ordinance 3427 the P&Z Commission and Board of Trustees agreed that the locations of the parking and driveway access were appropriate: "Parking areas of adequate size for the uses planned, they are properly located and suitably screened from adjoining residential uses, and the entrance and exit drives have been laid out so as to prevent traffic hazards and nuisances… The off-street parking spaces, the minimum number of which has been varied herein, have been conveniently located."
  - KLOA did traffic study back in '07 and concluded "The site access system as recommended is well designed and adequate to accommodate projected traffic circulation. Site circulation is good and access point for the garage on Princeton AV will have little impact if designed as recommended."

EXHIBIT 1

HAYLOCK DESIGN, Inc.
Architects • Designers
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Gurnee, Illinois 60031
Phone 847-336-8800
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© 2004

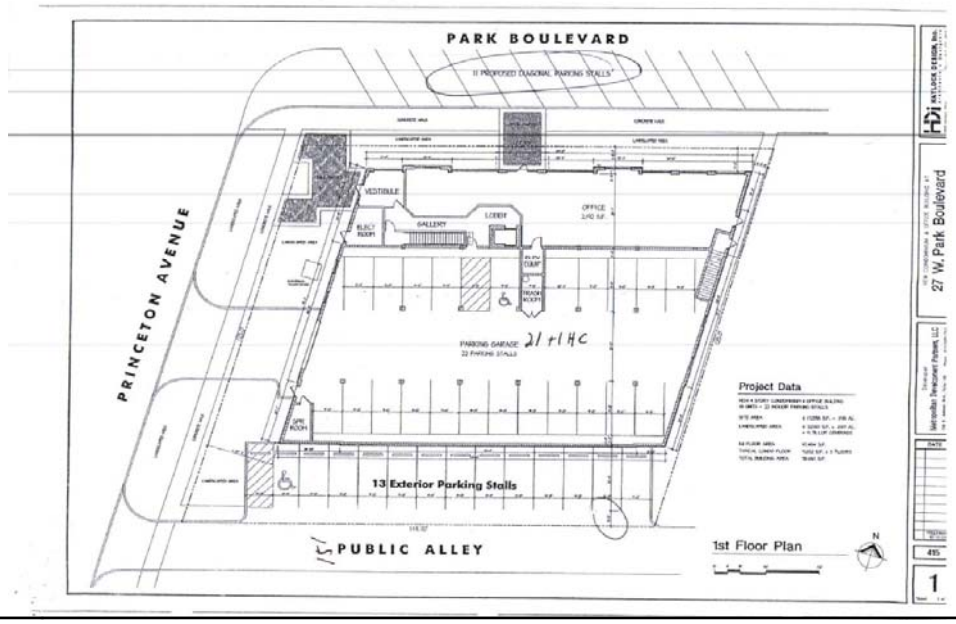
North Elevation

0 5' 10' 15' 25'

NEW CONDOMINIUM & RETAIL DEVELOPMENT
27 W. Park Boulevard
VILLA PARK, ILLINOIS

DATE 6-10-05

EXHIBIT 2



Conclusion

- We think the development will be a great catalyst for the area
- The design will fit in nicely with surrounding buildings like the Standard Meadery, and uses materials found on the neighboring homes
- We hope other developments follow and create a vibrant commercial district like the Ardmore Business District once was
- This type of development is a great transition for the boundaries of the business district
- The residential development has one of the least impacts on the area compared to the commercial spaces allowed