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.**

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

Planning and Zoning Commission

June 9, 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. Approval of Minutes

2.a Minutes
General Minutes 5-12-22.pdf
PZ-22-0001 Minutes 5-12-22.pdf
PZ-22-0006 Minutes 5-12-22.pdf

3. 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

3.a **Petition PZ-22-0007 / 225 W. Stone / Let's Go Motors.** Special Use for Vehicle Body and Paint Finishing Shop / Macario Ramos of Let's Go Motors d/b/a Gs N Zs Motors (Applicant) on behalf of Chicago Title 8002374750 (Owner)

PZ-22-0007 Memo June 9 2022.pdf

3.b **Petition PZ-22-0006** / Village Code Amendments to Zoning Ordinance (Appendix C)

PZ-22-0006 Memo June 9 2022.pdf

3.c **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 June 9 2022.pdf
Ex 1 SitePlan 060122.pdf
Ex 2 Application 042822 PZ 22 0005.pdf
Ex 3 Architectural Plans 060322 _ 27 W Park.pdf
Ex 4 Landscape_22-05-27-final.pdf
Ex 5 EngPlans_ Full.pdf
Ex 6 Photometric Plan 27 W Park.pdf
Ex 7 TrafficAssessment - 27 W Park 052622.pdf
Ex 8 Boundary Survey 010722.pdf
Ex 9 22-044LUOreport.pdf
Ex 10 MaryAnn Comment_redacted.pdf
Ex 10 Calvert Comment_redacted.pdf
Ex 11 Ross_27_W_Park-PPPT-06-7-22-TrafficSafety.pptx

4. Other Business (Public Comments on Non-Agenda Items)

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 9, 2022
Submitted by: Pat Boksha
Submitting Department: Planning and Zoning Commission
Item Type: Minutes
Agenda Section: Approval of Minutes

Subject:
Minutes

Suggested Action:

Attachments:
General Minutes 5-12-22.pdf
PZ-22-0001 Minutes 5-12-22.pdf
PZ-22-0006 Minutes 5-12-22.pdf

VILLAGE OF VILLA PARK
PLANNING AND ZONING COMMISSION

PETITION PZ-22-0001, 100-110 SOUTH VILLA AVENUE.

REPORT OF PROCEEDINGS taken at the Public Hearing of the above-entitled matter, commencing at 7:30 P.M. on May 12, 2022, at the Village of Villa Park Board Room, 20 South Ardmore Avenue, Villa Park, Illinois reported by GLORIA APOSTOLOS SIOLIDIS, CSR License No. 084-001205, duly qualified and commissioned for the State of Illinois.

COMMISSION MEMBERS PRESENT:
MR. JASON JARRETT, CHAIRMAN
MR. LARRY CALVERT, Member
MR. EDWARD HOFSTRA, Member
MR. ERIC LUEDTKE, Member
MR. MICHAEL ORLOWSKI, Member
MR. JUSTIN SHLENSKY, Member

ALSO PRESENT:

MS. ELLEN WEBER, Community Development

MR. VASSILI VOSKRESENSKI, Public Works

CHAIRMAN JARRETT: I call this regular meeting of the Village of Villa Park Planning and Zoning Commission to order. Let's start with roll call. Calvert?

MR. CALVERT: Here.

CHAIRMAN JARRETT: Hofstra?

MR. JOFSTRA: Here.

CHAIRMAN JARRETT: Jackson? Kase? Luedtke?

MR. LUEDTKE: Here.

CHAIRMAN JARRETT: Orlowski?

MR. ORLOWSKI: Here.

CHAIRMAN JARRETT: Romano? Shlensky?

MR. SHSLENSKY: Here.

CHAIRMAN JARRETT: With that, we have a quorum.

So the next order of business would be approval of minutes. That's the minutes of 4/14/2022. Does anyone want to make that motion?

MR. JOFSTRA: I'll make the motion.

CHAIRMAN JARRETT: Is there a second?

MR. ORLOWSKSI: I'll second it.

CHAIRMAN JARRETT: Are there any questions or comments on the minutes themselves or the

motion? All right. All in favor?

(All said aye.)

CHAIRMAN JARRETT: Any opposed?

(No response.)

CHAIRMAN JARRETT: All right. So the minutes are approved.

I understand there may be some people here wishing to speak on non-agenda items. Is that the case? So what we're going to do if there's a motion up here?

MR. ORLOWSKI: I'd like to make a motion to move non-agenda items in front of new business.

CHAIRMAN JARRETT: We have a motion. Is there a second?

MR. HOFSTRA: Second.

CHAIRMAN JARRETT: Motion and seconded. All in favor.

(All said aye.)

CHAIRMAN JARRETT: Opposed?

(No response.)

CHAIRMAN JARRETT: All right. So for the non-agenda items, you don't need to be sworn in for this, but do please come up to the microphone, name and address for the record.

We are being recorded tonight, so we need to speak up. We're being recorded on video, but also by a court reporter. So we need to eliminate cross talk. No talking from our seats. And let her do our her job and let everybody have their moment.

And I'll explain the public hearing process when we get to that.

On the non-agenda items, just come up. Try to keep your time to three minutes. And if you've got comments on the same non-agenda topic, don't just come up and repeat what the person ahead of you said. You can just say that you support what they said and we'll get the point.

Whenever you're ready, whoever wants to go first.

MS. STAMAS: I'm Holly Stamas. And I am here representing the owners of Steuerle Funeral Home, 350 South Ardmore Avenue. And they are also going to soon to be residents of 404 Ardmore. These are my parents Robert and Elaine Van Staalduinen. And I'm here to address the variance request made at the last meeting by the developer for the property at 27 West Park

Boulevard.

I'd like to preface these concerns by making it clear that we are very sympathetic to the needs of new development and updating the Ardmore Avenue business corridor, but the plans for development of the property at Princeton and Park as proposed would be fairly devastating to the existing businesses and residents who have long invested in the community.

First, the variance on parking, it has to be rejected. The parking situation on this block is already problematic. The Village is aware of these parking issues.

The community events plans at the gazebo throughout the year require the spots used at that property and by our parking lot. Without those 20 or so spots at 27 West Park the Park District will need to scale back some of their events.

In addition the eight-unit building that is right behind them only has seven parking spots, and the four-unit building next to that only has six. So the overflow parking of these buildings use that parking lot; usually about three

to four cars.

Then the other businesses on Ardmore have residences, but no residential parking. Have businesses, but have no employee parking and have no customer parking.

So it's all, they use our lot. We're happy to do it, but when we have services, we send them to that parking lot.

I understand that the parking issues that exist are not the developer's problem, but I strongly urge you to not grant another variance on this block without addressing the current business and residential needs, or considering how even more overflow parking, because there will be overflow parking. They are not going to not have guests. They are not going to not have people over. How that's going to affect our businesses.

I also know that they are going to have a visibility variance that they'd like to come at the end. It's already a very difficult block to see. I can't pull out on Highland onto Ardmore during busy times, because you cannot see.

If there's a car parked in front of the funeral home, and there almost always is because

again, there's not enough parking, I go around to Park. If I can't see there, there's so many pedestrians. That is a walking area. It goes to the gazebo 'it goes to the prairie path. There's going to be residents.

In closing I'd just like to say I really desire to see and be part of some positive development in the area, but I would really like to see the Village work with the existing businesses and residents to create a vision in the appropriate zoning that will benefit all of us.

CHAIRMAN JARRETT: Thank you. I would like to comment that we really can't comment on the project because --

MS. STAMAS: I just want you to think about it before we come to any sort of vote or discussions on what could happen in the future.

CHAIRMAN JARRETT: But I understand that.

There just hasn't been a formal application yet. And there will be a public hearing if there is. And when that is, the neighbors will be noticed, any neighboring business owners. So I would assume that your property is within that area.

MS. STAMAS: Mm-hmm.

CHAIRMAN JARRETT: Thank you.

MR. BUIKEMA: Good evening. My name is Paul Buikema, and I am legal counsel for the Van Staalduinen family and Steuerle Chapel.

And I just want to reiterate the concerns that were raised by Mrs. Stamas and just indicate to you that in addition to that, that the Steuerle Chapel has had a history of providing and accommodating parking because of the fact that it had the ability to overflow onto the 27 West Park property. If that option is no longer available, they will probably need to more closely monitor and protect their use of that parking lot to make sure that they have availability for the family and friends of those who are being laid to rest.

So we just wanted to express those concerns at this time. Thank you very much.

CHAIRMAN JARRETT: Okay. Thank you for your time.

Anyone else wishing to speak on non-agenda items?

MS. TESTA: Hi. My name is Ann Marie and I live in Villa Park, and this is my address for you.

Since it's being recorded, I don't have to and it's going to go on the Internet, I don't have to give my personal address?

CHAIRMAN JARRETT: It's a public hearing.

MS. TESTA: Right. But it's going on the Internet. So just how they do at the Village Board meetings, I have the option to write down my address and submit it.

CHAIRMAN JARRETT: That's fine.

MS. TESTA: So I just wanted to comment briefly on the meeting that I attended last month where the presentation that was given regarding 27 West Park by the new owner/developer Craig Ross of Ross Builders, and mostly I just wanted to comment on what I heard.

It was a rather lengthy discussion. And I heard some thoughtful deliberation by this Commission and acknowledgment that MX is a newer code, MXT, specifically, with regards to 27 West Park, and that what was laid down on paper may not be fully appropriate for each individual situation that comes down the pike when you have a real project in front of you. It may need some accommodations.

And then you talked about the vistas and preserving the prairie path and the assets that we have.

I mean this building is going up with pretty much no amenities offered, which is kind of uncommon in this market from what I've seen of other apartment developments.

I think they are clever to use our prairie path as their amenity.

And I think that when we get into talking about the parking, also I mean there's some debate on how feasible is the business of having this apartment building, how many people will really want to live there, how walkable is it to various amenities of the town. I mean there's the Jewel, there's a couple bars. There's a funeral home.

But if indeed they don't have as many people with cars as they are predicting, then you're also going to have people who use Uber and Lyft, and they are going to get deliveries by Amazon and UPS and Uber Eats.

So even though this doesn't meet the requirement for a full traffic study, which my

understanding is 100, a projected 100 in and out trips during morning and evening commute times which is kind of outdated now. Nobody goes to work anyway.

I think that it's going to be significant, and I think that needs to be addressed. Looked at it carefully.

As I said, I appreciate your thoughtful deliberation last time.

I also wanted to point out that one of the slides that was presented was a timeline for the Ardmore plat planning, and it gave a meeting November 1st with some staff, village staff, November 4th, another communication with staff. December 20th, they closed on the property. They met with village staff January 19th. February 1st they indicated, this says they met with Traffic and Safety Commission and presented the site plan which they supported.

So some of us went to the Traffic and Safety Commission meeting last month to learn more about where that claim of support might have generated from, and they pretty much denied that they supported.

I mean there was no plan. Do you know what I mean? In February. Just like what you saw last week wasn't really a full proposal plan. You know, they thanked the guy for coming and talking to them, but it wasn't, they didn't really support the project.

So I just want to highlight that.

CHAIRMAN JARRETT: Okay.

MS. TESTA: Additionally, in those traffic and safety draft minutes from that February 1st meeting, it says they supported the plan, and it says that the plan was supported by Planning and Zoning. That's you guys. And we know that you guys never saw it until your last meeting April 14th. And that was a February 1st meeting.

CHAIRMAN JARRETT: Okay.

MS. TESTA: So I just want to make sure there's not something getting out into the ether that everybody loves this and it's full steam ahead if that's in fact not necessarily the case.

CHAIRMAN JARRETT: Yes. That's something we'll need to look into.

MS. TESTA: Right.

CHAIRMAN JARRETT: I appreciate it.

MS. TESTA: Thank you.

CHAIRMAN JARRETT: Okay, thank you.

Anyone else wish to speak on non-agenda items? Okay. Seeing no one else, we'll move to our first item of regular business. Before we do that, though, let me explain how the process is going to work on each of these agenda items.

We'll start on staff input. Presentation of the petitioner. Following that we'll take public participation questions. That will work very much like what just happened here. You can come up, have about three minutes, state your name and address for the record. Then we'll take questions from the Commission. Closing comments from the petitioner if they have any. And then we will close the public hearing and move to discussion amongst ourselves and a motion, if that's appropriate, this evening.

So what I'm going to ask is if you expect to speak on either agenda item, either the Union project on Villa, or the text amendments which I don't imagine there are any comments on that, but if there are, please rise now. The court reporter will swear you all in at once, and then

you can come up one at a time and just give your name and address so she has that when you speak.

So if you're going to speak tonight, or you even think you're going to speak tonight, please rise now and be sworn in.

THE COURT REPORTER: Raise your right hands, please.

(The oath was thereupon duly administered to the witnesses by the Notary.)

CHAIRMAN JARRETT: Thank you. All right. Ellen, whenever you're ready.

(There was a break taken to conduct the Public Hearing.)

CHAIRMAN JARRETT: So any updates on any other items, Ellen?

MS. WEBER: Well, I found a few more than we had of course, but there was the PUD timeframe and the administrative adjustment to take away the need to mail and it simplified the process. And Consuelo had written those up already. But yes. I just didn't get there. And we talked last month about pushing those out as well.

CHAIRMAN JARRETT: Okay. And then the

development on St. Charles that we issued a variance for, that was approved by the Board, correct?

MS. WEBER: Correct. And I think I told you Bone Roofing came to me with the landscaping and they had it all in the raised bed and they did not want to put it in the grassed area and there were a lot of conflicts there with utilities and they felt sidelined, and they were doing a great job, so I modified the ability to do that. So when you drive by there and you don't see a bush in front of the parking space, that's why.

Motion to adjourn?

CHAIRMAN JARRETT: Motion to adjourn?

MR. ORLOWSKI: Aye.

CHAIRMAN JARRETT: Second?

MR. HOFSTRA: Aye.

CHAIRMAN JARRETT: All in favor?

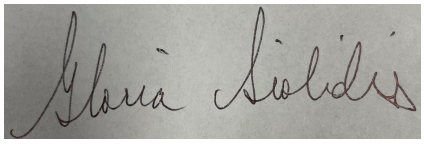
(All said aye.)

END TIME: 8:00 P.M.

(Which were all the proceedings taken at the Public Hearing of the above-entitled cause.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, GLORIA APOSTOLOS SIOLIDIS, C.S.R., duly qualified and commissioned for the State of Illinois, County of DuPage, do hereby certify that I reported in shorthand the proceedings had and testimony taken at the Public Hearing of the above-entitled cause, and that the foregoing transcript is a true, correct, and complete report of the entire testimony so taken at the time and place hereinabove set forth.



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084-001205 1:14 17:17

1

100 12:1,1
100-110 1:4
12 1:11
14th 13:15
19th 12:16
1st 12:13,16 13:10 13:15

2

20 1:12 6:17
2022 1:11
20th 12:15
22-0001 1:4
27 5:24 6:17 9:11 10:12,19
28183 17:16

3

350 5:19

4

4/14/2022 3:19
404 5:20
4th 12:14

7

7:30 1:11

8

8:00 16:21

a

ability 9:11 16:10
accommodating 9:10
accommodations 10:24
acknowledgment 10:18
addition 6:20 9:8
additionally 13:9
address 4:24 5:22 9:24 10:3,8 14:13 15:2
addressed 12:7
addressing 7:12
adjourn 16:13,14
adjustment 15:19
administered 15:9
administrative 15:19
affect 7:17
agenda 4:8,12,22 5:9,11 9:22 14:3,7 14:20
ahead 5:12 13:19
amazon 11:22
amendments 14:21
amenities 11:5,15
amenity 11:9
ann 9:23
anyway 12:4
apartment 11:7,13
apostolos 1:13 17:4,16
application 8:20
appreciate 12:8 13:24
appropriate 8:10 10:21 14:18
approval 3:18
approved 4:6 16:2
april 13:15
ardmore 1:12 5:19 5:20 6:4 7:2,21 12:12
area 8:3,8,24 16:7
assets 11:2
assume 8:23
attended 10:11
availability 9:15
available 9:12
avenue 1:5,12 5:19 6:5
aware 6:12
aye 4:2,18 16:15 16:17,19

b

back 6:18
bars 11:16
bed 16:6
benefit 8:11
block 6:12 7:12,20
board 1:12 10:6 16:2
bone 16:5
boulevard 6:1
break 15:13
briefly 10:11
buikema 9:3,4
builders 10:14
building 6:20,22 11:4,13
buildings 6:24
bush 16:11
business 3:17 4:12 6:5 7:12 8:22 11:12 14:5
businesses 6:8 7:2 7:4,17 8:9
busy 7:22

c

c.s.r. 17:4
call 3:1,4
calvert 1:20 3:4,5
car 7:23
carefully 12:7
cars 7:1 11:19
case 4:9 13:20
cause 16:24 17:9
certify 17:6
chairman 1:19 3:1 3:6,8,11,13,15,21 3:23 4:3,5,13,16 4:19,21 8:12,18 9:2,19 10:4,9 13:8 13:16,21,24 14:2 15:11,15,24 16:14 16:16,18
chapel 9:5,9
charles 16:1
claim 12:22
clear 6:3
clever 11:8
close 14:16
closed 12:15
closely 9:13
closing 8:6 14:14
code 10:19
come 4:23 5:9,12 7:19 8:16 14:12 15:1
comes 10:22
coming 13:4
commencing 1:10
comment 8:13,13 10:10,14
comments 3:24 5:11 14:15,22
commission 1:2,18 3:3 10:18 12:18 12:21 14:14
commissioned 1:15 17:5
communication 12:14
community 2:2 6:9,14

commute 12:2
complete 17:10
concerns 6:2 9:7 9:18
conduct 15:14
conflicts 16:8
considering 7:13
consuelo 15:21
correct 16:3,4 17:10
corridor 6:5
counsel 9:4
county 17:2,6
couple 11:16
course 15:18
court 5:3 14:23 15:6
craig 10:13
create 8:10
cross 5:4
csr 1:14 17:17
current 7:12
customer 7:5

d

debate 11:12
december 12:15
deliberation 10:17 12:9
deliveries 11:21
denied 12:23
desire 8:7
devastating 6:7
developer 5:24 10:13
developer's 7:10
development 2:2 6:4,6 8:8 16:1
developments 11:7
difficult 7:20
discussion 10:16 14:17
discussions 8:17
district 6:18
doing 16:9
draft 13:10
drive 16:11
du 17:2
duly 1:14 15:8 17:4
dupage 17:6

e

eats 11:22
edward 1:21
eight 6:20
either 14:20,20
elaine 5:21
eliminate 5:4
ellen 2:2 15:12,16
employee 7:4
entire 17:10
entitled 1:10 16:24 17:8
eric 1:22
ether 13:18
evening 9:3 12:2 14:18
events 6:14,19
everybody 5:5 13:19
exist 7:10
existing 6:8 8:9
expect 14:20
explain 5:7 14:6
express 9:17

f

fact 9:10 13:20
fairly 6:7
family 9:5,15
favor 4:1,17 16:18
feasible 11:12
february 12:16 13:2,10,15
felt 16:9
fine 10:9
first 5:16 6:10 14:5
following 14:9
foregoing 17:9
formal 8:19
forth 17:12
found 15:17
four 6:22 7:1
friends 9:16
front 4:12 7:23 10:23 16:12
full 11:24 13:3,19
fully 10:21
funeral 5:18 7:24 11:16
future 8:17

g

gazebo 6:15 8:4
generated 12:23
getting 13:18
give 10:3 15:1
given 10:12
gloria 1:13 17:4,16
go 5:16 8:1 10:2
goes 8:3,4 12:3
going 4:9 5:20 7:15,16,17,18 8:5 10:2,5 11:4,20,21 12:5 14:7,19 15:3 15:4
good 9:3
grant 7:11
grassed 16:7
great 16:9
guests 7:15
guy 13:4
guys 13:13,14

h

hands 15:7
happen 8:17
happened 14:11
happy 7:7
heard 10:15,17
hearing 1:10 5:7 8:21 10:4 14:16 15:14 16:23 17:8
hereinabove 17:11
hi 9:23
highland 7:21
highlight 13:7
history 9:9
hmm 9:1
hofstra 1:21 3:6 4:15 16:17
holly 5:17
home 5:19 7:24 11:17

i

illinois 1:13,16 17:1,5
imagine 14:22
indicate 9:8
indicated 12:17
individual 10:21
input 14:8
internet 10:2,6
invested 6:9
issued 16:1
issues 6:13 7:9
item 14:5,20
items 4:8,12,22 5:9 9:22 14:4,7 15:16

j

jackson 3:8
january 12:16
jarrett 1:19 3:1,6 3:8,11,13,15,21,23 4:3,5,13,16,19,21 8:12,18 9:2,19 10:4,9 13:8,16,21 13:24 14:2 15:11 15:15,24 16:14,16 16:18
jason 1:19
jewel 11:16
job 5:5 16:10
jofstra 3:7,20
justin 1:24

k

kase 3:8
keep 5:10
kind 11:5 12:3
know 7:18 13:1,4 13:13

l

laid 9:16 10:20
landscaping 16:5
larry 1:20
learn 12:21
legal 9:4
lengthy 10:16
license 1:14 17:17
live 9:24 11:14
long 6:8
longer 9:12
look 13:22
looked 12:7
lot 6:16,24 7:6,8 9:14 16:8
loves 13:19
luedtke 1:22 3:9 3:10
lyft 11:21

m

mail 15:20
making 6:3
marie 9:23
market 11:6
matter 1:10
mean 11:4,11,15 13:1,2
meet 11:23
meeting 3:2 5:23 10:11 12:12,21 13:11,14,15
meetings 10:7
member 1:20,21 1:22,23,24
members 1:18
met 12:16,17
michael 1:23
microphone 4:23
minutes 3:18,18 3:24 4:6 5:10 13:10 14:12
mm 9:1
modified 16:10
moment 5:6
monitor 9:13
month 10:11 12:21 15:22
morning 12:2
motion 3:19,20 4:1 4:10,11,13,16 14:17 16:13,14
move 4:12 14:4,16
mx 10:18
mxt 10:19

n

name 4:23 9:3,23 14:13 15:2
necessarily 13:20
need 4:22 5:2,3 6:18 9:13 10:23 13:22 15:20
needs 6:4 7:13 12:6
neighboring 8:22
neighbors 8:22
never 13:14
new 4:12 6:4 10:13
newer 10:18
non 4:8,12,22 5:9 5:11 9:22 14:3
notary 15:10
noticed 8:22
november 12:13 12:14

o

oath 15:8
offered 11:5
okay 9:19 13:8,16 14:2,4 15:24
once 14:24
opposed 4:3,19
option 9:12 10:7
order 3:3,17
orlowski 1:23 3:11 3:12 4:11 16:15
orlowksi 3:22
outdated 12:3
overflow 6:23 7:14 7:14 9:11
owner 10:13
owners 5:18 8:23

p

p.m. 1:11 16:21
page 17:2
paper 10:20
parents 5:21
park 1:1,12,13 3:2 5:24 6:6,17,17 8:2 9:11,24 10:13,20
parked 7:23
parking 6:10,11 6:13,16,21,23,24 7:3,4,5,8,9,14,15 8:1 9:10,14 11:11 16:12
part 8:7
participation 14:10
path 8:4 11:2,9
paul 9:4
pedestrians 8:3
people 4:7 7:16 11:13,19,20
person 5:12
personal 10:3
petition 1:4
petitioner 14:9,15
pike 10:22
place 17:11
plan 12:18 13:1,3 13:11,12
planning 1:2 3:2 12:12 13:12
plans 6:5,14
plat 12:12
please 4:23 14:23 15:5,7
point 5:14 12:10
positive 8:7
prairie 8:4 11:2,9
predicting 11:19
preface 6:2
present 1:18 2:1
presentation 10:12 14:9

presented 12:11 12:18
preserving 11:2
pretty 11:5 12:23
princeton 6:6
probably 9:13
problem 7:10
problematic 6:12
proceedings 1:9 16:22 17:7
process 5:8 14:6 15:20
project 8:14 10:23 13:6 14:21
projected 12:1
property 5:24 6:6 6:16 8:23 9:12 12:15
proposal 13:3
proposed 6:7
protect 9:14
providing 9:9
public 1:9 2:3 5:7 8:20 10:4 14:10 14:16 15:14 16:23 17:8
pud 15:18
pull 7:21
pushing 15:23
put 16:7
pz 1:4

q

qualified 1:15 17:5
questions 3:23 14:10,14
quorum 3:16

r

raise 15:6
raised 9:7 16:6
ready 5:15 15:12
real 10:22
really 8:7,8,13 11:14 13:3,5
record 4:24 14:13
recorded 5:1,2 10:1
regarding 10:12
regards 10:19
regular 3:1 14:5
reiterate 9:6
rejected 6:11
repeat 5:12
report 1:9 17:10
reported 1:13 17:6
reporter 5:3 14:24 15:6
representing 5:18
request 5:23
require 6:15
requirement 11:24
residences 7:3
residential 7:3,13
residents 5:20 6:8 8:5,10
response 4:4,20
rest 9:16
right 4:1,5,21 6:21 10:5 13:23 15:6 15:11
rise 14:23 15:5
robert 5:21
roll 3:3
romano 3:13
roofing 16:5
room 1:12
ross 10:13,14

s

safety 12:18,21 13:10
saw 13:2,14
says 12:17 13:11 13:12
scale 6:18
seats 5:4
second 3:21,22 4:14,15 16:16
seconded 4:16
see 7:21,22 8:2,7,9 16:11
seeing 14:4
seen 11:6
send 7:7
services 7:7
set 17:11
seven 6:21
shlensky 1:24 3:13
shorthand 17:7
shslensky 3:14
sidelined 16:9
signature 17:16
significant 12:6
simplified 15:20
siolidis 1:14 17:4 17:16
site 12:18
situation 6:11 10:21
six 6:23
slides 12:11
soon 5:20
sort 8:16
south 1:4,12 5:19
space 16:12
speak 4:8 5:2 9:21 14:3,20 15:2,3,4
specifically 10:19
spots 6:15,17,22
ss 17:1
st 16:1
staalduinen 5:22 9:5
staff 12:13,13,14 12:16 14:8
stamas 5:17,17 8:15 9:1,7
start 3:3 14:8
state 1:15 14:12 17:1,5
steam 13:19
steuerle 5:18 9:5,9
strongly 7:11
study 11:24
submit 10:8
support 5:13 12:22 13:5
supported 12:19 12:24 13:11,12
sure 9:14 13:17
swear 14:24
sworn 4:22 15:5
sympathetic 6:3

t

take 14:10,14 15:19
taken 1:9 15:13 16:23 17:8,11
talk 5:4
talked 11:1 15:22
talking 5:4 11:11 13:4
testa 9:23 10:5,10 13:9,17,23 14:1
testimony 17:7,10
text 14:21
thank 8:12 9:2,18 9:19 14:1,2 15:11

thanked 13:4
think 8:15 11:8,10 12:5,6 15:4 16:4
thoughtful 10:17 12:8
three 5:10 6:24 14:12
time 5:10 9:18,20 12:9 15:1 16:21 17:11
timeframe 15:18
timeline 12:11
times 7:22 12:2
told 16:4
tonight 5:1 15:3,4
topic 5:11
town 11:15
traffic 11:24 12:17 12:20 13:9
transcript 17:9
trips 12:2
true 17:9
try 5:10

u

uber 11:20,22
uncommon 11:6
understand 4:7 7:9 8:18
understanding 12:1
union 14:21
unit 6:20,22
updates 15:15
updating 6:4
ups 11:22
urge 7:11
use 6:24 7:6 9:14 11:8,20
usually 6:24
utilities 16:8

v

van 5:22 9:4
variance 5:23 6:10 7:11,19 16:2
various 11:15
vassili 2:3
video 5:2
villa 1:1,4,11,12 3:2 9:24 14:21
village 1:1,11 3:2 6:12 8:9 10:6 12:13,16
visibility 7:19
vision 8:10
vistas 11:1
voskresenski 2:3
vote 8:16

w

walkable 11:14
walking 8:3
want 3:19 8:15 9:6 11:14 13:7,17 16:7
wanted 9:17 10:10 10:14 12:10
wants 5:15
weber 2:2 15:17 16:4
week 13:3
went 12:20
west 5:24 6:17 9:11 10:13,19
wish 14:3
wishing 4:8 9:21
witnesses 15:9
work 8:9 12:3 14:7,11
works 2:3
write 10:7
written 15:21

y

year 6:15

z

zoning 1:2 3:3 8:11 13:13

VILLAGE OF VILLA PARK
PLANNING AND ZONING COMMISSION

PETITION PZ-22-0001, 100-110 SOUTH VILLA AVENUE.

REPORT OF PROCEEDINGS taken at the Public Hearing of the above-entitled matter, commencing at 7:30 P.M. on May 12, 2022, at the Village of Villa Park Board Room, 20 South Ardmore Avenue, Villa Park, Illinois reported by GLORIA APOSTOLOS SIOLIDIS, CSR License No. 084-001205, duly qualified and commissioned for the State of Illinois.

COMMISSION MEMBERS PRESENT:
MR. JASON JARRETT, CHAIRMAN
MR. LARRY CALVERT, Member
MR. EDWARD HOFSTRA, Member
MR. ERIC LUEDTKE, Member
MR. MICHAEL ORLOWSKI, Member
MR. JUSTIN SHLENSKY, Member

ALSO PRESENT:

MS. ELLEN WEBER, Community Development

MR. VASSILI VOSKRESENSKI, Public Works

CHAIRMAN JARRETT: This is Petition PZ-22-0001 for 100 to 110 South Villa Avenue. Plat of subdivision, zoning map, amendment and special use for a planned unit development, the Union, Catalyst Partners and Marquette Companies, petitioner, on behalf of the Village of Villa Park, owner.

MS. WEBER: Good evening.

Tonight we have before us this case. You've heard a concept plan on March 10th. And this is the formal public hearing, so we've asked the petitioner to go through with good detail and so that it will all be in the record.

I'm just going to speak briefly and let them fill in the details on the project.

The project as proposed is a $50 million mixed use market rate residential with about 215 to 220 units and 8,000 square feet of commercial space which will be along Villa, with a ground cafe entrance at the path.

And this is a zoning request that was published in the newspaper on April 27th. They are asking for a zoning map amendment from the bifurcated zoning that they have of MX-R2 and MX-T

to an MX-2 PUD. And it would be a special use for a six story mixed use building at 73'8" where four stories are permit in the District by right.

The garage entry would be on the side yard for public parking and rear yard for resident parking where the Code allows the rear yard entrance by right.

The streetscape area would be ranging from 0 to 10 feet where a minimum of 13 feet is required along the street frontages.

And I will do a side note. This is one of the elements in the MX District that we've uncovered that we're going to have to look at the way the minimum street setback is measured for landscaping.

The rear yard setback in the Code is a five-foot requirement and they are requesting 0 feet setback from rear yard. And they will have some blank wall limitations along the garage walls.

They are asking for the reduction of streetscape elements as I referenced. One of them is that there be no parking on the south side of Wildwood, and this is at the Village's request so that we can accommodate a plan for that bike path

to go through there.

And then the driveway entrances into the garage would be greater than 25 feet which is permitted by Code.

Additionally, there would be a Plat of Consolidation to consolidate three parcels and a portion of the right-of-way that hits Myrtle Avenue. And then this is a depiction of that.

So since the concept plan was presented on March 10th, this PUD plan does have some significant changes.

They were talking about the MX-T PUD at that time and have since realized MX-2 is better because it allows a 0 lot line. And actually, both of the parcels to the north and south are MX-2 zoning, so it was an appropriate request.

The building height was decreased from the 84 feet to 73. And I had an error in my memo. The diagrams often put an extra 100 in front, and I copied that into the memo. It is proposed at 73'8". And the reason for that is they were able to put one level of the parking underground.

They have added the street trees to Villa and to Wildwood. We're still going to be

talking to them about streetscape furniture and that kind of element. That will be a discussion as we move forward. And then they have added an additional pedestrian entrance into garage, and they have made the entrance a little more prominent with canopies over the entrance.

Here's the zoning so you can get a feel for it. This is Villa here. So here's the parcel. And you can see it was two different Districts, and it is MX-2 to the north in the purple and MX-2 to the south in the purple. So that would take this whole -- purple.

I referenced the triangle. This is what would be vacated. The street itself is just it comes along like this and it made that little triangle and then it went north again. So it would carve that off to square off the parcel.

One of the benefits of the plan is currently the former mulch site encroaches ten feet onto the path, and this is their actual lot line, and so they are going to remove that encroachment which will set the path back once they expand the path.

There have been several public input

opportunities already and we have had inquiries. There was a voluntary community meeting they held at the rec center on February 24th. They did pull the presentation of the concept plan here on March 10th. Then legal notice was published and the letters were mailed on April 27th. And then here we are this evening. So there's a desire to go forward. We'll see this at the Village Board in the future.

There is public benefit for this PUD. It's high-quality design. There's a substantial amount of brick, up to 40 percent on one of the facades.

The current plan shows 102 public parking spaces, so that will move around a little bit as they finalize their architecture.

There's a reduction in impervious lot coverage. There is a memo in your packet detailing that. And the facility is with us here this evening and can speak on any questions we have on stormwater.

They will participate in the Tri-Trail construction. And of course the project would bring increased sales tax, increased housing

options, new residents to patronize our businesses, and they will restore that portion of the path.

So at this point I'm not going to get into the details. I'm going to turn it over to the petitioner, if that's all right.

CHAIRMAN JARRETT: Yes, that's fine.

And for the Petitioner, I would just remind you this is the first official public hearing, so while we are interested in what's changed since you were here last, try to set up a broad overview of the whole project, because it will be on the record and there are people here probably that are hearing about the project for the first time.

MR. LYON: I am David Lyon. I'm with Catalyst Partners based in Milwaukee at 833 East Michigan Street, Suite 10,000. And we have here in the audience our partner, a representative of our partner, Ann Reckelhoff, who is with Marquette Partners who have seen based in Naperville, Illinois.

What we presented to you at the last public hearing for, I guess we would call it a non-voting presentation for comment only, was a

seven-story building. So a little bit different in terms of massing and height which our architect will go through with you, as well as our engineer.

But the concept we brought forward was really at a high level, an aesthetic that was really reached back into the history of Villa Park to try to pull forward and pull through the aesthetic architecture, a nod to the history of the two rail lines that served not only Villa Park and the Ovaltine factory, but into Chicago.

And at present, as you know, they are now the Great Western Trail. Right at the trail head would be the main corner or main entrance to our building and its commercial space, as well as the prairie path obviously is part of that history.

So hence the name Union. Some of the branding imagery they will seek today of the building is from that history. And so we're again trying to pay homage to that in what we do here.

Additionally, there will be 8,000 square feet of commercial space. We hope to have a tenant. It might be a range from a restaurant to maybe a food hall concept where we can provide one major tenant, but have other opportunities for

dining, etc., to serve not only the residents, but people working during the business hours, but also people using the trails for recreation, as well as the events.

Villa Park's known for having some wonderful events in Cortesi Park. And we feel because of the location of this building to that park, we want to do something special that that commercial space can serve that audience for that programming as well.

So with that, I guess I would just add also that really the start of this project included a discussion of the public purpose which to a large degree is the 100 spaces of public parking that we've integrated into this building.

We know because of the wonderful things happening here, there's a shortage of public parking. And as we said before, we will be seeking today in addition to sufficient reserve parking for the residents, we're going to be providing 100 spaces of public parking that will be owned by the city. And from what we know today, it will be offered for free.

So with that, I'll turn it over to

engineer. So I'd like to introduce Ryan Wagner of V3 Engineering.

MR. WAGNER: Thank you, David. Good evening, Commission.

Before you is our Final Plat of Subdivision. It is truly our --

CHAIRMAN JARRETT: Before you get to that, can you just state your name and address so she has that?

MR. WAGNER: Ryan Wagner with V3 Companies. 7235 Janes Avenue, Woodridge, Illinois.

CHAIRMAN JARRETT: Thank you.

MR. WAGNER: So it's a consolidation of parcels. Ellen went through the triangular piece at the corner of Myrtle that will be consolidated into Lot 1.

And I guess the real highlight of the -- I mean there's not much to go into on a plat, but the south side of that lot line is where that 10- to 12-foot encroachment used to exist and then is snow turned back over and relandscaped for the Western Trail.

This is our PUD site plan. This document highlights the site area is 1.95 acres.

Building area is roughly covering 95, 96 percent of that.

Shown on this there's a new green space area of 772 square feet. And it's within the property line only. And the reality is there's plans for at least 2,000 square feet of green roof. So that new green area within the property line is likely going to be in the ballpark of 2,700 square feet of that new green space within the site boundary itself.

Overall, with the modifications to the south side exterior to our lot line, turning that back over and making that green space, overall the project will result in a net impervious area of just over 10,000 square feet.

The landscape plan here is showing that 10- to 12-foot strip buffer on the south side as being returned and sodded.

There's notes on there. Street trees have been added on that east side along Villa, and we'll look to mirror the trees on the opposite side of Villa as far as location. And we'll work with staff on species type as we continue through the design.

I'll turn it over to Jason for the architecture.

MR. KORB: My name Jason Korb of Korb & Associates. 648 North Plankinton Avenue, Suite 240, Milwaukee, 53203. Good evening.

So we came before this body in March with a seven-story building, 215 proposed dwelling units and about 425 parking spaces, as David mentioned, approximately 100 dedicated to the village as public parking. At that time we did not show this body these floor plans, but we wanted to give you a better sense of how the building is laid out.

So the retail that David referenced is in the lower right facing onto a south-facing plaza that overlooks the Great Western Trail. The main building lobby is on the northeast corner in light blue, and other building services and amenities are on that corner.

Immediately to the west of there is the public parking. Right now as drawn it's 102 spaces. As always happens, we expect to lose one or two. As soon as the engineers get their hands on it they'll take some of our space, as always

happens. We think we've provided enough, but it's never enough.

So the yellow is public parking accessed off of Wildwood. And we have added, we've always had a pedestrian access point which you can sort of see on the small arrow off of Wildwood. For the comments from this group, in March we did also add a pedestrian access point to the south-facing plaza so that someone hoping to use the plaza or the retail side doesn't have to walk all the way around the building.

Further to the west there is the beginnings of our private residential parking. So this will be an open air structure. Both the public and the private parking will be separated by some sort of barrier so that the private parking remains private.

With staffing, we've added access points for fire department so they can get from one section to the other. That is noted here.

And the secondary lobby is on the corner of Myrtle and Wildwood which includes a secondary elevator. The building is too long to have all the elevators in one place, so we have a

secondary elevator in the northwest corner, and we have a ramp coming in off of Myrtle. When we showed you this building in March, that ramp went up. For a number of reasons we determined that it would be a better project if that ramp went down to the basement. So we talk a little bit about that.

So right now the only unshaded area on this drawing is a ramp that used to go up and now it goes down.

So a little bit backwards, but we're going down. So here we are in the basement. And the basement is exclusively residential parking with mechanical space.

So this used to be the second floor of the building in the version that you saw in March, and now it is basement.

Part of the reason we did that was the only real public comments that we got that were negative, I think negative is a strong word, but there were concerns about the height of the building. And so we heard that, and we looked at ways to reduce the height of the building. And that's when we made the switch from a podium to a basement.

It delivers the development team a lot of other benefits from a constructability and cost standpoint on top of producing a building that's more in scale with the village. So we think that's a win-win.

So we what we're seeing here is the first floor of residential. So this is now the second floor of the building. So we see our green roof final design is to be determined.

So we have two areas of courtyard that are outdoor amenities facing south overlooking the trail. The plan still is to in the western courtyard to have a swimming pool that immediately overlooks the Great Western Trail.

The blue area is our building amenities, so things that you would expect in a Class A residential building; party rooms, fitness rooms, etc. The final amenities are to be determined. The market for apartment amenities is changing almost daily.

And then the units are basically color coded. The mix and size of the units were given to us at the end of a detailed market study that was performed for this project. So a nationally known

marketing analyst gave us this mix to try to fit on the site.

Here is your typical floor of residences. We had five floors in March. We still do.

The one real change to this floor plan from the plan that you saw in March was that we did add five units to the building, and I can tell you exactly where they are.

The area where there's a notch and the corridor is exposed to the south, that was entirely exposed on both sides in the plan we showed you in March. And for a number of reasons, we found it advisable to keep the notch that we described to this body in March, but put a stack of units there.

So basically that bridge, if you will, was proving to be cost prohibitive, and so to make it less so, we did add five units to the building.

So as Ellen mentioned, we have proposed an increase from 215 units to 220. And the final, final counts will be determined, as I mentioned, with the parking, but one of the benefits of moving the entirely private level of parking from a podium to a basement is that we are no longer hitting the

height limits as prescribed by the Building Code. It changes the way that we billed the building. At least it changes the way that we build the parking; it's more efficient. So we're picking up parking spaces in the residential parts of the building.

I don't want to dwell on these elevations too long, because they lie. Elevations lie. You'll never see the building like this. But you can see the parking area that is now removed and dashed in below grade.

Our ground floor retail mains the same height that it had in March. The area that is sort of our pavilion facing the trail does get a little shorter because we had been running it up adjacent to the second floor parking, but it's still a floor and-a-half, so it's 20 feet tall. And we'll see that in a moment.

And as Ellen mentioned, the outdoor facades of our street elevations are almost entirely brick. So anything you see that's a dark material that's not brick is either recessed, or it's on the 6th floor, 70 feet away from where anyone can see it.

The courtyard elevations are again set

back. They are that darker material. And again, any sort of facades that are up or added near the property line are predominately masonry.

So we're seeing the facade that faces the Great Western Trail here, and the facade that faces Myrtle. And you can see on that Myrtle facade we have overhead doors for the residential parking.

I'll go back for one second. Ellen did mention that we did increase and sort of start to elaborate on the pedestrians entrances to the public parking.

We're adding lighting. We are adding awnings, just making them a little more prominent. And we did that on the south side of the building as well which are to the labels to the lower right along the elevation, so that that is a pedestrian entrance from the public parking on to the outdoor plaza.

So here's our new view looking southwest from Villa Avenue. So again, the retail is largely unchanged. The residential components of the building is largely unchanged, again, with the exception of adding that stack of units. We

still see the large gap about 40 percent of the way down the facade. So adding that stack of units did not move that gap. We did that by design.

Here is our aerial overview showing the building, as Ellen mentioned, which is now a little over 73 feet tall. The one that we brought before you in March was at the absolute edge of what the Building Code permits, and we had to do a lot of things to get it to comply, and those things were not nice, and so we fixed them, basically.

So we're seeing this from a distance. Then we have Ovaltine that's drawn just for scale. As David mentioned, just trying to get the building to talk to each other a little bit, not mimicking something that was built 120 years ago, but just having a dialogue.

And then here is our retail with the pavilion overlooking the trail head. So again, we've maintained our outdoor plaza.

We did go back and forth after our meeting in March about what we should do for removing the planter boxes or other street trees and what we should do on Villa Avenue. And after an internal review what we found is basically the

sidewalk is not wide enough to comfortably accommodate pedestrian traffic. Planters and car doors swinging over the curb. So we elected as a team to say we'll just use the Village standards grades and add street trees. So we've added the street trees on Villa, as well as on Wildwood, but those are more in the greenway.

And this is our closing slide, so this is just kind of a direct comparison of what we brought before this body in March.

On the right, so that was our seven-story proposal where the second floor was entirely parking. And so we were spending a lot of effort and money to try to dress that parking up and make it look integrated into the building.

Ultimately, we determined that's one of the reasons we changed it, it was not the highest and best use of funds to try to skim that parking, architecturally.

And then we see on the left, this is the design that's brought before you tonight. So fundamentally minor changes, with the exception of the parking.

So that is what we have for our

presentation tonight.

I'm sorry. Also, we do have material samples here that we can bring up if anyone is interested in seeing them?

CHAIRMAN JARRETT: Yeah. If you just want to actually maybe tell us what they are?

MR. KORB: Sure.

CHAIRMAN JARRETT: If you set them up here and we'll pass them down.

MR. KORB: Sure.

So on our base, this is minimal, but we have a darker masonry base. This is at the window sills.

These are out of order. This is our proposed face brick. We think that matches the renderings pretty nicely.

We have clear glass. I mean I don't know that you can see it, it's clear glass with a coating on it. It's as clear as we can make it and still pass energy Codes.

These are our window frames, so chocolate window frame. Other metal elements on the building; copings, flashing, etc.

And this would be a fiber cement board

product which is sort of the dark material you see. These are at the top of the building.

This is a soft material you see underneath that overhang. So it's a non-combustible product, but it's got a nice wood lock to it. We've had great success with this product.

And frankly, it's very difficult at the distance that this is above the sidewalk to determine that it's not actual wood. But it is easily maintainable and non-combustible. That's why we like it.

And then the final piece of the puzzle this is not terribly representative, but at the part I mentioned if we go back to the elevations, what we are showing right now primarily on Wildwood, the areas that you see in gray on the ground floor, that is open air parking. So it's not mechanically ventilated, so those openings have to maintain a certain level of opening. And what we're proposing is maybe using different scales of perforated metal strip to kind of visually screen them. That's not a great sample.

And then part of what we're doing is

trying to make sure that at some point maybe across Wildwood it's not in the back of the houses or some retail buildings, that we are at least partially hiding headlights from cars from shining across the street. So between a knee wall and this screening material, we hope to achieve that.

And also, just try to make the parking structure look a little less like a parking structure, but actually have some architecture.

So those are the samples we have here tonight.

CHAIRMAN JARRETT: All right, thank you.

We will move to public participation and questions.

So the way we will do this, if you have -- you have about three minutes. State your name and address for the record. And then if you have any specific questions, please direct them towards me and not the applicant. Then the applicant can answer them all together at the end, if they choose. And some of them will probably be similar questions to what we have.

So is there somebody here who wants to speak?

MR. MENTAL: Yes.

CHAIRMAN JARRETT: Name and address for the record, please.

MR. MENTAL: Richard Mental. 118 South Myrtle. I'm here representing the Kenilworth Park Townhome Association, the Homeowners Association.

Really the simple question is window treatments, whether there's going to be a standardization or the units are supplied or rented out with window treatment, because with that much glass there's always a concern of all the different features you end up with in the windows and different colors blinds and different types of blinds and things. And that can really start to detract from that elevation view we all get to see when you're wondering what this is going to look like.

This is my new view out of my front window a little bit to the east. I live along the Great Western Trail. My unit faces the Great Western. I'm in the middle of the Kenilworth development.

CHAIRMAN JARRETT: You've got a nice view.

MR. MENTAL: It's nice now, you know.

Certainly the newer units that were built we're going to have a little bit more concern because they are closer to it. But I was more worried about the elevation views and things because the descriptions we had really weren't that meaningful until you see it like this.

CHAIRMAN JARRETT: Okay.

MR. MENTAL: But I'd say right now glass is what they plan, there because the glass does reflect some, but it still can create some undesirable effects.

CHAIRMAN JARRETT: Okay. Thank you.

MR. MENTAL: Thank you.

CHAIRMAN JARRETT: All right. Anyone else questions or comments?

MS. TUCKER: Good evening. Cheryl Tucker, 434 South Cornell.

And I'm not even sure that what I'm bringing forward is something that this Board would handle, or if it's something Public Works would be handling on building permits, but I'm presenting it up because with all the new development going on in the area with Kenilworth townhouses, the recreation center and this development and the deflation of

the green space, I didn't see in any of their plans anything about the additional wear-and-tear, or should I say strain on our sewers and water system, or the piping for this building that's going to be connected in the Village to it with the additional -- and you guys know better. I'm just trying to state what I'm trying to say.

With the additional 220 units and the swimming pool, I'm not sure if we have an Ordinance on the books that requires them to do the right depth or piping or whatever to connect to our sewer systems so that the residents on Wildwood and Monterey won't be affected by the sewer backup or the flow going on their direction, because they already have big enough issues with stormwater problems. When it floods and we have some rain, I would hate for them to have an additional problem if the pipes are flowing that way for those houses down there.

So I'm not sure if we have an Ordinance stating to address that problem. And I'm not sure with the additional strain on the sewer system in that area, if it's going to affect the people in the Ovaltine Court Townhouses, which the same flow

goes that direction, if I am understanding it correctly. The piping goes under their system for sewers.

Prairie Garden and the other business districts in that area, I didn't get a layout of sewers and the piping to tell for sure if this will affect that and how great of a difference it's going to make, but I just wanted to point it out because some of the residents are a little concerned that they might end up with backup adding more units to the sewer system. Thank you.

CHAIRMAN JARRETT: Thank you. Anyone else?

MS. FLASKAMP: Hi. Vicky Flaskamp. 421 South Oakland, Villa Park.

So one thing, I welcome the new design. Thank you so much for lowering the height. I think that was a very large concern from the other residents who live around there, which I'm one of them.

It does lead me to there are still some concerns that we still need to look at.

They mentioned the housing options. What housing options are they bringing? We already have a luxury apartment building going up on the

north side. We have another possible project on Park Avenue. We have a lot of apartments in the neighborhood. How many one, two, three-bedroom apartments do we need in Villa Park? So I'd like to understand a little bit more on that, on the variety.

I'd also like to understand their research that they have come up with on who the tenants can be as far as clothing stores or cafes to understand a little bit more about that, because I don't want to see any empty storefronts, because we already have some empty storefronts on Villa. We'd like to see those go away.

They mentioned that it's right by the Great Western Trail. Are they going to be providing any bike racks? We have a lot of people who go down the prairie path the Great Western Trail for the establishments already around there. There's not enough bike parking as it is. We see bikes parked everywhere. So we need to understand how that can be accommodated.

We talked about the 100 parking spaces for the Village. Right now it's free. We would really like to understand how this can stay free,

because I think that's a concern for the Village that eventually we're going to have to pay for them. So going down there, just going to the storefronts and whatnot, how much do we need to pay? Because there are some places where we do.

They talk about the parking facilities. I know he mentioned that right now there may be some parking added, increased or whatever. But they also added an additional five apartments, so how many parking spaces do they need to have per apartment? How many bedrooms are there? Each and every bedroom in that apartment building can have a car. Where are those cars going to go? We need to understand that.

And that was all I had. Welcome to -- very nice. I appreciate the thought that they put into it. So thanks.

CHAIRMAN JARRETT: Thank you.

Is there anyone else wishing to speak? All right. I'm not seeing anyone else.

MS. FLASKAMP: I have one thing. I was going to ask, did they do a traffic study with the rec center?

CHAIRMAN JARRETT: Okay, thanks.

MS. FLASKAMP: Sorry.

CHAIRMAN JARRETT: That's okay.

So I guess I'd ask the applicant, are there any of those questions you want to address immediately?

MR. LYON: We could, if you would like, try to address all of them.

CHAIRMAN JARRETT: If you would like.

MR. WAGNER: Regarding Ms. Tucker's questions regarding the sewer connections, there are certainly requirements for making proper connection at the appropriate depth, and we are working closely with staff and have made final engineering submittals at this time. So we are looking through staff comments to ensure that we are connecting to the appropriate sewers and distributing those appropriately.

And one other item traffic study wise, we have done a traffic study that has been submitted. It did account for the rec center, but we've been working with staff, because now the rec center has a known square footage, and we were below that. Because when we did our traffic study we didn't have the design documents, so we are in

the process of updating our traffic study.

MS. TUCKER: I have a question. Is that before or after the COVID?

MR. WAGNER: It was done after the worse of COVID, and there is still a COVID percentage added back to the traffic. We are still adding a percentage of additional traffic to our counts based on a COVID adjustment factor.

MS. RECKELHOFF: Ann Reckelhoff, Marquette Companies. 135 Water Street, 4th Floor, Naperville, Illinois.

I can address the aesthetic question about the window treatments. Of course we would provide those. They would be part of the design. They would tie nicely into not only the interior side of the units, but also the exterior as well, and would match the exterior elements. So those would be provided with the units.

MR. MENTAL: Okay.

MR. LYON: David Lyon again with Catalyst Partners.

Let me try to address the series of questions. I hope I got them all.

The first was how do we determine the

quantity and the variety of units that we'll be providing here.

So our architect earlier in this meeting referenced a nationally-respected market research firm. So we rely heavily on them to look at the existing market, what's being provided, what there's a shortage of, and give us guidance on, one, the number of units, but then the proper units of each type; anywhere from studios to what they are calling junior one-bedrooms now to one-bedrooms, twos and threes.

So it's based on real market data, competition in the marketplace, existing buildings and buildings that are known to be coming onto the marketplace. So we use a third-party to validate that. And they work interactively with our whole design team. So it's not just give us a report with a design to it, but this company has been involved with this whole team for a number of months now.

With respect to the potential tenants of the commercial, similarly, it's based on market research and what is lacking in the marketplace and what might be successful here.

But beyond that, we are in dialogue with a local broker to discuss not only potential tenants there, they are not formally engaged, but we are in discussions about the range of tenants we should be seeking, and there's indication that the space will be a really good location for a viable tenant.

But we're also using the same broker to try to find a new home for the existing tenant in the building that the Village leases and will need to be razed for this project.

And so it's an ongoing process, but I wanted to take this opportunity to let you know we're working with the Village to try to find a new home suitable for them.

I think the next question that was posed was with respect to bike racks for the public.

So obviously, we view the Great Western Trail as a great amenity. It's a recreation-based location.

So in terms of the building, we're offering a bike storage room which Jason showed you which was on the northwest corner of the building.

Easy access onto the Great Western Trail.

Certainly we will have bike racks external for our residents, but we have no problem in our landscape plan figuring out locations for bike racks for public use, because we really want to make this a place that people use and they're going to want to stop and take advantage of.

I can't answer the question about public parking and maintaining the fact that it's going to be offered for free. I will say that we're offering the parking to the Village, and all indications so far is that it's going to be offered as it is now in that location for free.

Ryan answered the question about the traffic study.

And then the only other question remaining on the list was the car-to-apartment ratio. And I'm going to look to Jason. Thank you, Jason, for that information so we can get exact numbers.

MR. KORB: So as I mentioned earlier, so right now we have about 315 bedrooms in this development, and the residential parking is sitting right at about 315. So we are at one per bedroom,

which actually in a lot of places that is now considered excessive, but we felt to be safe, that we would do it here.

And furthermore, as we mentioned, it's not 100 percent finalized, but when we were able to frankly change the way that the parking was being built, we're picking up spaces. So I don't guarantee it, but I'm pretty confident we're going to pick up at least five spaces. And the five units that we're adding are one-bedroom units.

So we are very comfortable with the parking ratio. And frankly, the developers have to be because under parking a development this size is economic death, so they have to do it. So that's what we are with parking.

CHAIRMAN JARRETT: That's all the questions I heard. So good.

All right. So any questions from the Commissioners at this time?

MR. CALVERT: I have one, Jason.

CHAIRMAN JARRETT: Yeah.

MR. CALVERT: You said there were going to be 200 units. What is the mix of studio, one-bedrooms and two-bedrooms?

MR. KOLB: It's on these documents. It's going to be difficult to read. Maybe we can blow it up.

This is a good representation of the apartment types. So in this particular floor plan we have 40 units. It tends to look like a bar bell or a bell curve.

So we have only one studio per floor. But then you see the A-2, C-1, C-2, those are all different sizes of one-bedrooms.

As David mentioned, the A-2 is what's called a junior one-bedroom which is an industry slang for saying it's a one-bedroom that's probably less than 600 square feet, which are incredibly popular.

The D is a one-bedroom plus den. So in the age of COVID and post-COVID, those are also extremely possible because they offer a work-from-home opportunity.

And then we see a mix of out of 40, nine of them are various sizes of two-bedrooms. And then at the other end of the bell curve we have six three-bedroom units per floor.

MR. SHLENSKY: I think it's 13 two-bedrooms.

MR. KOLB: Oh, I'm sorry. It's only two three-bedrooms. Sorry, I misread it. So yes, it is 13 two-bedrooms in the stack versus two three-bedrooms. So it's weighted heavily towards one-bedroom units of various sizes.

CHAIRMAN JARRETT: Does that answer your question?

MR. CALVERT: It did.

CHAIRMAN JARRETT: All right. Any other questions?

MR. HOFSTRA: I see on the parking plan there's a big square that says trash. Is that where the garbage pickup is going to happen in that parking lot, or where are they accessing this from outside the building?

MR. KOLB: So the building, you can see right there in the area in the upper left that's labeled storage, you see a little carve-out in that room. That is a trash room. So we have a trash and a recycling shoot proposed.

MR. HOFSTRA: Okay.

MR. KOLB: So they go down to an enclosed trash room at grade.

And the way these buildings typically

operate, the bins are rolled out and put into trucks on the street. And that will likely happen once a day.

MS. RECKELHOFF: It would have some sort of compactor in there with that recycling trash, and the service team would roll it out the day of pick-up and pull it right back in.

MR. HOFSTRA: So they would be picking it up on Wildwood? Is that your anticipation?

CHAIRMAN JARRETT: There's a trash enclosure in the middle of the parking area.

MR. KORB: Correct.

CHAIRMAN JARRETT: Is that to serve the building, or would that be the residential, or would that serve the commercial usage?

MR. KORB: That's for the residences.

CHAIRMAN JARRETT: That's for the residential use as well. Okay.

MR. KORB: And the trash and recycling needs for the retail could vary wildly, depending on the user.

Obviously, a restaurant produces vastly more refuse than a retail store.

That trash shoot room is basically

30 feet by 20 feet. It's pretty large. So the thinking is probably that the retail tenants would just walk their trash over there and store it in that room as well.

CHAIRMAN JARRETT: Thank you.

MR. ORLOWSKI: I've got a couple questions.

One question I have with the parking going underground. So I'm assuming you're going to have some kind of drainage for the parking areas in the basement. Where's the water from any of that going?

MR. KORB: So in any of this parking, either the parking at grade, or what was second floor and we're now a basement, because they are open air, water can get into them. All of these concrete slabs will be pitched to floor drains. And it's connected and it's drained just like you'd drain a roof.

So there's a dedicated drainage system to drain the parking levels both at grade and now below grade. And those drains would have existed if that parking was on the second floor, because we have to get the water out.

So nothing has changed from a parking

drainage standpoint with this change.

MR. ORLOWSKI: Okay. And seeing that we have some Village staff here, maybe they can help answer this question.

One of the concerns that I do have is stormwater in that area. No matter -- I would guess you'd say no matter where you're at in that whole vicinity, we have issues with water and where it goes.

So with a building of that size, it's going to probably accumulate more water than just a flat surface as far as ground surface. And then my concern would be where would -- I understand we'll be pumping that water, or putting that water into a drainage system somewhere, and where that drainage system would connect. Is that going to connect to our stormwater system in that area?

CHAIRMAN JARRETT: I think we have an engineer from the Village.

MR. ORLOWSKI: It might clear up some of the concerns and comments from some of the local businesses that are not present tonight.

MR. VOSKRESENSKI: Vasili Voskresenski.

So they are proposing two connections

to the storm sewer on Villa Avenue.

And like Ryan said before, currently the site is almost 100 percent impervious, and they are reducing the impervious area, so the stormwater is not an issue.

They are not obligated to provide any stormwater detention by the DuPage County Ordinance. They are required to provide some by the Village of Villa Park Ordinance. And we will be addressing it.

MR. ORLOWSKI: Okay. And then I guess the current issues that we have actually on the opposite side of the Great Western Trail that I have actually brought up is, does the Village have any idea how we can fix that problem in case this project brings more issues to that area?

MR. VOSKRESENSKI: Well, as it is right now, they are not going to bring more issues.

They are reducing the impervious area. At least in theory, they are improving the situation with the stormwater runoff.

We will look into the issue you brought up. That's a stormwater capacity issue. It's just the storm sewers on their side cannot handle the

flow.

MR. ORLOWSKI: Okay.

MR. VOSKRESENSKI: In that particular area.

MR. ORLOWSKI: On the other side of the Great Western?

MR. VOSKRESENSKI: Yes.

MR. ORLOWSKI: Okay.

CHAIRMAN JARRETT: Any additional questions for Vassili?

MR. LUEDTKE: Yes. I'm going to piggyback.

Are those areas across the path interconnected, or are they only connected once they get to Villa?

MR. VOSKRESENSKI: So that particular corner which is on the west side of Pioneer Feed, it is that storm sewer outlets into the Kenilworth storm sewer which ultimately is tributary to the storm sewer on Villa Avenue.

So the storm sewer on Villa is sized to a ten-year storm, I believe. And everything west on Kenilworth is probably two- to three-year storm.

So ultimately, that area is connected to the same storm sewer, but this connection would be downstream from Pioneer.

MR. WAGNER: Topographically, water that falls on the site won't drain that way.

CHAIRMAN JARRETT: And I know just from looking at the topographic map that the back corner of the Pioneer parking lot where it meets the roads around Cortesi there is the low point of the Villa Avenue areas. Pretty much all the roads, everything west of Villa between like Wildwood on the north and Park on the south, I guess Central on the south heads that way. We know that from --

MR. ORLOWSKI: It all goes downstream.

CHAIRMAN JARRETT: Any other questions for Vassili? Okay. Thank you for your time.

MR. VOSKRESENSKI: Thank you.

CHAIRMAN JARRETT: Any other questions for the applicant?

MR. SHLENSKY: I've got a couple.

So I, too, share the concerns on the stormwater, but it sounds like topographically, that will be remediated or self-mitigated.

With regards to the parking concerns, a few concerns on that.

So during the construction period, especially during summer events such as Beer Fest

that will happen I believe right on Cortesi, what is the proposed public parking plan during construction time when the public parking will be eviscerated because of the construction? Does the Village have a plan? That might be more of a Village question. What is our plan for that?

MR. LYON: I know that's a Village issue, but I just wanted to talk about construction. And what we've talked about so far is that we would start construction post peak period and post completion of the programming for Cortesi.

With respect to the actual plans staging, that's something we have yet to work out with the Village. We need to complete our general contractor selection and incorporate them into that planning process.

CHAIRMAN JARRETT: Just on that concern, as I'm sure you're aware, this project and the rec center will be, there's no doubt based on the time line that you will be overlapping. So I would just hope that you work together and find a solution. And if that involves us up here brainstorming along with you guys, or if it's all with staff, that's fine as well. But that is going to be a problem

for probably at least 18 months.

MS. WEBER: Ellen Weber.

I would say that senior staff has talked about this. We're cognizant of it that there could potentially be three construction projects overlapping each other.

And it's common to create a landing page on-line so the people are aware, to do an e-newsletter at the beginning of the week so people are aware of what's going to happen that week, if there will be any closures.

Similar to what you would do when you have a major streetscape project in the downtown, there's a lot of other common techniques that other communities have used to educate the people so they know what to expect; signage, communications.

There will be a disruption of course. But if things happen at the same time, it might actually even be less of a disruption in that no one will be going to Lyons Park while this will be happening.

I have spoken to several of the businesses who are very concerned about the events, and I can't tell you we have a plan created, but

it's something we have talked about, that the concerts, etc., could have some consternation.

MR. SHLENSKY: Justin. That's fair.

I'm personally less concerned whether people are going to visit Lyons Park than are people going to be deterred from visiting our businesses.

MS. WEBER: The downtown area it's pretty unforgiving in terms of where else can you place parking.

At that meeting we sat and we looked at all the right-of-ways; can we squeeze more in here? Can we angle them here? It gets to be a capital improvement project question for the long-range future of the downtown.

MR. SHLENSKY: That may be a perfect caveat to my next concern of parking.

MR. KORB: Before you do that, can I bring up one thing?

In most municipalities we can receive occupancy on buildings, partial occupancy. And so one of the advantages of the way the changes we've made to this building is the way that this parking will be built is incredibly faster than our last

proposal. And if David's schedule holds true, we can't guarantee it tonight, but it is entirely possible that if it starts in the fall, that the public parking could be operational by the fall or the summer. That is, it could come on-line before the rest of the building. So it's a distinct possibility. We've done it in other places. We would have to do a little more digging.

And as David mentioned, it's a conversation with the construction manager once we have them on board and make it clear to them.

CHAIRMAN JARRETT: That's a good point. I'm glad you brought that up, because I honestly don't know how the occupancy on our end of that works.

So if that's something that's realistic and feasible, then that might be something that we need to find out if that exists in our Codes; and if not, how can we make that work. If it's not realistic and feasible, there's no point in going through that exercise?

MR. SHLENSKY: Unless there's extraordinary circumstances that will be governed by the Building Code which we can dig into.

So touching back to the second parking concern that a Village resident very aptly brought up, how long is the public parking going to be there; how long is the public parking going to be free?

Not to put you guys in the hot seat from an incentive perspective or from a return investment perspective, but for the trustees to consider, along with the Council, both, possibly building in some kind of easement with a right of first refusal should any then owner wish to eradicate the free public parking aspect of the 102 spaces, such that the Village would be able to purchase said 102 spaces to keep that free for the residents. Something to consider?

CHAIRMAN JARRETT: I think that would be in the development agreement that it would be the Village's in perpetuity.

MR. LYON: I'm no expert on ownership and that, but my belief is that the redevelopment agreement will provide the Village in some form, whether it's condo or other type of format or own it into perpetuity.

CHAIRMAN JARRETT: Yes.

MR. LYON: It would be separate ownership.

Marquette Companies has done a similar project actually in Naperville with their waterfront development. And my understanding there is that the public parking lot they built as part of the mixed use development is actually owned by the community. So you'll have protections in ownership.

CHAIRMAN JARRETT: I have been involved in projects that worked very much the same way.

MR. LYON: So our biggest concern would be memorializing to make sure that that's taken care of at the highest level, to have some kind of agreement in terms of maintenance for the operation.

MS. WEBER: As you know, a great portion of the role of staff is to protect the Village's interests. And if you looked at the Plat of Subdivision, it has the recommendation that that would be approved subject to any final language changes from the Village Attorney.

But I want to point out that on there is a notation that there will be a covenant, so a declaration of operating covenants, because there

is that element of cooperation and coordination between the Village and the building owner.

And then also there is on there that they will not object to an SSA, should it need to be placed, a backup SSA, or funds that were needed to be put in place to maintain any elements of the building.

So I just want to point out that that language is on the Subdivision Plat.

CHAIRMAN JARRETT: So I think this is not a question for the developers so much as the broader question is, how does the community hold political elected officials' feet to the fire on there not being a charge to park there? That's going to be a decision that the Village makes for any future property owners. But I do understand that concern.

So this is kind of a question for staff and a question for the developer.

It's my understanding that the eight-foot sidewalk around the north and west side of the project represents the Tri-Trail. And my immediate concern with that would be not only just a question, but a comment as well, how we're treating the garage entrances, both vehicular and

pedestrians, because that's visualized as a bicycle trail.

There's nothing shown on any plan, but I want to be sure that those kind of safety enhancements are in place.

MR. KORB: So if we look carefully at the west elevation which is on the bottom, in many developments we would have two overheads versus one which goes into the parking and one which goes into the basement parking.

We're showing four because experience has taught us that if one of those doors breaks down, then no one can get in or out.

So but elements that we can use that we've seen are we can have mirrors adjacent to the doors. We can make the doors open very slowly, which the residents won't love, but it is a calming situation.

And then the other thing is we can have pressure plates or sort of flashing lights. I'm sure you've all seen this. There will be a flashing light when the door is opening so that a pedestrian or a cyclist going by will know that a car is coming in. Or they'll see them going in,

obviously, but that a car may be coming out.

So there's a number of industry sort of stock that can be put in place to make that safe.

CHAIRMAN JARRETT: So I guess as a cyclist, I think my concerns are less. I kind of have issues with the trial at that location. I know this isn't a conversation for that maybe, but it's all happening at once.

Like you've kind of got the 90-degree turn. If you could bring up the site plan? Like the direction that the man doors for the lobbies and all that open, that's critical.

MR. VOSKRESENSKI: That location of the Tri-Trail connector was dictated by IDOT. They were very specific they wanted the crossing of Villa Avenue to be at Wildwood.

CHAIRMAN JARRETT: Are there things like -- I perfectly understand why they want that crossing there. I'm okay with the crossing there. I'm just wondering if there are ways we can improve the experience for anybody who -- I don't know how many cyclists are going to use it. I'd be on the road or on the prairie path. I'm being honest.

MR. VOSKRESENSKI: Well, I mean it's

connected to Salt Creek.

CHAIRMAN JARRETT: Right. But even then I would pick the prairie path to Monday tray and go north.

MR. VOSKRESENSKI: Yeah.

CHAIRMAN JARRETT: But you're talking about potentially young kids, people accessing the rec center when the rec center is open, and I just wonder if we could do better on designing what's happening here so you don't have two cyclists passing on an eight-foot sidewalk literally against the wall of the building. I don't know if there's a -- this is a high-level thought I'm having right now.

MR. VOSKRESENSKI: I'm not sure if we were aware of this development when Tri-Trail was in the early stages of the design, so we certainly can bring it up to their attention that that's how it's going to look now with the rec center and the Union. Maybe they will be open to some sort of rethinking or changes.

CHAIRMAN JARRETT: To my mind it's like almost at this point the Tri-Trail wants to cross and be adjacent to the rec center.

Now, once you get east of Villa you have more driveways, so I understand why you would want it on the south side of Wildwood east of Villa. But that's not necessarily for the developer to solve, but they are going to be involved in that process. So this is my thought.

MR. VOSKRESENSKI: And the path itself is not something this developer will be concerned with. So it will be dealt with IDOT.

MR. LYON: That being said, I will say because we have bicycle storage, we expect our tenants to use that trail south. We want the same kind of safety features.

CHAIRMAN JARRETT: You kind of understand what I'm saying? If you have a cyclist going north on the west side of your building and a cyclist going west on the north side of your building and then there's a 90-degree turn right there, as a kid is running across Wildwood to get to the ice cream place from the rec center, they all crash.

MR. ORLOWSKI: We don't want that.

CHAIRMAN JARRETT: Exactly. And along with that, I would say when we as a Village are thinking about that, maybe think about the way if there's a

sidewalk connection at this corner, or if it's a crosswalk or whatever, the rec center across the street to the north, again, that's not on the applicant, but it's all going to be part of the same stuff being brought up at the same time.

I do like the garage doors, actually. They are shown here as glass, correct? Is that what I was seeing on the elevations?

MR. KOLB: Correct. We usually like to do these on the street front, frosted glass.

CHAIRMAN JARRETT: Yes. I like that a lot. The corridors kind of breaks up the elevation a little bit. The glass, even if it's not transparent, is going to read better than a solid dark metal gray door than what you usually see.

MR. KORB: Well, that and they also don't glow at night because the parking is required to be lit.

CHAIRMAN JARRETT: Right. And then I like that even though it's not necessarily a public use, I like that you do have your amenities in that northwest corridor that activates that corridor. And I mean you can see it, but you probably have already thought of it that it's coming down that

elevator walking to the rec center across the street. So I like that that corridor and that side is not completely turning its back on the neighborhood behind it which would be pretty easy to do.

A question I had about the south facade. So on the south elevation you're showing open there. Is that open open, or is that with similar material as proposed on the north side?

MR. KOLB: Right now it's shown as open open.

From a Building Code perspective, there's a certain percentage of opening you need to qualify as an open air garage. And complete honesty, we haven't finished those calculations yet, so if we do pursue the perforated metal on Wildwood, that would increase the percentage of opening, because when you buy these panels you can say I want the panel that's 50 percent open, I want the panel that's 30 percent open, 70, whatever.

So right now we're being conservative on the south side of the building and suggesting that it's entirely open just to make sure that we don't have to ventilate this garage mechanically.

So that is still a little bit in flux.

CHAIRMAN JARRETT: Okay. So yes, I guess to the degree possible, you guys would want something for security there, but also maybe some sort of design element. I don't know exactly what that is, but --

MR. LYON: We don't know the budget yet, but I think I presented to you at the last hearing that our hopes would be at least on that side, some of those we could have some customized inserts that would reflect historic amendments related to Villa Park, some of which we talked about as we discussed the architecture.

So we're going to be looking into that, not necessarily on all of them, but on some of them to have customized the inserts versus those panels you saw today and again have some sort of reference to historic elements.

CHAIRMAN JARRETT: Similarly, I know you've taken steps to the pedestrians to the garages, and I know you're kind of limited because there's not a lot of space in the garage and you can't have a wide lobby. But whatever you can do on the exterior in terms of lighting, canopy. I mean

obviously nothing obnoxious. But I don't think that's a problem, because I like what I'm seeing of the design materials. I'm obviously impressed by the materials.

I can't tell you how happy I am that you're doing a basement. I was okay with seven stories, but I'm more okay with the six stories.

The step back for the public space, I guess the private open space on the roofs on the first floor, that's not going to feel as much of a wall as it could have originally.

And just kind of by ways of knowledge, one thing that I looked into, you're proposing this at about 75 feet. That parapet at the center of the old Ovaltine building is about 65 feet. And then the two stair towers are about 75 and 85 feet I think I figured. So while you're taller, at 75 feet you're not as significantly as it was at 85 feet.

We had a question in the comments and discussion up here. We may have questions during the discussion. Anybody else? Do you guys have any closing comments, or are you good? You're good. Okay, thank you. All right. So we will

close the public hearing. Move to discussion by Commission first. Discussion by Commission members. Any questions at this point?

One thing that I do know from talking to staff is that they want us to add a condition that the final landscape plan would be, final landscaping would be based on the plan approved by staff; that this is not the final landscape plan, that there are some details that need to be worked out in terms of landscaping, and if we're going to have a motion tonight to vote on this, that that alone should be enough to hold up the process.

MR. SHLENSKY: With regards to that condition number 1 on page 11 of the packet.

CHAIRMAN JARRETT: Yes.

MR. SHLENSKY: So the last line of condition 1 that begins landscape plan dated May 4, 22, the staff is asking that that be revised to landscape plan TBD staff?

MS. WEBER: The final landscape plan is still to be determined through our discussions with the redevelopment agreement and other factors, so I wanted to leave room for it to change.

MR. SHLENSKY: So you're saying currently

the condition number 5 is inadequate or is --

CHAIRMAN JARRETT: I think I misunderstood you earlier. You've got the condition in there the way you want it.

MS. WEBER: It's already in there.

CHAIRMAN JARRETT: Okay.

MS. WEBER: I get your point though, Justin, that it's dated, but things are going to change anyway. I think that condition number 1 is in substantial compliance with the plans, it's still okay to be in there, but we're just pointing out that the streetscape, the landscape, the photometrics still may change as things firm up.

And I will say as our process exists, staff has that type of administrative approval moving forward, but I would still put it out there.

CHAIRMAN JARRETT: Thank you.

MR. SHLENSKY: So staff does not feel that conditions 1 and 5 contradict one another?

MS. WEBER: No.

MR. SHLENSKY: Okay, thank you.

MR. CALVERT: Ellen, and I'm sorry. I just don't remember. But from Villa Avenue going westward, are the utility lines above ground there?

MS. WEBER: The electric is going to have to be addressed. There are above-ground poles and it appears that at least one pole will need to be relocated. And there's a sanitary line to be relocated as well, and we've talked about that internally.

MR. CALVERT: Would those lines then be placed underground?

MS. WEBER: It's the Village's request that they are, yes.

MR. LYON: Can I speak to that?

Our plan is fully to bury overhead lines. We presented this before at the last public hearing. So there are two power lines, one running east/west on the southern border of the site, one on the north of the site and one on the southern portion of the site. Our plan in construction is to bury both of those lines, the north and south.

MR. ORLOWSKI: I have one I should say comment that I have for I guess I should say it's for staff.

With going forward, looking at the project if this moves forward, if we can get any of the issues, I know it's not the developer's issue,

it's the Village's issue to take care of or look at or put something in writing on fixing the flooding issue over in the park.

And the reason that I say that, if we're going to enhance the north end of the bike path, then why wouldn't you want to make sure that the south end of the bike path or south side of the bike path if we're building it? And if some of this property is owned by the Village, we're going to gain some revenue for the property, and I think we should probably take a look at fixing some of the flooding issues.

MR. SHLENSKY: I concur, Mike. In the packet there is a line item. It's not a mandate, it's not a condition of the project, but you and I talked about this earlier. There is a line item that says the project will contribute roughly $53,000.00 to the Village which will be used for stormwater and improvement feeds. And it is my hope that the Village will hold itself to that goal of utilizing that annual income for said stormwater improvements in that direct year.

MR. VOSKRESENSKI: So the fee in lieu. So the fee in lieu is actually the money goes to a

dedicated stormwater fund and those money, they only use to specific stormwater improvement projects throughout the Village. Not necessarily in this particular area. So that's one.

Number two, certainly we can look at the existing flooding issues by Pioneer Feed in Cortesi Park. It is clearly a sewer capacity issue. It's just too small. Could we upsize it? Obviously we can, but you know, any storm sewer will have certain capacity.

So we looked a little bit into the overflow from that low-lying area by the corridor. It could work. I don't know. Yes, we're going to have to take a look and see what can be done to improve the situation.

MS. WEBER: I want to point out that this area, there is a rise on the path, and this area does not contribute to the flooding south of the path. It flows in a different direction.

Water from this general area leaves in like three different directions, and the Village considered where the best place was, and it is on the east side going into the Villa system, correct?

MR. VOSKRESENSKI: Correct.

MR. ORLOWSKI: No, I understand.

I guess you'd say what I'm kind of looking for is if we're going to make a huge improvement, I guess we can't call it an improvement, a structure, a building to that area, that we enhance the other areas around it also comparing all of those issues so that it doesn't impact it in a negative way.

CHAIRMAN JARRETT: Well, an example of how that might happen, is that this is outside of our realm, but there's been discussion of creating a new TIF there. Currently there is --

MR. VOSKRESENSKI: Ten years left.

CHAIRMAN JARRETT: But there is a TIF there. And this is going to contribute significantly to that TIF in terms of what it does to the property values. Just on the site alone. Whatever it does to the adjacent properties. And those are funds that theoretically could be used for improvements in the area.

MS. WEBER: Mr. Chairman, I just want to put on the record, Patrick is here, our economic development director.

But that is the whole purpose of tax

increment finance, that you have a base level of valuation of all the properties in the District, you develop it, that valuation and property taxes rise, that money is used back in that District. That's how TIFs work, just for the record.

CHAIRMAN JARRETT: Yeah. The TIF, I don't know the numbers off the top of my head, but the Ovaltine TIF went from that area went from it was like $600,000.00, $800,000.00 in assessed value to millions now. And that difference, that increment goes into the fund that can be used within that TIF.

This project would have the same advantage, probably more so, potentially.

MR. ORLOWSKI: I guess I'd just like to make sure we get it done.

CHAIRMAN JARRETT: I think everybody up here feels the same way. That I think is true.

On the project as a whole, I'm really excited about it. I know staff has worked tirelessly on it. I know the developer has worked hard on it.

One thing I do want to commend them on, whatever happens with the project, is the outreach,

because there are developers who do the outreach after there's backlash instead of doing the outreach first. So that's appreciated.

This project could be coming to us and the community for the first time tonight, and if you've ever done that, I know you have, it doesn't usually work out. It usually turns a four-month process into a year and-a-half process that fails.

So other comments up here on the project, or discussion?

MR. ORLOWSKI: I like the project. And I like that you did switch the parking. I think that makes it a lot smoother.

CHAIRMAN JARRETT: I think kind of a secondary point to zoning here, it actually makes considerably more sense to the MX-2 or the MX-T.

And one thing that's called out in our staff report that I think is very relevant that wasn't really mentioned, I think Ellen mentioned it briefly, but within the MX-2 district actually I think all of the MX districts except for MX-Rs and MC-T, there's a four-story limit in the MX-2, but they can add two stories through the special use process, which is a considerably lower bar than a

variation. And I think that's probably the most substantial issue here. And the MX-2 zoning actually kind of diminishes the potential for that type of development which I think this project is certainly --

MR. ORLOWSKI: There was one thing that I wanted to bring up.

CHAIRMAN JARRETT: Okay.

MR. ORLOWSKI: And that was the parking, whether it's free or a fee.

I know in some of our prior meetings we've discussed parking in the Village as a whole as far as free or a fee. Because at some point you've got to do maintenance, or you have to supply parking, and you've got to have a fund to get that from, otherwise it doesn't happen.

So if it transitions to where it's going to be a pay to park, that's something that's already been discussed, I know in our Commission in the past eight months. So it's just something because the Village is lacking parking in all of the business districts, and how do you acquire more parking if you're not acquiring any funds to do it with?

So just for the record, as far as people that are watching, or are going to watch the meeting, it's not necessarily anything to do with the petitioner here tonight, but it's stuff that we've talked about in the past.

CHAIRMAN JARRETT: Ellen, could you maybe talk briefly about the concept of an SSA, what that might be to a project like this?

MS. WEBER: We haven't talked about that in any great detail.

An SSA bill is a special service area, and it's an overlay with an additional property tax, so it is tax deductible just like your property taxes are. And it is used to fund services that are being provided in the geographic area in which it's being collected.

And it's a common backup plan for new subdivision, for example, something which Villa Park hasn't seen in many years. But when you've got common area elements like detention ponds or landscaping entryways, you check the list of agreed-upon elements that you would fund through the SSA, and then it gets applied.

This being a rental property, you're

only going to have the two landlords in the building. You're going to have the Marquette Catalyst Group or their successor group, and you're going to have the Village if we end up owning the parking. I don't know what the final arrangement of ownership will be. That will all be determined through the redevelopment agreement.

But it is a mechanism for a municipality to have funds to maintain the agreed-upon elements.

CHAIRMAN JARRETT: That's not necessarily something that would happen here, but it is a potential rule.

MR. SHLENSKY: Ellen, I would like to thank you for calling out the text that is on the back of the final plat of subdivision that we do have.

I do see where you point out that it says except as provided by the declaration or in terms of the CCRs, I didn't have that in front of me, the text of the deck, or what that looks like, so that's my question as to the mechanism or options that the Village may have on ownership rights of 102 of parking spaces.

MR. LUEDTKE: I have one. I have no issues

with the project. I'm really excited.

As far as how the building interacts with the street level landscaping, Ellen, you'll speak to that where all those fine details are going to start to be hammered out, and that's where how the building engages with the street and sidewalks and such like that, and I'm looking forward to seeing those further details as this project continues development.

Obviously corridors are the critical spots where that is. You've obviously already been addressing all of those.

I think there's one other element that I see as a potential opportunity to add a little extra in terms of its public face.

If Cortesi Park is the park that we know and love it to be, and its activities that go on there, the middle and the western towers that flank that Vista as we look north, and I think those could be some possible -- I don't know. Something to have other than just a stair tower. If there's something else that we can sort of add onto those things, I think the this would be an interesting opportunity to be a marker. I'd love

to -- but I can see those being prime opportunities for something to that effect.

MR. KORB: I'll just jump over there very quickly.

So there are some areas of blank wall and that is because there are two fire stairs there. The westernmost one, because the property line angles, is actually on the property line and as such has to be -- well, all of our external walks have to carry a fire rating.

The western stair is not allowed to have any openings, just due to the fact that it's right on the property line. The center stair could. We could work on that a little bit. And to David's earlier point, that could also be an opportunity for some very visible artwork. So we can definitely look into that.

CHAIRMAN JARRETT: Some rustic paintings. I don't know.

MR. LUEDTKE: That's all I have.

CHAIRMAN JARRETT: Anything else down here?

MR. SHLENSKY: I just appreciate the call-out for the preservation of the monarch garden beds. The Village residents take pride in having

those there. I understand the portion of the area that over -- to DuPage County, will also encompass that. Anything that Village staff can do with the process to protect those beds or find alternative arrangements to replant those later would be appreciated.

CHAIRMAN JARRETT: Ellen, bike racks would fall into landscaping probably, correct?

MS. WEBER: Yes.

CHAIRMAN JARRETT: Landscaping and street furniture?

MS. WEBER: Street furniture, yes.

I think there's some opportunity along the south facade still for landscaping and bike racks. And people are going to see this building as they come across the path and be drawn to it.

MR. SHLENSKY: And especially if you get a restaurant user or something in there, I think that would be a missed opportunity if you didn't. I'm not talking hundreds of bike racks, but something would be nice. So I'm going to mention that to staff.

MS. WEBER: Vassili reminds me that there are some triangular pieces that are still part of

this parcel of land, but the remainder is DuPage County, but there are some triangular notches that could be landscaped. And anything on the path would of course have to be approved by DuPage County. You just can't say oh, we're going to draw a whole line of grading, because it's not all their property.

CHAIRMAN JARRETT: Right to the extent that we can get to something like that, that would be great. Otherwise, it's a missed opportunity.

All right. If there's no other comments or discussion, I would entertain a motion with all of the conditions. So does whoever wants to take on that. And I will make sure that the court reporter gets a copy of the memo.

MR. SHLENSKY: Yeah. I'll read the proposal verbatim. It will be ten pages.

I will make a motion to approve PZ-22-0001 of the following requests. One, zoning map to change zoning from MX-R2 and MX-T to MX-2 PUD for the block bounded by Myrtle Avenue, Wildwood Avenue, Villa Avenue and the Great Western Trail.

Two, special use for a planned unit

development consisting of a new six-story mixed use building with approximately 220 residential units, residential impending space, 8,000 square feet of commercial, and approximately 425 parking spaces, and consisting of the following Code exceptions to the MX-2 building type regulations found in Section 4.4 MX districts.

A rear yard setback of zero feet where five feet is required. A six-story mixed use building where overall maximum of four stories are permitted. Approximately 85 percent maximum impervious cover. Garage entry on the side yard for public parking and rear yard for resident parking where only rear yard entrance is permitted.

Streetscape area from zero feet to ten feet where a minimum of 13 feet streetscape area is required along street frontages.

Blank wall limitations, reduction of the minimum amount of transparency on facades of the lowest level.

A reduction of streetscape elements, including the requirement for on-street parking on the south side of Wildwood, at the request of the Village, in order to accommodate bike path and

pedestrian needs.

Driveway entrances across the public right-of-way greater than the 25 feet permitted.

Three, approval of the Final Plat of Subdivision of the Union subject to any changes occurring by the Village Attorney, with the following conditions.

One, the development shall be in substantial compliance with the plan prepared by Korb & Associates dated May 4, 2022, including a PUD site plan dated April 29th, 2022. Architectural site plan dated May 4, 2022. The building elevations dated May 4, 2022. Landscape plan dated May 4, 2022. And public parking plan dated May 4, 2022.

Two, the development shall be in substantial compliance with the engineering plans, PUD site plan, and paving and layout plan prepared by V3 dated April 29th, 2022.

Three, compliance with all applicable Village Codes and Regulations.

Four, obtaining all necessary permits, certifications for development, including a building permit, right-of-way permit and a

stormwater certification.

Five, final landscape and photometric plans subject to final approval by the Community Development Director.

Six, security systems are subject to review and approval by the Villa Park Police Department and will include Village of Villa Park access to the closed circuit security briefing and cc TV system in the common areas of the complex. The system should include cameras in the public areas of the complex and an exterior block camera along Villa Avenue.

Seven, final PUD site plan will include a lighting plan for the interior common areas, e.g., go lobby, elevators, doors, parking areas, with directional lighting installed in the darker areas of the complex as determined to be needed for the property located at 100 through 110 South Villa PINs 06-10-106-001, 06-10-106-002, 06-10-106-004, and a portion of Myrtle Avenue which will be vacated, with a finding of fact that such special uses meets the standards enumerated in Article 11.2 and 11.4 of Appendix C of the Municipal Code of the Village of Villa Park's basic Zoning Ordinance.

CHAIRMAN JARRETT: All right. There is a motion. Is there a second?

MR. ORLOWSKI: I'll second the motion.

CHAIRMAN JARRETT: Seconded by Commissioner Orlowski. Any questions or comments on the motion? Okay. Okay. Roll call vote. Calvert?

MR. CALVERT: Yes.

CHAIRMAN JARRETT: Hofstra?

MR. HOFSTRA: Yes.

CHAIRMAN JARRETT: Luedtke?

MR. LUEDTKE: Yes.

CHAIRMAN JARRETT: Orlowski?

MR. ORLOWSKI: Yes.

CHAIRMAN JARRETT: Shlensky?

MR. SHLENSKY: Yes.

CHAIRMAN JARRETT: I, too, vote yes.

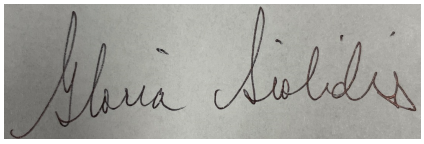
With that, our recommendation passes to the Village Board and they can accept, reject or modify. Good luck to you both.

END TIME: 9:30 P.M.

(Which were all the proceedings taken at the Public Hearing of the above-entitled cause.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, GLORIA APOSTOLOS SIOLIDIS, C.S.R., duly qualified and commissioned for the State of Illinois, County of DuPage, do hereby certify that I reported in shorthand the proceedings had and testimony taken at the Public Hearing of the above-entitled cause, and that the foregoing transcript is a true, correct, and complete report of the entire testimony so taken at the time and place hereinabove set forth.



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& 13:3 76:10

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0 4:9,18 5:14
06-10-106-001 77:19
06-10-106-002 77:19
06-10-106-004 77:19
084-001205 1:14 79:17

1

1 11:16 37:9 60:14 60:17 61:9,19
1.95 11:24
10 4:9 11:20 12:17
10,000 8:17 12:15
100 3:2 5:19 10:14 10:20 13:9 29:22 36:5 42:3 77:18
100-110 1:4
102 7:14 13:21 49:12,14 70:23
10th 3:10 5:10 7:5
11 60:14
11.2 77:22
11.4 77:23
110 3:2 77:18
118 25:4
12 1:11 11:20 12:17
120 20:15
13 4:9 37:24 38:3 75:16
135 32:10
18 46:1

2

2 4:1 5:13,15 6:10 6:10 37:9,9,11 67:16,20,22 68:2 74:20 75:6
2,000 12:6
2,700 12:8
20 1:12 18:16 40:1
200 36:23
2022 1:11 76:10,11 76:12,13,14,15,19
215 3:18 13:7 17:20
22 60:18
22-0001 1:4 3:2 74:19
220 3:18 17:20 27:8 75:2
240 13:5
24th 7:3
25 5:3 76:3
27th 3:22 7:6
28183 79:16
29th 76:11,19

3

30 40:1 57:20
315 35:22,24

4

4 60:17 76:10,12 76:13,14,14
4.4 75:7
40 7:12 20:1 37:6 37:20
421 28:13
425 13:8 75:4
434 26:17
4th 32:10

5

5 61:1,19
50 3:17 57:19
53,000.00 63:18
53203 13:5

6

600 37:14
600,000.00 66:9
648 13:4
65 59:15
6th 18:22

7

70 18:22 57:20
7235 11:11
73 5:18 20:6
73'8 4:2 5:21
75 59:14,16,18
772 12:4
7:30 1:11

8

8,000 3:18 9:20 75:3
800,000.00 66:9
833 8:16
84 5:18
85 59:16,19 75:11

9

90 53:9 55:18
95 12:1
96 12:1
9:30 78:21

a

able 5:21 36:5 49:13
absolute 20:7
accept 78:18
access 14:5,8,18 35:1 77:8
accessed 14:4
accessing 38:14 54:7
accommodate 4:24 21:2 75:24
accommodated 29:21
account 31:20
accumulate 41:11
achieve 24:6
acquire 68:22
acquiring 68:23
acres 11:24
activates 56:22
activities 71:17
actual 6:20 23:10 45:12
add 10:11 14:8 17:8,18 21:5 60:5 67:23 71:14,22
added 5:23 6:3 12:20 14:4,18 19:2 21:5 30:8,9 32:5
adding 19:13,13 19:24 20:2 28:10 32:6 36:10
addition 10:19
additional 6:4 27:2,6,8,17,22 30:9 32:7 43:8 69:12
additionally 5:5 9:20
address 11:8 24:17 25:2 27:21 31:4,7 32:12,22
addressed 62:2
addressing 42:10 71:12

adjacent 18:14 52:15 54:24 65:18
adjustment 32:8
administrative 61:15
advantage 35:7 66:14
advantages 47:22
advisable 17:14
aerial 20:4
aesthetic 9:5,8 32:12
affect 27:23 28:7
age 37:17
ago 20:15
agreed 69:22 70:9
agreement 49:17 49:21 50:14 60:22 70:7
air 14:14 23:18 40:15 57:14
allowed 72:11
allows 4:6 5:14
alternative 73:4
amendment 3:3 3:23
amendments 58:11
amenities 13:18 16:11,16,18,19 56:21
amenity 34:20
amount 7:12 75:19
analyst 17:1
angle 47:13
angles 72:8
ann 8:19 32:9
annual 63:21
answer 24:20 35:8 38:6 41:4
answered 35:14
anticipation 39:9
anybody 53:21 59:22
anyway 61:9
apartment 16:19 28:24 30:11,12 35:17 37:5
apartments 29:2,4 30:9
apostolos 1:13 79:4,16
appears 62:3
appendix 77:23
applicable 76:20
applicant 24:19,20 31:3 44:16 56:4
applied 69:23
appreciate 30:16 72:22
appreciated 67:3 73:6
appropriate 5:16 31:12,16
appropriately 31:17
approval 61:15 76:4 77:3,6
approve 74:18
approved 50:20 60:7 74:4
approximately 13:9 75:2,4,11
april 3:22 7:6 76:11,19
aptly 49:2
architect 9:2 33:3
architectural 76:11
architecturally 21:19
architecture 7:16 9:8 13:2 24:9 58:13
ardmore 1:12
area 4:8 11:24 12:1,4,7,14 15:7 16:15 17:10 18:9 18:12 26:23 27:23 28:5 38:17 39:11 41:6,17 42:4,16,19 43:3,22 47:8 64:4 64:12,17,17,20 65:5,20 66:8 69:11,16,20 73:1 75:15,16
areas 16:10 23:17 40:9 43:11 44:7 65:6 72:5 77:9,11 77:14,15,17
arrangement 70:5
arrangements 73:5
arrow 14:6
article 77:22
artwork 72:16
asked 3:11
asking 3:23 4:20 60:18
aspect 49:12
assessed 66:9
associates 13:4 76:10
association 25:6,6
assuming 40:8
attention 54:18
attorney 50:21 76:6
audience 8:18 10:9
avenue 1:5,12 3:2 5:8 11:11 13:4 19:21 20:23 29:2 42:1 43:18 44:7 53:16 61:23 74:21 74:22,22 77:12,20
aware 45:18 46:8 46:10 54:16
awnings 19:14

b

back 6:22 9:6 11:21 12:13 19:1 19:9 20:20 23:15 24:2 32:6 39:7 44:4 49:1 57:3 59:8 66:4 70:15
backlash 67:2
backup 27:13 28:10 51:5 69:17
backwards 15:10
ballpark 12:8
bar 37:6 67:24
barrier 14:16
base 22:11,12 66:1
based 8:16,20 32:8 33:12,22 34:20 45:19 60:7
basement 15:6,11 15:12,16,24 17:24 40:10,14 52:10 59:6
basic 77:24
basically 16:21 17:16 20:10,24 39:24
bedroom 29:3 30:12 35:24 36:10 37:12,13,16,23 38:5
bedrooms 30:11 33:10,10 35:22 36:24,24 37:10,21 37:24 38:2,3,4

beds 72:24 73:4
beer 44:24
beginning 46:9
beginnings 14:13
begins 60:17
behalf 3:6
belief 49:20
believe 43:20 45:1
bell 37:6,7,22
benefit 7:10
benefits 6:18 16:2 17:22
best 21:18 64:22
better 5:13 13:12 15:5 27:6 54:9 56:14
beyond 34:1
bicycle 52:1 55:11
bifurcated 3:24
big 27:15 38:12
biggest 50:11
bike 4:24 29:16,19 34:17,23 35:2,5 63:5,7,8 73:7,14 73:20 75:24
bikes 29:20
bill 69:11
billed 18:2
bins 39:1
bit 7:16 9:1 15:6 15:10 20:14 25:19 26:2 29:5,10 56:13 58:1 64:11 72:14
blank 4:19 72:5 75:18
blinds 25:13,14
block 74:21 77:11
blow 37:2
blue 13:18 16:15
board 1:12 7:8 22:24 26:19 48:11 78:18
body 13:6,11 17:15 21:10
books 27:10
border 62:15
bottom 52:7
boundary 12:10
bounded 74:21
boxes 20:22
brainstorming 45:22
branding 9:17
breaks 52:12 56:12
brick 7:12 18:20 18:21 22:15
bridge 17:16
briefing 77:8
briefly 3:14 67:20 69:7
bring 7:24 22:3 42:18 47:18 53:10 54:18 68:7
bringing 26:19 28:23
brings 42:16
broad 8:11
broader 51:11
broker 34:2,8
brought 9:4 20:6 21:10,21 42:14,22 48:13 49:2 56:5
budget 58:7
buffer 12:17
build 18:3
building 4:2 5:17 9:1,14,18 10:7,15 12:1 13:7,12,17,18 14:11,23 15:3,15 15:21,22 16:3,8,15 16:17 17:8,18 18:1,2,5,8 19:15 19:23 20:5,8,13 21:15 22:23 23:2 26:21 27:4 28:24 30:12 34:10,22,24 38:15,16 39:14 41:10 47:23 48:6 48:23 49:10 51:2 51:7 54:12 55:16 55:17 57:12,22 59:15 63:8 65:5 70:2 71:2,6 73:15 75:2,6,10 76:12,24
buildings 24:3 33:13,14 38:24 47:21
built 20:15 26:2 36:7 47:24 50:5
bury 62:12,18
business 10:2 28:4 68:22
businesses 8:1 41:22 46:23 47:7
buy 57:18

c

c 37:9,9 77:23
c.s.r. 79:4
cafe 3:20
cafes 29:9
calculations 57:15
call 8:23 65:4 72:23 78:6
called 37:12 67:17
calling 33:10 70:15
calming 52:17
calvert 1:20 36:20 36:22 38:8 61:22 62:7 78:6,7
camera 77:11
cameras 77:10
canopies 6:6
canopy 58:24
capacity 42:23 64:7,10
capital 47:13
car 21:2 30:13 35:17 52:24 53:1
care 50:12 63:1
carefully 52:6
carry 72:10
cars 24:4 30:13
carve 6:17 38:18
case 3:9 42:15
catalyst 3:5 8:16 32:20 70:3
cause 78:24 79:9
caveat 47:16
cc 77:9
ccrs 70:19
cement 22:24
center 7:3 26:24 30:23 31:20,22 45:19 54:8,8,19,24 55:20 56:2 57:1 59:14 72:13
central 44:9
certain 23:20 57:13 64:10
certainly 26:1 31:11 35:2 54:17 64:5 68:5
certification 77:1
certifications 76:23
certify 79:6
chairman 1:19 3:1 8:6 11:7,12 22:5,8 24:12 25:2,23 26:7,12,14 28:12

30:18,24 31:2,8 36:16,21 38:6,9 39:10,13,17 40:5 41:18 43:8 44:3 44:12,15 45:17 48:12 49:16,24 50:9 51:10 53:4 53:17 54:2,6,22 55:14,22 56:11,19 58:2,19 60:15 61:2,6,17 65:9,14 65:21 66:6,17 67:14 68:8 69:6 70:11 72:18,21 73:7,10 74:8 78:1 78:4,8,10,12,14,16
change 17:6 36:6 41:1 60:23 61:9 61:13 74:20
changed 8:10 21:17 40:24
changes 5:11 18:2 18:3 21:22 47:22 50:21 54:21 76:5
changing 16:20
charge 51:14
check 69:21
cheryl 26:16
chicago 9:10
chocolate 22:22
choose 24:21
circuit 77:8
circumstances 48:23
city 10:22
class 16:17
clear 22:17,18,19 41:20 48:11
clearly 64:7
close 60:1
closed 77:8
closely 31:13
closer 26:3
closing 21:8 59:23
closures 46:11
clothing 29:9
coating 22:19
code 4:6,16 5:4 18:1 20:8 48:24 57:12 75:5 77:23
coded 16:22
codes 22:20 48:18 76:21
cognizant 46:4
collected 69:16
color 16:21
colors 25:13
combustible 23:5 23:11
come 29:8 48:5 73:16
comes 6:15
comfortable 36:11
comfortably 21:1
coming 15:2 33:14 52:24 53:1 56:24 67:4
commencing 1:10
commend 66:23
comment 8:24 51:23 62:20
comments 14:7 15:18 26:15 31:15 41:21 59:20,23 67:9 74:12 78:5
commercial 3:19 9:14,21 10:9 33:22 39:15 75:4
commission 1:2,18 11:4 60:2,2 68:19
commissioned 1:15 79:5
commissioner 78:4
commissioners 36:19
common 46:7,14 69:17,20 77:9,14
communications 46:16
communities 46:15
community 2:2 7:2 50:7 51:12 67:5 77:3
compactor 39:5
companies 3:5 11:10 32:10 50:2
company 33:18
comparing 65:7
comparison 21:9
competition 33:13
complete 45:14 57:14 79:10
completely 57:3
completion 45:11
complex 77:9,11 77:17
compliance 61:10 76:9,17,20
comply 20:9
components 19:22
concept 3:10 5:9 7:4 9:4,23 69:7
concern 25:11 26:2 28:17 30:1 41:13 45:17 47:17 49:2 50:11 51:16 51:22
concerned 28:10 46:23 47:4 55:8
concerns 15:20 28:21 41:5,21 44:18,21,22 53:5
concerts 47:2
concrete 40:16
concur 63:13
condition 60:5,14 60:17 61:1,3,9 63:15
conditions 61:19 74:13 76:7
condo 49:22
confident 36:8
connect 27:11 41:16,16
connected 27:5 40:17 43:12,22 54:1
connecting 31:16
connection 31:12 43:23 56:1
connections 31:10 41:24
connector 53:14
conservative 57:21
consider 49:9,15
considerably 67:16,24
considered 36:2 64:22
consisting 75:1,5
consolidate 5:6
consolidated 11:15
consolidation 5:6 11:13
consternation 47:2
constructability 16:2

construction 7:23 44:23 45:3,4,8,10 46:5 48:10 62:17
continue 12:23
continues 71:9
contractor 45:15
contradict 61:19
contribute 63:17 64:18 65:15
conversation 48:10 53:7
cooperation 51:1
coordination 51:1
copied 5:20
copings 22:23
copy 74:15
cornell 26:17
corner 9:13 11:15 13:17,19 14:22 15:1 34:24 43:15 44:4 56:1
correct 39:12 56:7 56:9 64:23,24 73:8 79:10
correctly 28:2
corridor 17:11 56:22,22 57:2 64:12
corridors 56:12 71:10
cortesi 10:6 44:6 45:1,11 64:7 71:16
cost 16:2 17:17
council 49:9
counts 17:21 32:7
county 42:7 73:2 74:2,5 79:2,6
couple 40:6 44:17
course 7:23 32:13 46:17 74:4
court 27:24 74:15
courtyard 16:10 16:13 18:24
covenant 50:23
covenants 50:24
cover 75:12
coverage 7:18
covering 12:1
covid 32:3,5,5,8 37:17,17
crash 55:20
cream 55:19
create 26:10 46:7
created 46:24
creating 65:11
creek 54:1
critical 53:12 71:10
cross 54:23
crossing 53:15,18 53:19
crosswalk 56:2
csr 1:14 79:17
curb 21:3
current 7:14 42:12
currently 6:19 42:2 60:24 65:12
curve 37:7,22
customized 58:10 58:16
cyclist 52:23 53:4 55:15,16
cyclists 53:22 54:10

d

d 37:16
daily 16:20
dark 18:20 23:1 56:15
darker 19:1 22:12 77:16
dashed 18:10
data 33:12
dated 60:17 61:8 76:10,11,12,13,13 76:14,19
david 8:15 11:3 13:8,14 20:13 32:20 37:11 48:9
david's 48:1 72:15
day 39:3,6
dealt 55:9
death 36:14
decision 51:15
deck 70:20
declaration 50:24 70:18
decreased 5:17
dedicated 13:9 40:19 64:1
deductible 69:13
definitely 72:17
deflation 26:24
degree 10:14 53:9 55:18 58:3
delivers 16:1
den 37:16
department 14:19 77:7
depending 39:20
depiction 5:8
depth 27:11 31:12
described 17:14
descriptions 26:5
design 7:11 12:24 16:9 20:3 21:21 28:15 31:24 32:14 33:17,18 54:17 58:5 59:3
designing 54:9
desire 7:7
detail 3:12 69:10
detailed 16:23
detailing 7:18
details 3:15 8:4 60:9 71:4,8
detention 42:7 69:20
determine 23:10 32:24
determined 15:4 16:9,19 17:21 21:16 60:21 70:6 77:17
deterred 47:6
detract 25:15
develop 66:3
developer 51:18 55:5,8 66:21
developer's 62:24
developers 36:12 51:11 67:1
development 2:2 3:4 16:1 25:22 26:22,24 35:23 36:13 49:17 50:4 50:6 54:16 65:23 68:4 71:9 75:1 76:8,16,23 77:4
developments 52:8
diagrams 5:19
dialogue 20:16 34:1
dictated 53:14
difference 28:7 66:10
different 6:9 9:1 23:21 25:11,13,13 37:10 64:19,21
difficult 23:8 37:2

dig 48:24
digging 48:8
diminishes 68:3
dining 10:1
direct 21:9 24:18 63:22
direction 27:14 28:1 53:11 64:19
directional 77:16
directions 64:21
director 65:23 77:4
discuss 34:2
discussed 58:12 68:12,19
discussion 6:2 10:13 59:21,22 60:1,2 65:11 67:10 74:12
discussions 34:4 60:21
disruption 46:17 46:19
distance 20:11 23:9
distinct 48:6
distributing 31:17
district 4:3,12 66:2,4 67:20
districts 6:9 28:5 67:21 68:22 75:7
document 11:24
documents 31:24 37:1
doing 23:24 59:6 67:2
door 52:22 56:15
doors 19:7 21:3 52:12,16,16 53:11 56:6 77:15
doubt 45:19
downstream 43:24 44:11
downtown 46:13 47:8,15
drain 40:18,20 44:2
drainage 40:9,19 41:1,15,15
drained 40:17
drains 40:16,21
draw 74:5
drawing 15:8
drawn 13:21 20:12 73:16
dress 21:14
driveway 5:2 76:2
driveways 55:2
du 79:2
due 72:12
duly 1:14 79:4
dupage 42:7 73:2 74:1,4 79:6
dwell 18:6
dwelling 13:7

e

e 46:9
e.g. 77:15
earlier 33:3 35:21 61:3 63:16 72:15
early 54:17
easement 49:10
easily 23:11
east 8:16 12:20 25:19 55:1,3 62:15 64:23
easy 35:1 57:4
economic 36:14 65:22
edge 20:7
educate 46:15
edward 1:21
effect 72:2
effects 26:11
efficient 18:4
effort 21:14
eight 51:20 54:11 68:20
either 18:21 40:13
elaborate 19:11
elected 21:3 51:13
electric 62:1
element 6:2 51:1 58:5 71:13
elements 4:12,21 22:22 32:17 51:6 52:14 58:18 69:20 69:22 70:10 75:21
elevation 19:17 25:15 26:4 52:7 56:12 57:7
elevations 18:7,7 18:19,24 23:15 56:8 76:13
elevator 14:23 15:1 57:1
elevators 14:24 77:15
ellen 2:2 11:14 17:19 18:18 19:9 20:5 46:2 61:22 67:19 69:6 70:14 71:3 73:7
empty 29:11,12
enclosed 38:22
enclosure 39:11
encompass 73:2
encroaches 6:19
encroachment 6:21 11:20
energy 22:20
engaged 34:3
engages 71:6
engineer 9:3 11:1 41:19
engineering 11:2 31:14 76:17
engineers 13:23
enhance 63:5 65:6
enhancements 52:5
ensure 31:15
entertain 74:12
entire 79:10
entirely 17:11,23 18:20 21:13 48:2 57:23
entitled 1:10 78:24 79:8
entrance 3:20 4:7 6:4,5,6 9:13 19:18 75:14
entrances 5:2 19:11 51:24 76:2
entry 4:4 75:12
entryways 69:21
enumerated 77:22
eradicate 49:12
eric 1:22
error 5:18
especially 44:24 73:17
establishments 29:18
evening 3:8 7:7,20 11:4 13:5 26:16
events 10:4,6 44:24 46:23
eventually 30:2
everybody 66:17

eviscerated 45:4
exact 35:19
exactly 17:9 55:22 58:5
example 65:9 69:18
exception 19:24 21:22
exceptions 75:5
excessive 36:2
excited 66:20 71:1
exclusively 15:12
exercise 48:21
exist 11:20
existed 40:21
existing 33:6,13 34:9 64:6
exists 48:18 61:14
expand 6:22
expect 13:22 16:16 46:16 55:11
experience 52:11 53:21
expert 49:19
exposed 17:11,12
extent 74:8
exterior 12:12 32:16,17 58:24 77:11
external 35:3 72:9
extra 5:19 71:15
extraordinary 48:22
extremely 37:18

f

facade 19:4,5,7 20:2 57:7 73:14
facades 7:13 18:19 19:2 75:19
face 22:15 71:15
faces 19:4,6 25:20
facilities 30:6
facility 7:19
facing 13:15,15 14:9 16:11 18:13
fact 35:9 72:12 77:21
factor 32:8
factors 60:22
factory 9:10
fails 67:8
fair 47:3
fall 48:3,4 73:8
falls 44:2
far 12:22 29:9 35:12 41:12 45:9 68:13 69:1 71:2
faster 47:24
feasible 48:17,20
features 25:12 55:13
february 7:3
fee 63:23,24 68:10 68:13
feed 43:15 64:6
feeds 63:19
feel 6:7 10:6 59:10 61:18
feels 66:18
feet 3:18 4:9,9,18 5:3,18 6:19 9:21 12:4,6,9,15 18:16 18:22 20:6 37:14 40:1,1 51:13 59:14,15,16,18,19 75:3,8,9,15,16,16 76:3
felt 36:2
fest 44:24
fiber 22:24
figured 59:17
figuring 35:4
fill 3:15
final 11:5 16:9,18 17:20,21 23:13 31:13 50:20 60:6 60:6,8,20 70:5,16 76:4 77:2,3,13
finalize 7:16
finalized 36:5
finance 66:1
find 34:9,14 45:21 48:18 73:4
finding 77:21
fine 8:6 45:24 71:4
finished 57:15
fire 14:19 51:13 72:6,10
firm 33:5 61:13
first 8:8,14 16:7 32:24 49:11 59:10 60:2 67:3,5
fit 17:1
fitness 16:17
five 4:17 17:4,8,18 30:9 36:9,10 75:9 77:2
fix 42:15
fixed 20:10
fixing 63:2,11
flank 71:19
flashing 22:23 52:20,22
flaskamp 28:13,13 30:21 31:1
flat 41:12
flooding 63:2,12 64:6,18
floods 27:16
floor 13:11 15:14 16:7,8 17:3,6 18:11,15,15,22 21:12 23:18 32:10 37:5,8,23 40:14,16 40:22 59:10
floors 17:4
flow 27:14,24 43:1
flowing 27:18
flows 64:19
flux 58:1
following 74:19 75:5 76:7
food 9:23
foot 4:17 11:20 12:17 51:20 54:11
footage 31:22
foregoing 79:9
form 49:21
formal 3:11
formally 34:3
format 49:22
former 6:19
forth 20:20 79:12
forward 6:3 7:8 9:4,7 26:19 61:16 62:22,23 71:8
found 17:13 20:24 75:6
four 4:2 52:11 67:7,22 75:10 76:22
frame 22:22
frames 22:21
frankly 23:8 36:6 36:12
free 10:23 29:23 29:24 35:10,13 49:5,12,14 68:10 68:13
front 5:19 25:18 56:10 70:19

frontages 4:10 75:17
frosted 56:10
fully 62:12
fund 64:1 66:11 68:15 69:14,22
fundamentally 21:22
funds 21:18 51:5 65:19 68:23 70:9
furniture 6:1 73:11,12
further 14:12 71:8
furthermore 36:4
future 7:9 47:15 51:15

g

gain 63:10
gap 20:1,3
garage 4:4,19 5:3 6:4 51:24 56:6 57:14,24 58:22 75:12
garages 58:20
garbage 38:13
garden 28:4 72:23
general 45:14 64:20
geographic 69:15
give 13:12 33:7,17
given 16:22
glad 48:13
glass 22:17,18 25:11 26:8,9 56:7 56:10,13
gloria 1:13 79:4,16
glow 56:17
go 3:12 5:1 7:8 9:3 11:18 15:8 19:9 20:20 23:15 29:13 29:17 30:13 38:22 54:3 71:17 77:15
goal 63:20
goes 15:9 28:1,2 41:9 44:11 52:9,9 63:24 66:11
going 3:14 4:13 5:24 6:21 8:3,4 10:20 12:8 15:11 25:8,16 26:2,22 27:4,14,23 28:8,24 29:15 30:2,3,3,13 30:22 35:7,10,12 35:18 36:8,22 37:2 38:13 40:8,8 40:11 41:11,16 42:18 43:10 45:24 46:10,20 47:5,6 48:20 49:3,4 51:14 52:23,24 53:22 54:19 55:5 55:15,17 56:4,14 58:14 59:10 60:10 61:8,23 62:1,22 63:5,9 64:13,23 65:3,15 68:18 69:2 70:1,2,4 71:5 73:15,21 74:5
good 3:8,12 11:3 13:5 26:16 34:6 36:17 37:4 48:12 59:23,24 78:19
governed 48:23
grade 18:10 38:23 40:13,20,21
grades 21:5
grading 74:6
gray 23:17 56:15
great 9:12 13:16 16:14 19:5 23:6 23:23 25:20,20 28:7 29:15,17 34:19,20 35:1 42:13 43:5 50:16 69:10 74:10,22
greater 5:3 76:3
green 12:3,6,7,9 12:13 16:8 27:1
greenway 21:7
ground 3:20 18:11 23:18 41:12 61:24 62:2
group 14:7 70:3,3
guarantee 36:8 48:2
guess 8:23 10:11 11:17 31:3 41:7 42:11 44:9 53:4 58:2 59:9 62:20 65:2,4 66:15
guidance 33:7
guys 27:6 45:23 49:6 58:3 59:22

h

half 18:16 67:8
hall 9:23
hammered 71:5
handle 26:20 42:24
handling 26:21
hands 13:23
happen 38:13 39:2 45:1 46:10,18 65:10 68:16 70:12
happening 10:17 46:21 53:8 54:10
happens 13:22 14:1 66:24
happy 59:5
hard 66:22
hate 27:17
head 9:13 20:18 66:7
headlights 24:4
heads 44:10
heard 3:10 15:21 36:17
hearing 1:10 3:11 8:9,13,23 58:8 60:1 62:14 78:23 79:8
heavily 33:5 38:4
height 5:17 9:2 15:20,22 18:1,12 28:16
held 7:2
help 41:3
hereinabove 79:11
hi 28:13
hiding 24:4
high 7:11 9:5 54:13
highest 21:17 50:13
highlight 11:17
highlights 11:24
historic 58:11,18
history 9:6,8,15,18
hits 5:7
hitting 17:24
hofstra 1:21 38:11 38:21 39:8 78:8,9
hold 51:12 60:12 63:20
holds 48:1
homage 9:19
home 34:9,15 37:19
homeowners 25:6
honest 53:23
honestly 48:13
honesty 57:15
hope 9:21 24:6 32:23 45:21 63:20

hopes 58:9
hoping 14:9
hot 49:6
hours 10:2
houses 24:2 27:18
housing 7:24 28:22,23
huge 65:3
hundreds 73:20

i

ice 55:19
idea 42:15
idot 53:14 55:9
illinois 1:13,16 8:21 11:11 32:11 79:1,5
imagery 9:17
immediate 51:22
immediately 13:20 16:13 31:5
impact 65:8
impending 75:3
impervious 7:17 12:14 42:3,4,19 75:12
impressed 59:3
improve 53:20 64:15
improvement 47:14 63:19 64:2 65:4,5
improvements 63:22 65:20
improving 42:20
inadequate 61:1
incentive 49:7
include 77:7,10,13
included 10:12
includes 14:22
including 75:22 76:10,23
income 63:21
incorporate 45:15
increase 17:20 19:10 57:17
increased 7:24,24 30:8
incredibly 37:14 47:24
increment 66:1,10
indication 34:5
indications 35:12
industry 37:12 53:2
information 35:19
input 6:24
inquiries 7:1
inserts 58:10,16
installed 77:16
integrated 10:15 21:15
interactively 33:16
interacts 71:2
interconnected 43:12
interested 8:9 22:4
interesting 71:24
interests 50:18
interior 32:15 77:14
internal 20:24
internally 62:6
introduce 11:1
investment 49:8
involved 33:19 50:9 55:6
involves 45:22
issue 42:5,22,23 45:7 62:24 63:1,3 64:8 68:2
issues 27:15 41:8 42:12,16,18 53:6 62:24 63:12 64:6 65:7 70:24
item 31:18 63:14 63:16

j

janes 11:11
jarrett 1:19 3:1 8:6 11:7,12 22:5,8 24:12 25:2,23 26:7,12,14 28:12 30:18,24 31:2,8 36:16,21 38:6,9 39:10,13,17 40:5 41:18 43:8 44:3 44:12,15 45:17 48:12 49:16,24 50:9 51:10 53:4 53:17 54:2,6,22 55:14,22 56:11,19 58:2,19 60:15 61:2,6,17 65:9,14 66:6,17 67:14 68:8 69:6 70:11 72:18,21 73:7,10 74:8 78:1,4,8,10 78:12,14,16
jason 1:19 13:1,3 34:23 35:18,19 36:20
jump 72:3
junior 33:10 37:12
justin 1:24 47:3 61:8

k

keep 17:14 49:14
kenilworth 25:5 25:21 26:23 43:16 43:21
kid 55:18
kids 54:7
kind 6:2 21:9 23:22 40:9 49:10 50:13 51:17 52:4 53:5,9 55:13,14 56:12 58:21 59:12 65:2 67:14 68:3
knee 24:5
know 9:11 10:16 10:22 22:18 25:24 27:6 30:7 34:13 44:3,10 45:7 46:16 48:14 50:16 52:23 53:6,21 54:12 58:5,7,19,21 60:4 62:24 64:9 64:13 66:7,20,21 67:6 68:11,19 70:5 71:17,20 72:19
knowledge 59:12
known 10:5 16:24 31:22 33:14
kolb 37:1 38:1,16 38:22 56:9 57:10
korb 13:3,3,3 22:7 22:10 35:21 39:12 39:16,19 40:12 47:18 52:6 56:16 72:3 76:10

l

labeled 38:18
labels 19:16
lacking 33:23 68:21
laid 13:12
land 74:1
landing 46:7
landlords 70:1

landscape 12:16 35:4 60:6,8,17,19 60:20 61:12 76:13 77:2
landscaped 74:3
landscaping 4:15 60:7,10 69:21 71:3 73:8,10,14
language 50:20 51:9
large 10:13 20:1 28:17 40:1
largely 19:22,23
larry 1:20
layout 28:5 76:18
lead 28:20
leases 34:10
leave 60:23
leaves 64:20
left 21:20 38:17 65:13
legal 7:5
letters 7:6
level 5:22 9:5 17:23 23:20 50:13 54:13 66:1 71:3 75:20
levels 40:20
license 1:14 79:17
lie 18:7,8
lieu 63:23,24
light 13:17 52:22
lighting 19:13 58:24 77:14,16
lights 52:20
limit 67:22
limitations 4:19 75:18
limited 58:21
limits 18:1
line 5:14 6:20 11:19 12:5,7,12 19:3 45:20 46:8 48:5 60:16 62:4 63:14,16 72:8,8,13 74:6
lines 9:9 61:24 62:7,13,14,18
list 35:17 69:21
lit 56:18
literally 54:11
little 6:5,15 7:15 9:1 15:6,10 18:13 19:14 20:5,14 24:8 25:19 26:2 28:9 29:5,10 38:18 48:8 56:13 58:1 64:11 71:14 72:14
live 25:19 28:18
lobbies 53:11
lobby 13:17 14:21 58:23 77:15
local 34:2 41:21
located 77:18
location 10:7 12:22 34:6,21 35:13 53:6,13
locations 35:4
lock 23:6
long 14:23 18:7 47:14 49:3,4
longer 17:24
look 4:13 12:21 21:15 24:8 25:16 28:21 33:5 35:18 37:6 42:22 52:6 54:19 63:1,11 64:5,14 71:19 72:17
looked 15:21 47:11 50:18 59:13 64:11
looking 19:20 31:15 44:4 58:14 62:22 65:3 71:7
looks 70:20
lose 13:22
lot 5:14 6:20 7:17 11:16,19 12:12 16:1 20:8 21:13 29:2,16 36:1 38:14 44:5 46:14 50:5 56:11 58:22 67:13
love 52:17 71:17 71:24
low 44:6 64:12
lower 13:15 19:16 67:24
lowering 28:16
lowest 75:20
luck 78:19
luedtke 1:22 43:10 70:24 72:20 78:10 78:11
luxury 28:24
lying 64:12
lyon 8:15,15 31:6 32:20,20 45:7 49:19 50:1,11 55:10 58:7 62:11
lyons 46:20 47:5

m

mailed 7:6
main 9:13,13 13:16
mains 18:11
maintain 23:20 51:6 70:9
maintainable 23:11
maintained 20:19
maintaining 35:9
maintenance 50:14 68:14
major 9:24 46:13
making 12:13 19:14 31:11
man 53:11
manager 48:10
mandate 63:14
map 3:3,23 44:4 74:20
march 3:10 5:10 7:5 13:6 14:7 15:3 15:15 17:4,7,13,15 18:12 20:7,21 21:10
marker 71:24
market 3:17 16:19 16:23 33:4,6,12,22
marketing 17:1
marketplace 33:13,15,23
marquette 3:5 8:19 32:9 50:2 70:2
masonry 19:3 22:12
massing 9:2
match 32:17
matches 22:15
material 18:21 19:1 22:2 23:1,3 24:6 57:9
materials 59:3,4
matter 1:10 41:6,7
maximum 75:10 75:11

mc 67:22
mean 11:18 22:17 53:24 56:23 58:24
meaningful 26:6
measured 4:14
mechanical 15:13
mechanically 23:19 57:24
mechanism 70:8 70:21
meeting 7:2 20:21 33:4 47:11 69:3
meetings 68:11
meets 44:5 77:22
member 1:20,21 1:22,23,24
members 1:18 60:3
memo 5:18,20 7:18 74:15
memorializing 50:12
mental 25:1,4,4,24 26:8,13 32:19
mention 19:10 73:21
mentioned 13:9 17:19,21 18:18 20:5,13 23:15 28:22 29:14 30:7 35:21 36:4 37:11 48:9 67:19,19
metal 22:22 23:22 56:15 57:16
michael 1:23
michigan 8:17
middle 25:21 39:11 71:18
mike 63:13
million 3:17
millions 66:10
milwaukee 8:16 13:5
mimicking 20:14
mind 54:22
minimal 22:11
minimum 4:9,14 75:16,19
minor 21:22
minutes 24:16
mirror 12:21
mirrors 52:15
misread 38:2
missed 73:19 74:10
misunderstood 61:2
mitigated 44:20
mix 16:22 17:1 36:23 37:20
mixed 3:17 4:2 50:6 75:1,9
modifications 12:11
modify 78:19
moment 18:17
monarch 72:23
monday 54:3
money 21:14 63:24 64:1 66:4
monterey 27:13
month 67:7
months 33:20 46:1 68:20
motion 60:11 74:12,18 78:2,3,5
move 6:3 7:15 20:3 24:13 60:1
moves 62:23
moving 17:22 61:16
mulch 6:19
municipal 77:23
municipalities 47:20
municipality 70:9
mx 3:24,24 4:1,12 5:12,13,15 6:10,10 67:16,16,20,21,21 67:22 68:2 74:20 74:20,20 75:6,7
myrtle 5:7 11:15 14:22 15:2 19:6,6 25:5 74:21 77:20

n

name 9:16 11:8 13:3 24:17 25:2
naperville 8:20 32:11 50:3
nationally 16:24 33:4
near 19:2
necessarily 55:4 56:20 58:15 64:3 69:3 70:11
necessary 76:22
need 28:21 29:4,20 30:4,10,13 34:10 45:14 48:18 51:4 57:13 60:9 62:3
needed 51:5 77:17
needs 39:20 76:1
negative 15:19,19 65:8
neighborhood 29:3 57:4
net 12:14
never 14:2 18:8
new 8:1 12:3,7,9 19:20 25:18 26:22 28:15 34:9,14 65:12 69:17 75:1
newer 26:1
newsletter 46:9
newspaper 3:22
nice 20:10 23:5 25:23,24 30:16 73:21
nicely 22:16 32:15
night 56:17
nine 37:21
nod 9:8
non 8:24 23:5,11
north 5:15 6:10,16 13:4 29:1 44:9 51:20 54:4 55:15 55:17 56:3 57:9 62:16,18 63:5 71:19
northeast 13:17
northwest 15:1 34:24 56:22
notation 50:23
notch 17:10,14
notches 74:2
note 4:11
noted 14:20
notes 12:19
notice 7:5
number 15:4 17:13 33:8,19 53:2 60:14 61:1,9 64:5
numbers 35:20 66:7

o

oakland 28:14
object 51:4
obligated 42:6
obnoxious 59:1
obtaining 76:22
obviously 9:15 34:19 39:22 53:1

59:1,3 64:9 71:10 71:11
occupancy 47:21 47:21 48:14
occurring 76:6
offer 37:18
offered 10:23 35:10,12
offering 34:23 35:11
official 8:8
officials 51:13
oh 38:1 74:5
okay 26:7,12 30:24 31:2 32:19 38:21 39:18 41:2 42:11 43:2,7 44:13 53:19 58:2 59:6,7,24 61:6,11 61:21 68:8 78:6,6
old 59:15
once 6:22 39:3 43:12 48:10 53:8 55:1
ongoing 34:12
open 14:14 23:18 40:15 52:16 53:12 54:8,20 57:8,8,8 57:10,11,14,19,20 57:23 59:9
opening 23:20 52:22 57:13,18
openings 23:19 72:12
operate 39:1
operating 50:24
operation 50:15
operational 48:4
opportunities 7:1 9:24 72:1
opportunity 34:13 37:19 71:14,24 72:16 73:13,19 74:10
opposite 12:21 42:13
options 8:1 28:22 28:23 70:22
order 22:14 75:24
ordinance 27:9,20 42:8,9 77:24
originally 59:11
orlowski 1:23 40:6 41:2,20 42:11 43:2,4,7 44:11 55:21 62:19 65:1 66:15 67:11 68:6 68:9 78:3,5,12,13
outdoor 16:11 18:18 19:18 20:19
outlets 43:16
outreach 66:24 67:1,3
outside 38:15 65:10
ovaltine 9:10 20:12 27:24 59:15 66:8
overall 12:11,13 75:10
overflow 64:12
overhang 23:4
overhead 19:7 62:12
overheads 52:8
overlapping 45:20 46:6
overlay 69:12
overlooking 16:11 20:18
overlooks 13:16 16:14
overview 8:11 20:4
owned 10:21 50:6 63:9
owner 3:7 49:11 51:2
owners 51:16
ownership 49:19 50:1,8 70:6,22
owning 70:4

p

p.m. 1:11 78:21
packet 7:18 60:14 63:14
page 46:8 60:14 79:2
pages 74:17
paintings 72:18
panel 57:19,20
panels 57:18 58:16
parapet 59:14
parcel 6:8,17 74:1
parcels 5:6,15 11:14
park 1:1,12,13 3:6 9:6,9 10:6,8 25:5 28:14 29:2,4 42:9 44:9 46:20 47:5 51:14 58:12 63:3 64:7 68:18 69:19 71:16,16 77:6,7
park's 10:5 77:24
parked 29:20
parking 4:5,6,22 5:22 7:15 10:14 10:18,19,21 13:8 13:10,21 14:3,13 14:15,16 15:12 17:22,23 18:3,4,9 18:15 19:8,12,18 21:13,14,18,23 23:18 24:7,8 29:19,22 30:6,8,10 35:9,11,23 36:6,12 36:13,15 38:11,14 39:11 40:7,9,12,13 40:20,22,24 44:5 44:21 45:2,3 47:10,17,23 48:4 49:1,3,4,12 50:5 52:9,10 56:17 67:12 68:9,12,15 68:21,23 70:5,23 75:4,13,14,22 76:14 77:15
part 9:15 15:17 23:15,24 32:14 50:5 56:4 73:24
partial 47:21
partially 24:3
participate 7:22
participation 24:13
particular 37:5 43:3,14 64:4
partner 8:18,19
partners 3:5 8:16 8:20 32:21
parts 18:5
party 16:17 33:15
pass 22:9,20
passes 78:17
passing 54:11
path 3:20 4:24 6:20,22,23 8:2 9:15 29:17 43:11 53:23 54:3 55:7 63:6,7,8 64:17,19 73:16 74:3 75:24

patrick 65:22
patronize 8:1
pavilion 18:13 20:18
paving 76:18
pay 9:19 30:2,5 68:18
peak 45:10
pedestrian 6:4 14:5,8 19:17 21:2 52:23 76:1
pedestrians 19:11 52:1 58:20
people 8:12 10:2,3 27:23 29:16 35:6 46:8,9,15 47:5,6 54:7 69:2 73:15
percent 7:12 12:1 20:1 36:5 42:3 57:19,20 75:11
percentage 32:5,7 57:13,17
perfect 47:16
perfectly 53:18
perforated 23:22 57:16
performed 16:24
period 44:23 45:10
permit 4:3 76:24 76:24
permits 20:8 26:21 76:22
permitted 5:4 75:11,14 76:3
perpetuity 49:18 49:23
personally 47:4
perspective 49:7,8 57:12
petition 1:4 3:1
petitioner 3:6,12 8:5,7 69:4
photometric 77:2
photometrics 61:13
pick 36:9 39:7 54:3
picking 18:4 36:7 39:8
pickup 38:13
piece 11:14 23:13
pieces 73:24
piggyback 43:10
pins 77:19
pioneer 43:15,24 44:5 64:6
pipes 27:18
piping 27:4,11 28:2,6
pitched 40:16
place 14:24 35:6 47:9 51:6 52:5 53:3 55:20 64:22 79:11
placed 51:5 62:8
places 30:5 36:1 48:7
plan 3:10 4:24 5:9 5:10 6:18 7:4,14 11:23 12:16 16:12 17:6,7,12 26:9 35:4 37:5 38:11 45:2,5,6 46:24 52:3 53:10 60:6,7 60:8,17,19,20 62:12,17 69:17 76:9,11,12,13,14 76:18,18 77:13,14
plankinton 13:4
planned 3:4 74:24
planning 1:2 45:16
plans 12:6 13:11 27:1 45:12 61:10 76:17 77:3
planter 20:22
planters 21:2
plat 3:2 5:5 11:5 11:18 50:18 51:9 70:16 76:4
plates 52:20
plaza 13:15 14:9 14:10 19:19 20:19
please 24:18 25:3
plus 37:16
podium 15:23 17:23
point 8:3 14:5,8 24:1 28:8 44:6 48:12,20 50:22 51:8 54:23 60:3 61:7 64:16 67:15 68:13 70:17 72:15
pointing 61:11
points 14:19
pole 62:3
poles 62:2
police 77:6
political 51:12
ponds 69:20
pool 16:13 27:9
popular 37:15
portion 5:7 8:2 50:16 62:17 73:1 77:20
posed 34:17
possibility 48:7
possible 29:1 37:18 48:3 58:3 71:20
possibly 49:9
post 37:17 45:10 45:10
potential 33:21 34:2 68:3 70:13 71:14
potentially 46:5 54:7 66:14
power 62:14
prairie 9:15 28:4 29:17 53:23 54:3
predominately 19:3
prepared 76:9,18
prescribed 18:1
present 1:18 2:1 9:11 41:22
presentation 7:4 8:24 22:1
presented 5:9 8:22 58:8 62:13
presenting 26:21
preservation 72:23
pressure 52:20
pretty 22:16 36:8 40:1 44:7 47:8 57:4
pride 72:24
primarily 23:16
prime 72:1
prior 68:11
private 14:13,15 14:16,17 17:23 59:9
probably 8:13 24:21 37:13 40:2 41:11 43:21 46:1 56:23 63:11 66:14 68:1 73:8

problem 27:17,21 35:3 42:15 45:24 59:2
problems 27:16
proceedings 1:9 78:22 79:7
process 32:1 34:12 45:16 55:6 60:12 61:14 67:8,8,24 73:4
produces 39:22
producing 16:3
product 23:1,5,7
programming 10:10 45:11
prohibitive 17:17
project 3:15,16 7:23 8:11,13 10:12 12:14 15:5 16:24 29:1 34:11 42:16 45:18 46:13 47:14 50:3 51:21 62:23 63:15,17 66:13,19,24 67:4 67:10,11 68:4 69:8 71:1,9
projects 46:6 50:10 64:3
prominent 6:5 19:14
proper 31:11 33:8
properties 65:18 66:2
property 12:5,7 19:3 51:16 63:9 63:10 65:17 66:3 69:12,14,24 72:7,8 72:13 74:7 77:18
proposal 21:12 48:1 74:17
proposed 3:16 5:20 13:7 17:19 22:15 38:20 45:2 57:9
proposing 23:21 41:24 59:13
protect 50:17 73:4
protections 50:7
provide 9:23 32:14 42:6,8 49:21
provided 14:1 32:18 33:6 69:15 70:18
providing 10:20 29:16 33:2
proving 17:17
public 1:9 2:3 3:11 4:5 6:24 7:10,14 8:8,23 10:13,14,17 10:21 13:10,21 14:3,15 15:18 19:12,18 24:13 26:20 34:18 35:5 35:9 45:2,3 48:4 49:3,4,12 50:5 56:20 59:8 60:1 62:13 71:15 75:13 76:2,14 77:10 78:23 79:8
published 3:22 7:5
pud 4:1 5:10,12 7:10 11:23 74:21 76:11,18 77:13
pull 7:3 9:7,7 39:7
pumping 41:14
purchase 49:14
purple 6:10,11,12
purpose 10:13 65:24
pursue 57:16
put 5:19,22 17:15 30:16 39:1 49:6 51:6 53:3 61:16 63:2 65:22
putting 41:14
puzzle 23:13
pz 1:4 3:2 74:19

q

qualified 1:15 79:5
qualify 57:14
quality 7:11
quantity 33:1
question 25:7 32:2 32:12 34:16 35:8 35:14,16 38:7 40:7 41:4 45:6 47:14 51:11,12,17 51:18,23 57:6 59:20 70:21
questions 7:20 24:14,18,22 26:15 31:4,10 32:23 36:16,18 38:10 40:6 43:8 44:12 44:15 59:21 60:3 78:5
quickly 72:4

r

r2 3:24 74:20
racks 29:16 34:17 35:2,5 73:7,15,20
rail 9:9
rain 27:16
ramp 15:2,3,5,8
range 9:22 34:4 47:14
ranging 4:8
rate 3:17
rating 72:10
ratio 35:18 36:12
razed 34:11
reached 9:6
read 37:2 56:14 74:16
real 11:17 15:18 17:6 33:12
realistic 48:16,20
reality 12:5
realized 5:13
really 9:5,6 10:12 25:7,14 26:5 29:24 34:6 35:5 66:19 67:19 71:1
realm 65:11
rear 4:5,6,16,18 75:8,13,14
reason 5:21 15:17 63:4
reasons 15:4 17:13 21:17
rec 7:3 30:23 31:20,21 45:18 54:7,8,19,24 55:20 56:2 57:1
receive 47:20
recessed 18:21
reckelhoff 8:19 32:9,9 39:4
recommendation 50:19 78:17
record 3:13 8:12 24:17 25:3 65:22 66:5 69:1
recreation 10:3 26:23 34:20
recycling 38:20 39:5,19

redevelopment 49:20 60:22 70:7
reduce 15:22
reducing 42:4,19
reduction 4:20 7:17 75:18,21
reference 58:17
referenced 4:21 6:13 13:14 33:4
reflect 26:10 58:11
refusal 49:11
refuse 39:23
regarding 31:9,10
regards 44:21 60:13
regulations 75:6 76:21
reject 78:18
relandscaped 11:21
related 58:11
relevant 67:18
relocated 62:4,5
rely 33:5
remainder 74:1
remaining 35:17
remains 14:17
remediated 44:20
remember 61:23
remind 8:8
reminds 73:23
remove 6:21
removed 18:9
removing 20:22
renderings 22:16
rental 69:24
rented 25:9
replant 73:5
report 1:9 33:17 67:18 79:10
reported 1:13 79:6
reporter 74:15
representation 37:4
representative 8:18 23:14
representing 25:5
represents 51:21
request 3:21 4:23 5:16 62:9 75:23
requesting 4:17
requests 74:19
required 4:10 42:8 56:17 75:9,17
requirement 4:17 75:22
requirements 31:11
requires 27:10
research 29:8 33:5 33:23
reserve 10:19
residences 17:4 39:16
resident 4:5 49:2 75:13
residential 3:17 14:13 15:12 16:7 16:17 18:5 19:7 19:22 35:23 39:14 39:18 75:2,3
residents 8:1 10:1 10:20 27:12 28:9 28:18 35:3 49:15 52:17 72:24
respect 33:21 34:17 45:12
respected 33:4
rest 48:6
restaurant 9:22 39:22 73:18
restore 8:2
result 12:14
retail 13:14 14:10 18:11 19:21 20:17 24:3 39:20,23 40:2
rethinking 54:21
return 49:7
returned 12:18
revenue 63:10
review 20:24 77:6
revised 60:18
richard 25:4
right 4:3,7 5:7 8:5 9:12 13:15,21 15:7 19:16 21:11 23:16 24:12 26:8 26:14 27:10 29:14 29:23 30:7,20 35:22,24 36:18 38:9,17 39:7 42:17 45:1 47:12 49:10 54:2,13 55:18 56:19 57:10 57:21 59:24 72:13 74:8,11 76:3,24 78:1
rights 70:23
rise 64:17 66:4
road 53:22
roads 44:5,7
role 50:17
roll 39:6 78:6
rolled 39:1
roof 12:6 16:9 40:18
roofs 59:9
room 1:12 34:23 38:19,19,23 39:24 40:4 60:23
rooms 16:17,18
roughly 12:1 63:17
rs 67:21
rule 70:13
running 18:14 55:19 62:14
runoff 42:21
rustic 72:18
ryan 11:1,10 35:14 42:2

s

safe 36:2 53:3
safety 52:4 55:13
sales 7:24
salt 54:1
sample 23:23
samples 22:3 24:10
sanitary 62:4
sat 47:11
saw 15:15 17:7 58:17
saying 37:13 55:15 60:24
says 38:12 63:17 70:18
scale 16:4 20:12
scales 23:21
schedule 48:1
screen 23:22
screening 24:5
seat 49:6
second 15:14 16:8 18:15 19:9 21:12 40:13,22 49:1 78:2,3
secondary 14:21 14:23 15:1 67:15
seconded 78:4

section 14:20 75:7
security 58:4 77:5 77:8
see 6:9 7:8 14:6 16:8 18:8,9,16,20 18:23 19:6 20:1 21:20 22:18 23:1 23:3,17 25:15 26:6 27:1 29:11 29:13,19 37:9,20 38:11,16,18 52:24 56:15,23 64:14 70:17 71:14 72:1 73:15
seeing 16:6 19:4 20:11 22:4 30:20 41:2 56:8 59:2 71:8
seek 9:17
seeking 10:18 34:5
seen 8:20 52:15,21 69:19
selection 45:15
self 44:20
senior 46:3
sense 13:12 67:16
separate 50:1
separated 14:15
series 32:22
serve 10:1,9 39:13 39:15
served 9:9
service 39:6 69:11
services 13:18 69:15
set 6:22 8:10 18:24 22:8 79:11
setback 4:14,16,18 75:8
seven 9:1 13:7 21:12 59:6 77:13
sewer 27:11,13,22 28:11 31:10 42:1 43:16,17,18,19,23 64:7,9
sewers 27:3 28:3,6 31:16 42:24
share 44:18
shining 24:4
shlensky 1:24 37:24 44:17 47:3 47:16 48:22 60:13 60:16,24 61:18,21 63:13 70:14 72:22 73:17 74:16 78:14 78:15
shoot 38:20 39:24
shortage 10:17 33:7
shorter 18:14
shorthand 79:7
show 13:11
showed 15:3 17:12 34:23
showing 12:16 20:4 23:16 52:11 57:7
shown 12:3 52:3 56:7 57:10
shows 7:14
side 4:4,11,22 11:19 12:12,17,20 12:21 14:10 19:15 29:1 32:16 42:13 42:24 43:4,15 51:20 55:3,16,17 57:2,9,22 58:9 63:7 64:23 75:12 75:23
sides 17:12
sidewalk 21:1 23:9 51:20 54:11 56:1
sidewalks 71:7
signage 46:16
signature 79:16
significant 5:11
significantly 59:18 65:16
sills 22:13
similar 24:22 46:12 50:2 57:9
similarly 33:22 58:19
simple 25:7
siolidis 1:14 79:4 79:16
site 6:19 11:23,24 12:9 17:2 42:3 44:2 53:10 62:15 62:16,17 65:17 76:11,12,18 77:13
sitting 35:23
situation 42:21 52:18 64:15
six 4:2 37:23 59:7 75:1,9 77:5
size 16:22 36:13 41:10
sized 43:19
sizes 37:10,21 38:5
skim 21:18
slabs 40:16
slang 37:13
slide 21:8
slowly 52:16
small 14:6 64:8
smoother 67:13
snow 11:21
sodded 12:18
soft 23:3
solid 56:14
solution 45:21
solve 55:5
somebody 24:23
soon 13:23
sorry 22:2 31:1 38:1,2 61:22
sort 14:6,16 18:12 19:2,10 23:1 39:4 52:20 53:2 54:20 58:5,17 71:22
sounds 44:19
south 1:4,12 3:2 4:22 5:15 6:11 11:19 12:12,17 13:15 14:8 16:11 17:11 19:15 25:4 26:17 28:14 44:9 44:10 55:3,12 57:6,7,22 62:18 63:7,7 64:18 73:14 75:23 77:18
southern 62:15,16
southwest 19:21
space 3:19 9:14,21 10:9 12:3,9,13 13:24 15:13 27:1 34:6 58:22 59:8,9 75:3
spaces 7:15 10:14 10:21 13:8,22 18:5 29:22 30:10 36:7,9 49:13,14 70:23 75:4
speak 3:14 7:20 24:24 30:19 62:11 71:4
special 3:3 4:1 10:8 67:23 69:11 74:24 77:21
species 12:23
specific 24:18 53:15 64:2

spending 21:13
spoken 46:22
spots 71:11
square 3:18 6:17 9:21 12:4,6,8,15 31:22 37:14 38:12 75:3
squeeze 47:12
ss 79:1
ssa 51:4,5 69:7,11 69:23
stack 17:15 19:24 20:2 38:3
staff 12:23 31:13 31:15,21 41:3 45:23 46:3 50:17 51:17 60:5,8,18,19 61:15,18 62:21 66:20 67:18 73:3 73:22
staffing 14:18
stages 54:17
staging 45:13
stair 59:16 71:21 72:11,13
stairs 72:6
standardization 25:9
standards 21:4 77:22
standpoint 16:3 41:1
start 10:12 19:10 25:14 45:10 71:5
starts 48:3
state 1:15 11:8 24:16 27:7 79:1,5
stating 27:21
stay 29:24
step 59:8
steps 58:20
stock 53:3
stop 35:7
storage 34:23 38:18 55:11
store 39:23 40:3
storefronts 29:11 29:12 30:4
stores 29:9
stories 4:3 59:7,7 67:23 75:10
storm 42:1,24 43:16,17,18,19,20 43:21,23 64:9
stormwater 7:21 27:15 41:6,17 42:4,7,21,23 44:19 63:19,21 64:1,2 77:1
story 4:2 9:1 13:7 21:12 67:22 75:1 75:9
strain 27:3,22
street 4:10,14 5:23 6:14 8:17 12:19 18:19 20:22 21:5 21:6 24:5 32:10 39:2 56:3,10 57:2 71:3,6 73:10,12 75:17,22
streetscape 4:8,21 6:1 46:13 61:12 75:15,16,21
strip 12:17 23:22
strong 15:19
structure 14:14 24:8,9 65:5
studio 36:23 37:8
studios 33:9
study 16:23 30:22 31:18,19,23 32:1 35:15
stuff 56:5 69:4
subdivision 3:3 11:6 50:19 51:9 69:18 70:16 76:5
subject 50:20 76:5 77:3,5
submittals 31:14
submitted 31:20
substantial 7:11 61:10 68:2 76:9 76:17
success 23:6
successful 33:24
successor 70:3
sufficient 10:19
suggesting 57:22
suitable 34:15
suite 8:17 13:4
summer 44:24 48:5
supplied 25:9
supply 68:14
sure 22:7,10 24:1 26:18 27:9,20,21 28:6 45:18 50:12 52:4,21 54:15 57:23 63:6 66:16 74:14
surface 41:12,12
swimming 16:13 27:9
swinging 21:3
switch 15:23 67:12
system 27:3,22 28:2,11 40:19 41:15,16,17 64:23 77:9,10
systems 27:12 77:5

t

t 3:24 5:12 67:16 67:22 74:20
take 6:11 13:24 34:13 35:7 63:1 63:11 64:14 72:24 74:14
taken 1:9 50:12 58:20 78:23 79:8 79:11
talk 15:6 20:14 30:6 45:8 69:7
talked 29:22 45:9 46:4 47:1 58:12 62:5 63:16 69:5,9
talking 5:12 6:1 54:6 60:4 73:20
tall 18:16 20:6
taller 59:17
taught 52:12
tax 7:24 65:24 69:13,13
taxes 66:3 69:14
tbd 60:19
team 16:1 21:4 33:17,19 39:6
tear 27:2
techniques 46:14
tell 17:8 22:6 28:6 46:24 59:5
ten 6:19 43:20 65:13 74:17 75:15
tenant 9:22,24 34:7,9
tenants 29:9 33:21 34:3,4 40:2 55:12
tends 37:6
terms 9:2 34:22 47:9 50:14 58:24 60:10 65:16 70:19 71:15

terribly 23:14
testimony 79:7,10
text 70:15,20
thank 11:3,12 24:12 26:12,13 28:11,12,16 30:18 35:18 40:5 44:13 44:14 59:24 61:17 61:21 70:14
thanks 30:17,24
theoretically 65:19
theory 42:20
thing 28:15 30:21 47:19 52:19 59:13 60:4 66:23 67:17 68:6
things 10:16 16:16 20:9,9 25:14 26:4 46:18 53:17 61:8 61:13 71:23
think 14:1 15:19 16:4 22:15 28:16 30:1 34:16 37:24 41:18 49:16 51:10 53:5 55:24 58:8 59:1,17 61:2,9 63:10 66:17,18 67:12,14,18,19,21 68:1,4 71:13,19,23 73:13,18
thinking 40:2 55:23
third 33:15
thought 30:16 54:13 55:6 56:24
three 5:6 24:16 29:3 37:23 38:2,3 43:21 46:5 64:21 76:4,20
threes 33:11
tie 32:15
tif 65:12,14,16 66:6,8,12
tifs 66:5
time 5:13 8:14 13:10 31:14 36:19 44:13 45:3,19 46:18 56:5 67:5 78:21 79:11
tirelessly 66:21
today 9:17 10:19 10:22 58:17
tonight 3:9 21:21 22:1 24:11 41:22 48:2 60:11 67:5 69:4
top 16:3 23:2 66:7
topographic 44:4
topographically 44:1,19
touching 49:1
tower 71:21
towers 59:16 71:18
townhome 25:6
townhouses 26:23 27:24
traffic 21:2 30:22 31:18,19,23 32:1,6 32:7 35:15
trail 7:22 9:12,12 11:22 13:16 16:12 16:14 18:13 19:5 20:18 25:20 29:15 29:18 34:20 35:1 42:13 51:21 52:2 53:14 54:16,23 55:12 74:23
trails 10:3
transcript 79:9
transitions 68:17
transparency 75:19
transparent 56:14
trash 38:12,19,19 38:23 39:5,10,19 39:24 40:3
tray 54:3
treating 51:24
treatment 25:10
treatments 25:8 32:13
trees 5:23 12:19 12:21 20:22 21:5 21:6
tri 7:22 51:21 53:14 54:16,23
trial 53:6
triangle 6:13,16
triangular 11:14 73:24 74:2
tributary 43:17
trucks 39:2
true 48:1 66:18 79:9
truly 11:6
trustees 49:8
try 8:10 9:7 17:1 21:14,18 24:7 31:6 32:22 34:9 34:14
trying 9:19 20:13 24:1 27:7,7
tucker 26:16,16 32:2
tucker's 31:9
turn 8:4 10:24 13:1 53:10 55:18
turned 11:21
turning 12:12 57:3
turns 67:7
tv 77:9
two 6:9 9:9 13:23 16:10 29:3 36:24 37:21,24 38:1,3,3 41:24 43:21 52:8 54:10 59:16 62:14 64:5 67:23 70:1 72:6 74:24 76:16
twos 33:11
type 12:23 33:9 49:22 61:15 68:4 75:6
types 25:13 37:5
typical 17:3
typically 38:24

u

ultimately 21:16 43:17,22
unchanged 19:22 19:23
uncovered 4:13
underground 5:22 40:8 62:8
underneath 23:4
understand 29:5,7 29:10,20,24 30:14 41:13 51:16 53:18 55:2,14 65:1 73:1
understanding 28:1 50:4 51:19
undesirable 26:11
unforgiving 47:9
union 3:4 9:16 54:20 76:5
unit 3:4 25:20 74:24
units 3:18 13:8 16:21,22 17:8,15 17:18,20 19:24

20:2 25:9 26:1 27:8 28:11 32:16 32:18 33:1,8,8 36:10,10,23 37:6 37:23 38:5 75:2
unshaded 15:7
updating 32:1
upper 38:17
upsize 64:8
usage 39:15
use 3:4,17 4:1,2 14:9 21:4,18 33:15 35:5,6 39:18 50:6 52:14 53:22 55:12 56:20 64:2 67:23 74:24 75:1,9
user 39:21 73:18
uses 77:22
usually 56:9,15 67:7,7
utility 61:24
utilizing 63:21

v

v3 11:2,10 76:19
vacated 6:14 77:21
validate 33:15
valuation 66:2,3
value 66:9
values 65:17
variation 68:1
variety 29:6 33:1
various 37:21 38:5
vary 39:20
vasili 41:23
vassili 2:3 43:9 44:13 73:23
vastly 39:22
vehicular 51:24
ventilate 57:24
ventilated 23:19
verbatim 74:17
version 15:15
versus 38:3 52:8 58:16
viable 34:6
vicinity 41:8
vicky 28:13
view 19:20 25:15 25:18,23 34:19
views 26:4
villa 1:1,4,11,12 3:2,6,19 5:24 6:8 9:6,9 10:5 12:20 12:22 19:21 20:23 21:6 28:14 29:4 29:12 42:1,9 43:13,18,19 44:6,8 53:16 55:1,4 58:11 61:23 64:23 69:18 74:22 77:6 77:7,12,18,24
village 1:1,11 3:6 7:8 13:10 16:4 21:4 27:5 29:23 30:1 34:10,14 35:11 41:3,19 42:9,14 45:5,6,7 45:14 49:2,13,21 50:21 51:2,15 55:23 63:9,18,20 64:3,21 68:12,21 70:4,22 72:24 73:3 75:24 76:6 76:21 77:7,24 78:18
village's 4:23 49:18 50:17 62:9 63:1
visible 72:16
visit 47:5
visiting 47:6
vista 71:19
visualized 52:1
visually 23:22
voluntary 7:2
voskresenski 2:3 41:23,23 42:17 43:3,6,14 44:14 53:13,24 54:5,15 55:7 63:23 64:24 65:13
vote 60:11 78:6,16
voting 8:24

w

wagner 11:1,3,10 11:10,13 31:9 32:4 44:1
walk 14:10 40:3
walking 57:1
walks 72:10
wall 4:19 24:5 54:12 59:11 72:5 75:18
walls 4:19
want 10:8 18:6 22:5 29:11 31:4 35:5,7 50:22 51:8 52:4 53:18 55:3 55:12,21 57:19,19 58:3 60:5 61:4 63:6 64:16 65:21 66:23
wanted 13:11 28:8 34:13 45:8 53:15 60:23 68:7
wants 24:23 54:23 74:13
watch 69:2
watching 69:2
water 27:3 32:10 40:10,15,23 41:8 41:11,14,14 44:1 64:20
waterfront 50:4
way 4:14 5:7 14:11 18:2,3 20:1 24:15 27:18 36:6 38:24 44:2,10 47:22,23 50:10 55:24 61:4 65:8 66:18 76:3,24
ways 15:22 47:12 53:20 59:12
we've 3:11 4:12 10:15 14:1,4,18 20:19 21:5 23:6 31:21 45:9 47:22 48:7 52:15 62:5 68:12 69:5
wear 27:2
weber 2:2 3:8 46:2 46:2 47:8 50:16 60:20 61:5,7,20 62:1,9 64:16 65:21 69:9 73:9 73:12,23
week 46:9,10
weighted 38:4
welcome 28:15 30:15
went 6:16 11:14 15:3,5 66:8,8
west 13:20 14:12 43:15,20 44:8 51:20 52:7 55:16 55:17 62:15
western 9:12 11:22 13:16 16:12 16:14 19:5 25:20

25:21 29:15,17 34:19 35:1 42:13 43:5 71:18 72:11 74:22
westernmost 72:7
westward 61:24
whatnot 30:4
wide 21:1 58:23
wildly 39:20
wildwood 4:23 5:24 14:4,6,22 21:6 23:17 24:2 27:12 39:9 44:8 53:16 55:3,19 57:17 74:22 75:23
win 16:5,5
window 22:12,21 22:22 25:7,10,19 32:13
windows 25:12
wise 31:18
wish 49:11
wishing 30:19
wonder 54:9
wonderful 10:6,16
wondering 25:16 53:20
wood 23:5,10
woodridge 11:11
word 15:19
work 12:22 33:16 37:18 45:13,21 48:19 64:13 66:5 67:7 72:14
worked 50:10 60:9 66:20,21
working 10:2 31:13,21 34:14
works 2:3 26:20 48:15
worried 26:4
worse 32:4
writing 63:2

y

yard 4:5,5,6,16,18 75:8,12,13,14
yeah 22:5 36:21 54:5 66:6 74:16
year 43:20,21 63:22 67:8
years 20:15 65:13 69:19
yellow 14:3
young 54:7

z

zero 75:8,15
zoning 1:2 3:3,21 3:23,24 5:16 6:7 67:15 68:2 74:19 74:20 77:24

VILLAGE OF VILLA PARK
PLANNING AND ZONING COMMISSION

PETITION PZ-22-0004,
VILLAGE CODE AMENDMENTS
TO ONING ORDINANCE
(APPENDIX C)

REPORT OF PROCEEDINGS taken at the Public Hearing of the above-entitled matter, commencing at 9:42 P.M. on May 12, 2022, at the Village of Villa Park Board Room, 20 South Ardmore Avenue, Villa Park, Illinois reported by GLORIA APOSTOLOS SIOLIDIS, CSR License No. 084-001205, duly qualified and commissioned for the State of Illinois.

COMMISSION MEMBERS PRESENT:
MR. JASON JARRETT, CHAIRMAN
MR. LARRY CALVERT, Member
MR. EDWARD HOFSTRA, Member
MR. ERIC LUEDTKE, Member
MR. MICHAEL ORLOWSKI, Member
MR. JUSTIN SHLENSKY, Member

ALSO PRESENT:

MS. ELLEN WEBER, Community Development

MR. VASSILI VOSKRESENSKI, Public Works

CHAIRMAN JARRETT: We are back in session and our next Petition will be PZ-22-0004 Village Code Amendment to the Zoning Ordinance Appendix C. And the Village staff is the petitioner, so that makes that part easy. Whenever you're ready, Ellen.

MS. WEBER: Good evening. This is another round at our text amendments. This I think actually started in 2020 when you first considered temporary outdoor storage containers. In the memo I had indicated the four Ordinances that I found where you have steadily been going through Consuelo's original memo.

And on some of the items in the agenda I've got some definitive recommendations because there's things I was very clear that I felt we knew what you wanted, things that you had even addressed in April of '21 with Consuelo, and then others I think we still need to talk a little bit.

So I've given you some materials to help walk us through, and you can see how it looks in this town versus that town and how should it look here.

We did publish public notice for this

public hearing on Wednesday, April 27. And basically, we published for consideration of changes to the accessory structures in all districts, several elements about parking, visibility triangles, measurements, definitions.

And then I gave you Article 4, the MX districts, in total, so that you can see the various scrivener's errors that I want to correct. And then I've got one substantive change there that I'd like to discuss.

And I'm going to go there first, I believe. So I'm going to skip around here real quick on my PowerPoint, since we just talked about MX districts for the last hour.

So as we look at Chapter 4, the scrivener errors are obviously self-evident. There was misspellings. There were some lines that were missing. There were a few figures that weren't called out from the original document that was passed in 2018.

The biggest question for me is the differentiation in the districts. And I realized that I had an error in my memo, so I'm going to ask you to bear with me on this.

This would be at the top of page 3. One of the scrivener errors is the title at the top of that table, and I carried the wrong set of districts through in my memo. So that's a given that the top of the general building on the second table needs to apply to MX-T MX-R-1 and MX-R-2, similar to the first table in 4.4.3 in general buildings.

The second thing I want to talk to you about is the differentiation of the buildings themselves.

Is MX-T supposed to be a -- to this building, or is it just supposed to allow a variety of mixes, where some of them maybe office and some may be residential.

When you look at your MX-4 District, the whole package, the whole chapter was in your packet. And if you look at page 2, you'll see a description of each of the MX districts.

MX-1 is low-scale mixed-use buildings in the train station. It's commercial. It's pedestrian-friendly retail and service uses on the ground story along primary streets. And then upstairs you can have residential or office.

MX-2 I previously noted to you should just be MX-2. There's no differentiation of an A or a B in the Code. It's an unfinished thought and I don't know if we need it. Maybe in the future you can add it, but there's no differentiation.

It again is pedestrian-friendly retail office and service uses on the ground floor on primary streets.

The MX-3 is basically St. Charles Road, a good portion of it. And it's supposed to create a street wall of storefront facade within a commercial corridor with a wider variety of commercial uses on the ground floor. And you would get to what uses those are if you were to look at Section 6 of the use table. We don't need to focus on that right now.

MX-T is intended to be a transition, and it says office and/or residential buildings, transitioning between your shopping and your residential uses. So it's the bridge between the MX-3s and the MX-R-1 and 2. MX-R-1 is all residential at the train station, and MX-R-2 is all residential in other areas.

So my question to you is that first

floor in MX-T, what do you want it to be?

And I'm suggesting here that we change the ground story and basement definition in the Code with the MX-T having to be a mix with no more than 50 percent residential on the first floor. Otherwise, it might as well just be an MX-R District in my mind.

And the MX-R-1 and MX-R-2, you could put office and residential if you wanted, or you could put -- it would be residential above.

The difference there is that there's commercial service and a wider variety of commercial uses in the T. And the R would be office and residential only.

And I'm open to any and all conversation and discussion, but I think that the Commission needs to really think about and confirm what you want that ground floor on these districts to look like.

The first three districts are very clear what they are supposed to be. They are commercial. They are pedestrian-oriented buildings. And when you have all residential on the first floor, it's not of any appeal to a

pedestrian on the street.

CHAIRMAN JARRETT: Right. And I think, I know that we were discussing the area for 27 West Park. I don't want to get too much into that project. It's not before us. But we discussed the interpretation of the language that was in there. It wasn't completely clear. There could have been a combo or not.

But the fact in reading it within the district wasn't clear, that kind of led to the discussion what those districts will be. And I think one of the things that we need to think about is where are those districts.

And so the 27 West Park, that is one. But there's MX-T in the Villa Avenue area, but it's also the zoning designation at a number of the nodes along St. Charles. So the MX-3 is most of St. Charles, but the intersections are usually MX-T, that to me personally leads me towards --

MR. LUEDTKE: The main intersections are the MX-3, so like Ardmore and Addison and towards Villa.

CHAIRMAN JARRETT: Yes.

MR. LUEDTKE: But the ones in between are

the T.

CHAIRMAN JARRETT: Right. I guess I say nodes, there are these transitional nodes like big block between the main streets.

MR. LUEDTKE: Yes.

CHAIRMAN JARRETT: And as the Code currently stands, it could be interpreted, those could have 100 percent residential on the ground floor.

MS. WEBER: I put this -- just so you know. So if you want to know how it's written, look in your handout.

CHAIRMAN JARRETT: Yes. So this would require a minimum of 50 percent of something that's not residential. Personally, I like that, because the residential on the ground floor, especially in some of the areas where you have MX-T, if it was at residential.

Like all residential on the ground floor kind of works at the west end of the park. It does not work on the corner of St. Charles, though. All residential on the ground floor I don't think is --

So my opinion would be that there's a

couple of ways to do it. This would be one way to codify a percentage of it that can't be residential without a variation.

Another way that's done in some communities is that insert zoning districts residential uses on the ground floor require a special use. So to put any residential use on the ground floor, you have to go through a review process before us and get approved by the Village Board.

That adds steps, but if that's -- if you think that it's the equivalent of like a gas station next to a residential neighborhood is a special use because there's conflict. Residential on the ground floor in a commercial district also presents its own type of conflict. Because if you fill up residential, residential, residential, then you're squeezing out commercial uses, especially if the rates flip where there's more value in residential, or there's no market for commercial.

You see it in the city. Neighborhoods that used to be commercial now have units stuck in the ground floor conversion because there's no market for commercial. It's not always what the

buildings were intended for.

So I'm personally in favor of something that gets us to the transition having mixed use.

MS. WEBER: And if I may, we all are a product of where we come from and what we're used to. And I've worked in communities where it was first of all only retail. So that's where my mind wanted to take the MX-T, and I'm asking you if I was right in that assumption.

As for the R-1 and the R-2, I'm still not sure that's written the right way, so I would throw that back to you as a second question for the Commission as a whole to determine. How do you want the first floors of those two districts to be?

CHAIRMAN JARRETT: Okay. So then I guess the first question is what are others' thoughts? I made my thoughts clear. Like what do other people think these MX-T district? Do you need to think about it more? Whether it should be a mix?

MR. SHLENSKY: So I'm taking a look at the Villa Park zoning map. I think that's a very helpful resource as we're having this conversation.

CHAIRMAN JARRETT: Yes.

MR. SHLENSKY: I concur with Mr. Chairman

that the MX-T districts as labeled such that directly abut St. Charles should remain as written.

I would like some clarity, AND clarity meaning historical clarity on the MX-T districts that are so labeled as such on Villa Avenue, and why the decision was made to put those as MX-T as opposed to a different zoning type.

MS. WEBER: Before you answer, you said MX-T on St. Charles remain as written. Remain as I wrote up there, or as the Code is currently written?

MR. SHLENSKY: I believe as the Code is currently written, which would disallow anything greater than 50 percent of the first floor residential.

CHAIRMAN JARRETT: The way the Code currently stands, the ground floor would be entirely residential.

MR. SHLENSKY: MX-T currently allows the first floor be residential?

CHAIRMAN JARRETT: The Code is not completely clear. There's a missing comma. The intent as written by the writer who we reached out to was that there would not be -- I mean that you

could have residential on the entire ground floor. It doesn't really read that way. But this is trying to clarify the Code both in terms of interpretation and intent.

So the intent of the change would be to get something that where residential or any single use other than commercial service, eating and drinking establishments and retail sales. So it couldn't be more than 50 percent office. It couldn't be more than 50 percent -- I'm trying to think of another use, but institutional use, I guess. But it depends on -- it's the residential that's the sticky point I think.

MR. SHLENSKY: Directly off of St. Charles. I guess I'm less favorable with residential.

CHAIRMAN JARRETT: Correct. So you're in agreement with what I'm saying and what Ellen is saying.

MR. SHLENSKY: Yes. I said I concur with your interpretation on that. I apologize for any confusion on that.

But getting back to my question on the historical aspect of it, what was the rationale or the reasoning on having the MX-T districts as they

are labeled as they go on Villa Avenue south from St. Charles to Central?

CHAIRMAN JARRETT: So as I remember from the Speery community, the consultant who worked on that, like where he placed the MX districts and how to do them, was juggling a laundry list of trying not to create a bunch of non-conformities while balancing reality and trying to get something close to what was the comprehensive plan at the time.

But like looking at the site we looked at today, MX-2 there makes just as much sense as MX-T, more sense really.

And so I think there was a lot of political that created a whole bunch of upheaval on a zoning map beyond what we were already doing. So some of those are being cleaned up now as we see where development is going. So there may be changes like in that area where we should look at the map and think about whether that's the right zoning. That's possibly something we can do in a goal setting with IDOT.

Because there are places, but you have to remember, any time you change the zoning, especially if you're changing the zoning on an

individual property, then you have to notify that property owner that may have an interest in it, which was not the case with the comprehensive plan update, comprehensive Zoning Ordinance update because that's a Village-wide notice.

So then you get into a different set of issues when you start changing people's zoning. Some people won't care because you're giving them more property rights. But especially since we could be taking away property rights, those are things we would have to weigh carefully.

MR. SHLENSKY: So from the plan itself, I'm not a fan of having residential in the ground floor in the currently labeled MX-T districts on St. Charles and likewise on Villa Avenue. However, I don't really have an issue with any residential, or I don't have a problem with a lot of residential on the ground floor of the MX-T districts off of Central and Park between Princeton and Illinois.

How I solidify that is then a question of do we re-label or rezone that particular area if anybody else feels that that area should still have residential on the ground floor versus the areas on St. Charles and Villa.

I do see a lot of differentiation between the three little pockets of MX-T districts on that southwest end versus those that are on St. Charles and Villa.

CHAIRMAN JARRETT: Yes. I would agree with that. There are some MX-Ts that are different than others. In the MX-R districts, I think we determined we have two of those, one south of Park and one adjacent to the train station. So those are not irrelevant, because there could be more of them.

MR. SHLENSKY: Yes, there's a little pocket of MX-R-2 in the same southwest area I'm talking about. There's an MX-R-2 similarly on or off of Villa Avenue between Wildwood and --

I mean, Ellen, do you mind if I plug my laptop in and share the zoning map?

MS. WEBER: Yes.

CHAIRMAN JARRETT: Those are existing multi-story multi-family developments. Not all of them.

You have the Kenilworth townhomes on Kenilworth. You've got the site that we just rezoned today. We've got the two apartment

buildings south of Park. You've got the old Washington School which is down in the southeast corner. You've got the one over there behind 27 West Park over on the west. And that's something else. So those are those and those make sense as having the ground floor.

MS. SHLENSKY: I'm absolutely fine with any residential being here, because that's far away from the commercial areas. I don't really see a point to allow residential here or off of St. Charles here.

MS. WEBER: Let me make a comment.

It's not just as simple as the district, because each district allows a different building type. Right now we're talking just about the general building type.

CHAIRMAN JARRETT: Correct.

MS. WEBER: So the project we just looked at tonight, while they changed it from the MX-T to MX-2, it wasn't so much the district, but it allowed them to build a storefront building which had zero lot lines, and they have their required variances in half. They had 14 down to about seven.

CHAIRMAN JARRETT: Right. And the storefront building type does not allow residential on the ground floor, correct?

MS. WEBER: Correct.

CHAIRMAN JARRETT: It seems to me that what we need to do is figure out what that mix of use is at the ground floor at MX-T, and then figure out if there are areas that are currently designated MX-T or some other zoning designation that might need rezoning. I don't know. Eric?

MR. LUEDTKE: Yeah. So going back to the text issue at hand, if we're dealing with MX-T and we are talking about a general building, just because residential is permitted to be on the first floor by right as of now, that doesn't mean they have to put it there. That's not something that automatically needs to be provided.

MS. WEBER: In a general building?

MR. LUEDTKE: Correct. It's a use that's allowed and permitted as of right if they wanted to?

MS. WEBER: Unless you're a storefront building and --

MR. LUEDTKE: We're talking general

buildings.

MS. WEBER: Yes.

MR. LUEDTKE: So it's not that we're saying that inherently if you're going to put a general building up, that it's going to be a residential use by default. Because then we look at the semantics of the text as originally written and what you're proposing and I think there's a placement of a comma or whatever it might be.

But in the suggested recommendation in red on your packet on page 3, I'm in a general building in T-R-1 or R-2, we're saying that we can have all the permitted uses are limited to no more than 50 percent of the gross floor area of a story, except commercial, service, heating, retail establishment.

So the things that fall under that category of all permitted uses, except, we're talking about the residential components. We're talking about the household living. One household per lot, two houses, three or four houses, those are permitted. Okay? But I would say that we're saying you can only put those in on 50 percent of the lot.

Now, on some of those lots on St. Charles Road, those lots could be deep. We could have retail in the front and you could have some residential on the back side, you know, that's not on St. Charles Road.

I don't know how someone is going to come and design a 200-foot deep lot that fronts on St. Charles. I mean that's going to be a weird retail sort of thing. That's a big store for parking, right? Or whatever it might be.

But to get the flexibility to say, I don't know. Especially the ones between Ardmore and Villa, that sort of residential block area there that's sort of in place.

And to specifically call out and say in a general building to say we don't want residential on that first floor I think we're handcuffing ourselves because we're going to inherently have petitioners come in and say boy, I'd like to get a special use down there or whatever.

CHAIRMAN JARRETT: I think that the intent is not to necessarily disallow residential entirely; it's to limit street-facing residential. That's why that 50 percent, right? But that

doesn't stop them from putting 50 percent in the front and dividing it like you said.

That may be why something like even the reason I struggle with creating a special use process is it's a process. It's an extra set of steps that somebody has to go through that takes away from as-of-right development.

But it's a pretty common thing for some types of zoning districts where you want a downtown feel for there to be a review process for ground floor residential uses because while they may be well designed or whatever, they can still be a negative impact on the retail street.

MR. LUEDTKE: So do we think that there's a possibility of amending the language in such a way that in those specifically MX-T where we're --

MS. WEBER: I thought the description of the MX-T district was weaker than the others on page 2 on the MX-4.

Why don't we table this until next month? Because I think we've got a lot to go through. Unless you want to hear from everybody?

CHAIRMAN JARRETT: No. I guess generally, is there's kind of consensus to the thought process

that's been going on.

100 percent residential on the ground floor MX-T is probably not the best thing. But how do we get there is something we need to investigate.

MR. SHLENSKY: So with regards to the comments that were just shared about store-facing, street-facing versus non, is it merely just a compromise to just include that term in the proposed red line such that it reads all permitted uses are limited to no more than 50 percent of non-street-facing curb store area of the store, except for commercial service, eating and drinking establishments and retail sales?

MR. LUEDTKE: Is that a possible workable text addition to that, to work our way towards what we're looking for?

CHAIRMAN JARRETT: We could also look at how that might relate to primary streets. I don't have the list of primary streets in front of us, but if all of our MX-Ts fall on primary streets, I don't know if that's the case, but if they do, that might be the work around that, that either residential uses are not permitted on primary

streets without special use approval, or it could be that only a certain percentage. There's a number of ways you could get there.

MS. WEBER: It's a lot to grapple with.

The main change for the Union wasn't that the district changed, it's that the building type changed.

MR. ORLOWSKI: Well, and one thing that I'll comment if we go back to the steering committee whenever we discuss some of this and some of the districts, but some of the discussion that we did have as a group is some of it you don't really know what kind of a home it's going to develop into as far as the district. So as far as who's going to come and look and what they are going to want to develop. Because it's almost being its age, it's basically somewhat of a blank canvas as far as update. So you're not sure the time of season or as far as what they're going to bring.

CHAIRMAN JARRETT: And then personally, and I don't know if everybody else is in agreement or not, but in the MX-R districts, I have no issue with those being entirely residential on the ground

floor. I don't see how that would be problematic. Especially if we've got just a handful of them, and they are in pretty much exclusively residential neighborhoods, right?

MS. WEBER: I think so. And I think they are all residential on the first floor already.

CHAIRMAN JARRETT: And yeah, I'm okay with that, I think.

MS. WEBER: I'll go back and think about it and look at the zoning map and see if I can find a way also to portray to you where each district is so that that will help the discussion, the observation of which corners they are on. That's a really good one.

CHAIRMAN JARRETT: Yeah. And something to put on goal setting meeting, this probably won't happen before Ellen leaves us, would be looking over the zoning map for not just MX-T, but other areas that might be cleaned up in that regard.

MS. WEBER: All right. I'm going to move on, if that's okay?

CHAIRMAN JARRETT: Yes, that's perfect.

MS. WEBER: So this is what we published for. And in my memo I went into the accessory

structures next. I'm going to go into that next with facilities here.

The section on driveway widths, in my mind right now I'm thinking should I go through all the driveway stuff because you might be able to just say yes, that's what we wanted.

CHAIRMAN JARRETT: Go ahead and go through it.

MS. WEBER: Yes, that's what I'm thinking.

CHAIRMAN JARRETT: I'm all in favor of that.

MS. WEBER: So if you'll look at your memo because I did not put it in the PowerPoint. So if you go to page 8 of your memo, consideration of driveway widths, this is text that you previously discussed with director Argules that the driveways would be at least nine feet, and that's to correct a conflict elsewhere in the Code.

And then to Circle Drive. Wait. No, that's not Circle Drive. That's the next one.

Do I need to go through these or do you want to just go through them, Mr. Chairman? You've seen these before and you've agreed to this before I believe on each of these?

CHAIRMAN JARRETT: Yeah. I think we've seen most of these.

So it could be that's driveways and street yards, that's 22 to 24 feet. That's a small change. Nobody has an issue with that, right?

MR. LUEDTKE: No.

CHAIRMAN JARRETT: Circular driveways, we already went over each of those, the 12-feet widths. I don't remember what that changed from, but two different staff members have concurred with that, so I would be good with that.

Evergreen shrubs installed --

MS. WEBER: I think it was 10 to 12.

CHAIRMAN JARRETT: Evergreen shrubs installed and maintained along the lane to the circular drive, I think we had unanimous consensus on that up here.

And then in 7.8.7, need changes to the new definition of lot covers, correct? So that's a no-brainer. That has to happen.

MS. WEBER: I will point out, though, that we have to change the definition in Chapter 14.

CHAIRMAN JARRETT: Correct. And then we get into parking area design. That's all

engineering. I trust the engineer to know that stuff better than I do, so whatever they have suggested I think we're in favor of.

MS. WEBER: The sight triangle came up with the 24 East St. Charles. And what I'm doing is adding in all of the MX districts, because unless your building is set back enough, you can't meet the triangle. And some of these districts are zero to ten feet.

CHAIRMAN JARRETT: Yeah. And I think that's something that in theory, if it's an as-of-right development, during building review permit review, if there's an issue, it's going to be raised, correct?

MS. WEBER: If you wanted, we could add something as the determination of the -- the question of a sight triangle will be determined and reviewed by the Director of Public Works. We can add that type of sentence to give us the out and give staff the ability to do it. Because we look at those things when we do site plans.

CHAIRMAN JARRETT: Yeah. And I think that's good. I think that's a good compromise. And it's along the same lines as what you've done

further down the page that we're going to get to in a second, regarding fences.

MS. WEBER: I'll add review and determination of sight triangles by the Public Works Director.

CHAIRMAN JARRETT: Okay. So then we have landscaping and screening.

MR. LUEDTKE: Can I say something on sight triangle?

CHAIRMAN JARRETT: Yes, go ahead.

MR. LUEDTKE: If memory serves, was the sight triangle part of the conversation for the project on St. Charles Road next to the Walgreens?

MS. WEBER: Correct.

MR. LUEDTKE: Losing this requirement, would that have changed sort of the design? Do you submit that that could have changed sort of the building design, the development design of that corner?

CHAIRMAN JARRETT: They could have come closer to the corner.

MS. WEBER: Well, I really fried it over with them and they sent me several diagrams to show how they couldn't meet it. Remember, that was like

my first week here. And I realized it read on corner lots except MX-3, so they didn't even need to do it. That was MX-3.

MR. LUEDTKE: Oh, it wasn't even an issue.

MR. WEBER: Yeah. But it might have been discussed in their presentation, so that's why you're remembering that.

MR. LUEDTKE: Thank you.

MS. WEBER: It came up on 27 West Park.

MR. LUEDTKE: Definitely, yes.

CHAIRMAN JARRETT: Then we have the landscaping and screening where we're just adding the line to give staff the ability to deal with conflicts regarding fences where you have a conflict between zoning types, correct?

MS. WEBER: It's where you have got front yards to side yards because you've got returning a corridor, or where you've got a non-residential district up against a residential district.

So if you think of the library and the house to the north, or the church at 545 Ardmore where again you had a house to the north, and one section of the Code reads take it all the way to the lot line and the other section says don't take

it past the front of the house. So it changes.

So we stopped both of those fences short so that when you're coming out of the driveway you can see, you've got a bigger sight triangle.

CHAIRMAN JARRETT: Right. That makes sense to me.

And then Article 14, we have just the insertion of language related to the impervious service changes that we've already discussed. I don't think there's anything to discuss on those. Those were discussed last year.

MS. WEBER: I will point out we're going to have to look at the percentage of lot cover on the M district.

You can see originally the Code currently reads lot coverage is the ratio of the building to the lot, and we're changing this to say it's the ratio of all impervious surface, so that means the driveways the patios, the decks; anything water can percolate through. So then you have a higher number, and that's what this Commission has done already. You changed the residential districts from 30 up to 50 and 60 percent lot

coverage. But we did not up the M districts, and so we're going to have to up those.

CHAIRMAN JARRETT: Do we need to look at that in C districts as well?

MS. WEBER: Probably, yes.

CHAIRMAN JARRETT: Because of the way the language is written, we should double-check that as well.

MS. WEBER: They are already really high. They are at like 75 percent.

CHAIRMAN JARRETT: And then the last is under words and terms beginning with F, fences. So we have decorative lattice is not intended to be used for fence added to that definition. I assume there's no objections to that? All right. So consensus of all, that's good.

MS. WEBER: The accessory structures.

CHAIRMAN JARRETT: I was going to say now to the rest of the --

MS. WEBER: So the first observation is that the Code uses the term structure and building interchangeably. And have Vassili and I did the bulk of this together with Danita Anderson, our Code Official, helping us.

We recommend we just use the word structure. A lot of Codes use just structure. If you want, we could do building and gazebo and shed in the building; garage, gazebo and shed in the building, but at the end of the day it's still a mass on the property that affects the aesthetics, the lot coverage and can create externalities to the next-door neighbor, and we have to confirm that Fire and Building Code requirements are met.

And that second bullet point there is why we do zoning. We've got to have a legal nexus to help safety and general welfare of the population. So in considering these accessory structures, those were the factors that we weighed as our internal work team.

So we talked a little bit about the fact that table 13.19 is it? It's in your packet. You can find it. It's unique from places I have seen in other towns, in that we talk about the permitted obstructions and encroachments not into the required setback. So that's six feet from the side yard, or the 30 feet from the front yard. While many towns say can it be in a yard or not.

I gave you the Tinley Park example.

And this was on your desk tonight, in case you haven't printed it out. And you really liked the way this one is written because it's very clear, it's permitted yes or no, and then you've got additional requirements. And we think we should add a column to our table when we're all said and done to clarify it. We think that reads really well.

Also note that they talk about encroachments in the commercial zones and the industrial zones. We do not. Our Code only talks about residential. And it's my suspicion we just handle it all through PUDs. Think about Cole Murphy. We had an accessory structure in the PUD. We amended the PUD for a second accessory structure.

But our Code only talks about residential. Section 14.1.9 table 13.1, setbacks in R districts must be unobstructed. So I wanted to go through this if you could pull this up. And let's just confirm that you think these elements should even be located in that yard.

Vassili and I actually like the way it's written where it can be in the yard, but we

just are monitoring that it can't encroach the setback. And I'll show you some examples why.

These are some real examples. This is what led us to this. This is the intersection of Illinois and Kenilworth.

She had nowhere to place her deck because of how her driveway was. Now, she could have done a zoning request to put it on the side. But it's not hurting anyone. She's got a double lot. She's nowhere near encroaching into the required setback of 30 feet off of Kenilworth.

Here was another one that we'll talk about. It's not necessarily the placement, but what you see here is there's a garage here. And this is one garage. It meets the size requirements, so it is okay for Code. And then an open air gazebo was built totally adjacent to it.

And Danita looked at it and she looked through the Building Code, and the Code only talks about separation from principal structure. This is up against an accessory structure. Right now our Code would have required it to be set back. And there's no technical reason for it to be set back. You know, if we wanted to, it would be an

aesthetics reason.

This one, based on the Code it was our right to approve the pool here. The gentleman had no rear yard. But again, he was out of the required side yard setback, so it worked.

This one didn't. This was a special use that you guys approved previously, and it's in the front yard, but again, it was a call because there was nowhere for him to put that pool. So we're not talking about this type of situation. With what we're proposing here, this still would have had to have gone before you. So I wanted to point that out.

So back to I felt we should review each one on this list, and first off make sure you want it in that yard, because there's a few changes that I would suggest.

I've already talked about how the Code only considers residential properties, and there are some accessory structures that would be appropriate for industrial commercial. If you want, we could come back and add that. I'll leave that direction for you to provide.

This is the main section on residential

accessory structures, and we referenced this in a past meeting. It's called structures, and then we talk about buildings all the way through. So as I said, it's interchangeable.

And if you look at F, that needs some clarification, because 30 percent of what? The cumulative total coverage of all accessory structures, including garages, shall be added to the footprint of the principal structure for determining the maximum lot coverage.

So does this refer back to when 30 percent was our maximum for housing, or are we saying all accessory structures will only be 30 percent? It needs some clarification. I think it's a throwback to the 30 percent of the district. Just something else I caught when looking through this.

You've already talked about B and C above, that there's a desire to increase the accessory structures from 140 to 200. And ten was too low. Some towns do 75 percent of the maximum in the district. I think Geneva is 25, you know, which is pretty high for an accessory structure.

But when you get into a garage, we have

a lot of garages in town that actually have second stories on them, too, which is interesting. I think that might accommodate some of those.

So I talked already about the building and fire codes dictate adjacent to principal structures, so keep in mind as we go forward that are we talking about principal, or just another accessory.

So this is how we kept our thoughts straight as we went through it, Vassili and I, that we've got these garage, sheds and gazebos that are more solid than the remainder. And you can see what should be counted towards lot coverage. That was the first thing we looked at.

We looked at whether it had a roof or not. We didn't care how much wall there was. It's just if they are a solid roof or not, because then it gets covered, it gets counted for lot coverage. So we wanted to simplify that thought from how you discussed it before. Does that make sense?

From the stormwater perspective is it percolating into the ground?

MR. LUEDTKE: Right.

MS. WEBER: We've lost that much square

footage to percolate into the ground -- solid roof.

Then distance to the principal structures, did I just -- I think I did. Oh, no. I'm going to have to bring this back to you.

The distance to principal, they are all five to zeros based on the Building Code.

MR. VOSKRESENSKI: They don't differentiate because -- -

MS. WEBER: I made a mistake in this PowerPoint.

Let's keep going. Our recommendation is this, that each lot would be able to have one free-standing garage. That's the current maximum square footage that we have in the R districts. And then duplexes are 528 square feet. They could each have a shed. The 200 and the 15 -- which you all were considering last year. Again, the same for gazebo.

And then we didn't see any reason why there couldn't be any combination of other accessory structures as long as they meet their lot coverage. They have done that in other communities and never had a problem with it. So instead of saying one accessory structure for lot going to

two, minimize the really bulky ones that could create the problem.

There's also the consideration of a patio. If you're going to have a lot of parties, you don't want to be under someone's bedroom window. So some things need to be placed on what could be happening there; smoke, odors, noise. But this is what we would like you to consider.

CHAIRMAN JARRETT: So looking at this, the one big change, if I am understanding this correctly, and correct me if I'm wrong, this would theoretically allow an attached garage, as well as a detached garage which we don't currently allow. Is that accurate?

MS. WEBER: I was asking you about that. That's a question I was going to ask. You're right. That would be changed.

If you don't want both, you would change it to say detached only if one or the other. But I think it's worthwhile to consider if you would allow, because people are wanting more stuff. And if it's an RF-10 lot.

CHAIRMAN JARRETT: But do we want them putting more stuff in their back yards?

MR. VOSKRESENSKI: Well, it's still subject to the maximum lot size.

CHAIRMAN JARRETT: Right. But there's a difference between a gazebo and a garage, right? I mean it's aesthetics, but it's also volume metric and transparency.

MR. CALVERT: So when we're talking about this one, if we had an attached garage, could we then have an additional shed or two sheds?

MR. VOSKRESENSKI: Well, we thought we would allow that, or maybe limit an accessory structure for a building to two, for instance, per parcel, like Lombard currently has. But we deviated from that, and so right now we said we will allow one shed and one gazebo per parcel and any number of accessory structures.

CHAIRMAN JARRETT: Say that again.

MS. WEBER: One shed, one gazebo, and the gazebo would only count towards lot coverage if it was on a hard surface not already being counted, like a patio or a deck. So you wouldn't double count.

And gentlemen, I lost an entire slide. I apologize. I think I copied the wrong version

onto the flash drive. So we're going to just have to look at what's in the memo a little bit, too.

In the memo I did ask you questions regarding whether or not you would be open to a second garage on those lots that could accommodate it. And that's a policy decision for you to make, but it's something that we're starting to get inquiries on.

CHAIRMAN JARRETT: So I guess that's probably the big one to discuss, because that's the sort of -- that's more or less in line with what we discussed. I mean there's some subtle differences that we can discuss. But an attached garage and a detached garage. Sheds come with stuff. Garages come with cars and boats and RVs and motorcycles and driveways and grass that turns into driveways. That would be my concern with second garages.

And I know people do that stuff even when it's not permitted. So that would be a concern I would have in terms of how we need to think about that. There's obviously a distinct difference in how a shed is used and a second two-car garage.

MR. ORLOWSKI: Somewhat. I mean we have

some lots that are four to six feet deep.

MR. LUEDTKE: And I think that's what they they're talking about, there are larger lots in the Village.

MS. WEBER: There is a benefit to it if people clean up their lots, because everything is under a roof, and they would have to meet their lot coverage, so you've got that limitation right away.

It's a policy decision for you to ponder. We'll be bringing this back to you next month as well, and I'll have the correct table and all that.

MR. CALVERT: I guess it's making a distinction between like two free-standing garages?

MS. WEBER: That I do not think we would permit, no.

MR. CALVERT: I can see some of the older homes have a one-car garage, and maybe it is built into the house in such a way where you actually enter the garage and it's actually under the house. It's a one-car. You know, and in situations like that, I wouldn't be opposed to a second garage, you know, a normal two-car garage to accommodate houses like that, but not two free-standing garages.

MS. WEBER: We didn't even think we should have two free-standing sheds. That's just too much clutter. Some towns do allow that. I think Lombard, yes.

MR. CALVERT: I think once you get into two sheds, there's too much going on.

MR. VOSKRESENSKI: Lombard allows 32 accessory structures not to exceed 200 square feet and I believe four feet.

The biggest issue we run into on a daily basis is so the Code currently allows 140-foot maximum square footage of the accessory structure, and only one accessory structure per lot. So if somebody has a shed already and people go to, whatever, Costco and buy those kits, the gazebo kits, pergolas, gazebo, they all exceed maximum square footage. They are, for instance 12 by 14. We cannot allow that.

And if you already have a shed and you want to install a gazebo on your existing patio, we cannot allow that. They have to go through the process. So this is kind of the biggest issue we run into in the past few years.

CHAIRMAN JARRETT: Yeah. And I think when

we started the process, we were all comfortable with increasing to something that allowed a shed and a pergola, or a gazebo and a pergola, and increasing that to 200 square feet. I mean we approved that close to two years ago, I think. I mean a year and-a-half, whatever it's been. That's what I think everybody up here was in favor of.

I think the bigger question really is that the detached, like second detached garage because that is -- we had one come before us for variation on a deep lot on Wisconsin. It was a deep lot with a house set way up front. I don't remember if it had an attached garage or a small detached garage behind it.

MR. VOSKRESENSKI: That's 206 South Wisconsin, right?

CHAIRMAN JARRETT: Yes.

MR. VOSKRESENSKI: So that was approved because he constructed the detached garage. It's not a flag lot, but he owned a separate parcel behind somebody else.

CHAIRMAN JARRETT: Correct.

MR. VOSKRESENSKI: So it was in a separate parcel.

CHAIRMAN JARRETT: So that came before us with a variation which we approved. And my question on the two garages, on lots that are big enough to do it, or like this where you have got an odd shape and that guy agreed to do some retention, he preserved some trees and things like that. But is that something that happens common enough that the variation process can't handle it?

MS. WEBER: Why don't we bring you a map with all the larger lots so you can get a graphic feel for where it is.

And as you drive through town, it's different to drive through town and admire the gardens and the homes. Look at their back yards.

I am actually really interested by the number of carriage houses that I see, and I see garages with second stories. We have such a wide variety, and a lot of these date back to I think the early days of the community. So let's just put that on the table and think about it.

But do you agree with this part where it would be one free-standing garage if there is not an attached garage? One shed, one gazebo and any other combination up to measuring their lot

coverage?

CHAIRMAN JARRETT: I'm okay with that.

MR. ORLOWSKI: Yes. I think we already went through that. I don't think anybody disagreed with it.

CHAIRMAN JARRETT: The difference here I think is theoretically, if you're including a detached garage, you could wind up with free accessory structures where I think we were limiting it to two. But this is three very specific. So this isn't a free-standing garage and two sheds.

MR. VOSKRESENSKI: Well, if I may, you can't really count the garage -- it is an accessory structure of course, but any residential property is required to provide parking in a garage, so you have to have one.

CHAIRMAN JARRETT: Yes.

MR. SHLENSKY: Looking at all this and comparing that back then to Section 14.1.8 which is the definition of lot coverage, I think we need to update that again because it currently reads with your red lines lot coverage for the service including all principal and accessory buildings. We're going to change that to just say accessory

structures.

MS. WEBER: We would define impervious. We would define what's covered under there. Are you saying that it's correct the way it's written?

MR. SHLENSKY: No. It currently uses the term accessory building, and if we're going to merge accessory building and structure in one, we just need to clean up that language. I'm just looking at the definition.

MS. WEBER: Sure.

MR. SHLENSKY: Same thing at 14.

MS. WEBER: And again on this one there is always a little gray in the world, and the Village Engineer will have the final say on what's pervious or impervious. Because people will come to us and they'll say oh, it's impervious paver brick, but it's not, or it wasn't installed correctly. They say that anything that's paver brick is impervious, but it's not true. It's what's underneath it.

CHAIRMAN JARRETT: Yes. I'm okay with what's right there. I think that's in the spirit of what we discussed, and it clarifies things.

And I know we had some accessory buildings and accessory structures were used

interchangeably, but I don't think they were ever intended to have separate uses, but I think at some point it gets interpreted that way maybe like there was a difference. Does that make sense?

I think it was just used interchangeably by whoever was writing the Code. It might have been stuff that came from the old Code or stuff that was written after the fact. I'm not sure. But cleaning that up would be good for sure.

MS. WEBER: On these topics, what do you think? We can add that notes table, come back to that after we look at that.

But do you want to add a section on what accessory structures are permitted in a residential district and what's in a non-residential?

That's the Hanover Park handout you have. And that was always handy to help administer the Code. Like maybe just the first two pages. I didn't put it in the PowerPoint. I apologize.

CHAIRMAN JARRETT: There's footnotes, right?

MS. WEBER: Yes. Those footnotes. I'd

rather just add another column.

CHAIRMAN JARRETT: Yes, I'm in favor of doing that if that makes it more clear.

MS. WEBER: Yes.

MR. LUEDTKE: So we'll be amending table 15 only?

MS. WEBER: Yes. We'll add additional details to it.

MR. LUEDTKE: Can we change that to table 14?

MS. WEBER: Maybe that's why I can never find it. Yes.

MR. LUEDTKE: Short answer, yes.

CHAIRMAN JARRETT: And I don't see any reason not to amend the table or add a table, probably easier to add a table for non-residential districts, if you guys have thoughts on how that should work?

MS. WEBER: We'll come back with a recommendation on that.

So can we look at table soon to be 14-1? Look on page 6 in your memo, please.

So I just had a few thoughts on it. For example, air conditioning condensers. I'm not

sure that there would be a problem with them being in a corner side yard. I understand it's two front yards, but I can see a situation where it would be better to put it there and not in the neighbor's bedroom on the interior.

So some of these I think we might tag as a special use or some sort of administrative approval for it.

And it's just a nitpick, and I don't know if you want to go that deep. Arbors are another one. Arbors, think of the days when you opened up the property line and there was a nice little arbor, and we're saying we can't have them in the front yard here. So that's one I think should change.

Balconies I think could be a special use because there might be a time when they need to be in that corner side yard.

CHAIRMAN JARRETT: Interior side yard?

MS. WEBER: Oh, my God. This gets back to -- never mind. Scratch that, please.

CHAIRMAN JARRETT: It's been a long four months.

MS. WEBER: It's been a long month.

The carports, I'm not sure why we would -- well, yes. Why wouldn't we allow them in an interior side yard? How often do we get carports at all?

MR. VOSKRESENSKI: Unless they are an integral part of the garage.

MS. WEBER: We don't allow them as an integral part of the structure.

MR. VOSKRESENSKI: I believe we do not allow carports unless they are an integral part of the garage and built architecturally in the garage.

MS. WEBER: So then scratch that. No change to carports.

CHAIRMAN JARRETT: Yes. Because it says Section 6.10.4 there. It's probably a section that says no, they're allowed, except they're not.

MS. WEBER: And then some of these things need to change. Like clothes lines and compost. That would refer more to yes, it could be in the yard. You would never put that in the encroachment. You would be hanging your clothes three feet from the property line. So see what I'm saying?

CHAIRMAN JARRETT: Do you want to see where

they installed my clothes lines?

MS. WEBER: No.

CHAIRMAN JARRETT: Literally on the fence line. It runs from fence line to fence line at an angle. It's not there any more, but the holes where they did it was.

MS. WEBER: If it went perpendicular to the lot line, then it would encroach into the required setback. Thank you.

CHAIRMAN JARRETT: Mine went on an angle 45 across the back corner.

MS. WEBER: Did you want to lump gardens and the garden structures into one? Because vegetable gardens in a corner side yard aren't necessarily a bad thing.

Downtown Geneva, they plant tomatoes on purpose downtown. People eat them as they walk through downtown.

CHAIRMAN JARRETT: The issue, though, with the way our table currently is, you either have street yard or non-street yard. So allowing it as a side yard, you have to kind of know.

MS. WEBER: Yes. That it would be again, not front yard, but side yard.

CHAIRMAN JARRETT: Right.

MS. WEBER: I don't know that we need to change it. It's up to you.

CHAIRMAN JARRETT: I see down here where the private service log, that was part of the change that we have talked about a dozen times, I think.

MS. WEBER: Do you see any changes in this? Why don't I just throw it back to you? Do you see any changes sin this table where things should be permitted?

And to help get through it, for example, it reads no on the street yard, but the way the Code is written that would mean it can be in the yard itself, it just can't go into the front setback.

CHAIRMAN JARRETT: Which I mean I think that's fine. Do we want a garden planted all the way to the sidewalk?

MS. WEBER: Correct. But what about a deck?

CHAIRMAN JARRETT: All the way to the sidewalk? No.

MS. WEBER: And that's when you get into

some Codes have a maximum percentage of the front yard to be accessory to protect that street view. So it's one place like the deck where I questioned if this was written correctly.

MR. SHLENSKY: No, but Ellen are you pointing out that the deck is also denied to encroach into the interior side yard? Because currently it says no, no encroachment to the interior side yard for the deck.

MS. WEBER: But does that mean it can be in the yard itself as long as it doesn't encroach?

CHAIRMAN JARRETT: Sure.

MR. SHLENSKY: I think it can.

MR. VOSKRESENSKI: That's how the Code reads right now. That wasn't the intent I'm pretty sure, but --

MR. SHLENSKY: It's useful.

MR. VOSKRESENSKI: It's very useful for the -- but your typical 50-foot wide lot, your required side yard setback will be pretty much the side yard in most cases.

MS. WEBER: So that's why this is useful. It helps us with the lot that they can't go anywhere else because. In most places they can't

go anyway because the lot is too narrow.

CHAIRMAN JARRETT: None of these really jump out at me.

I feel like arbors and trellises we talked about at some point. And I think I have to go back and look, but I think we've modified this to allow attached in the front and interior side? Is that correct?

MS. WEBER: Yes, there's a differentiation between attached and detached.

CHAIRMAN JARRETT: Right. And I feel there was discussion about that a couple years ago, and that separation was made because there were requests for attached trellises.

MS. WEBER: So if I wanted to put one at my service walk up to my house and we open up my little gate on my fence, could I put one?

MR. VOSKRESENSKI: No. But we certainly have a few --

CHAIRMAN JARRETT: I guess my thought would be like if there are some of these that are recurring problems or become recurring problems, we can change them. But I mean it really comes down to --

MS. WEBER: Vassili and I will go through it again. We'll bring you more flushed out recommendations next month.

CHAIRMAN JARRETT: The reality is having people told what to put on the trellis. Assuming I can take mine down.

MS. WEBER: That's what I have.

I think we made a lot of progress coming towards consensus. And it's something to think about a few things and then look at our actual red lines with changes.

Therefore, we would need a motion to continue this to a date certain. It's a published hearing.

CHAIRMAN JARRETT: Is a month enough?

MS. WEBER: Probably not, given that I have to do 200 cases. But we can bring it back. Why don't we do it to next month? Because we might need to check in with you.

CHAIRMAN JARRETT: That's true. And if there's nothing prepared, we can always continue it again.

MR. CALVERT: One quick question on page 7. Would hoop houses be permitted then, you're saying

on the side yard?

MS. WEBER: The way it's written, it says yes.

MR. CALVERT: And I'm thinking in my mind I'm defining a hoop house as being a semicircle six-foot high, a plastic cover?

MS. WEBER: Right. That is a hoop house. You start your plants there early, you cover them.

The way it's written here, you could not put one --

CHAIRMAN JARRETT: You could put one on interior side yard or rear yard, but not in the corner or front yard. So you could theoretically if you had room between the setback and your required setback and your structure, you could put one in the interior side yard.

MR. VOSKRESENSKI: Well, interior, you can't encroach the interior side yard setback.

CHAIRMAN JARRETT: Oh, right. I'm confusing myself.

MR. VOSKRESENSKI: But the exterior side, this entire table actually mentions the encroachment of the required setback. So if your exterior side is 30 feet, for instance, your

required setback is 15, so you still can put it there between the structure and the required setback.

MS. WEBER: That's where I think we can use this other column to say it's just not allowed in that yard at all, some of these things. I think that's how we get around it making the hybrid table.

CHAIRMAN JARRETT: Okay. I think the notes people would help a lot, yes. I would agree with the notes column.

MS. WEBER: So Mr. Chairman, we would ask for a motion to continue to the June meeting.

CHAIRMAN JARRETT: Which would be June 9th. So is there a motion to continue PZ-22-0004 to a date certain of June 9th, 2022?

MR. SHLENSKY: Is it 04 or 06?

MS. WEBER: '06. '04 got withdrawn. And I did catch that. This is PZ-22-0006 text amendments.

CHAIRMAN JARRETT: Okay. The agenda says 0004.

MS. WEBER: I apologize. Moving fast.

MR. SHLENSKY: I'll make a motion to

continue Petition PZ-22-0006 to a date certain of June 9th, 2022.

CHAIRMAN JARRETT: Motion. Is there a second?

MR. ORLOWSKI: I'll second that motion.

THE COURT: A second from Commissioner Orlowski. Questions or comments on the motion? All in favor?

(All said aye.)

CHAIRMAN JARRETT: Any opposed?

(No response.)

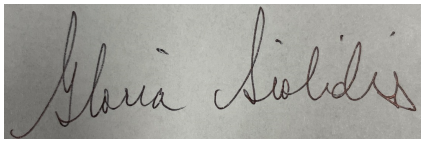
CHAIRMAN JARRETT: All right. That motion is continued to the next meeting.

END TIME: 11:15 P.M.

(Which were all the proceedings taken at the Public Hearing of the above-entitled cause.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, GLORIA APOSTOLOS SIOLIDIS, C.S.R., duly qualified and commissioned for the State of Illinois, County of DuPage, do hereby certify that I reported in shorthand the proceedings had and testimony taken at the Public Hearing of the above-entitled cause, and that the foregoing transcript is a true, correct, and complete report of the entire testimony so taken at the time and place hereinabove set forth.



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0

0004 58:22
04 58:17,18
06 58:17,18
084-001205 1:14 60:17

1

1 5:6,20 6:21,21 7:8 11:10 19:12
10 26:13 39:22
100 9:8 22:2
11:15 59:16
12 1:11 26:8,13 43:17
13.1 33:18
13.19 32:17
14 17:23 26:22 30:8 43:18 47:11 49:10
14-1 49:22
14.1.8 46:19
14.1.9 33:18
140 36:20 43:12
15 38:16 49:5 58:1

2

2 5:6,18 6:1,2,21 6:22 7:8 11:10 14:11 16:13,14 17:20 19:12 21:19
20 1:12
200 20:7 36:20 38:16 43:8 44:4 56:17
2018 4:20
2020 3:9
2022 1:11 58:16 59:2
206 44:15
21 3:18
22 26:4
22-0004 1:4 3:2 58:15
22-0006 58:19 59:1
24 26:4 27:5
25 36:22
27 4:1 8:3,14 17:3 29:9
28183 60:16

3

3 5:1 6:9 8:17,21 19:11 29:2,3
30 30:24 32:22 34:11 36:6,12,14 36:15 57:24
32 43:7
3s 6:21

4

4 4:6,15 5:16 21:19
4.4.3 5:7
45 52:10

5

50 7:5 9:14 12:14 13:9,10 19:14,23 20:24 21:1 22:11 30:24 54:19
528 38:15
545 29:21

6

6 6:15 49:22
6.10.4 51:15
60 30:24

7

7 56:23
7.8.7 26:18
75 31:10 36:21

8

8 25:14

9

9:42 1:11
9th 58:14,16 59:2

a

ability 27:20 29:13
able 25:5 38:12
absolutely 17:7
abut 12:2
accessory 4:3 24:24 31:17 32:13 33:14,15 34:21 35:20 36:1,7,13,20 36:23 37:8 38:21 38:24 40:11,16 43:8,12,13 46:9,13 46:23,24 47:6,7,23 47:24 48:15 54:2
accommodate 37:3 41:5 42:23
accurate 39:14
actual 56:11
add 6:5 27:15,19 28:3 33:6 35:22 48:12,14 49:1,7,15 49:16
added 31:14 36:8
adding 27:6 29:12
addison 8:21
addition 22:16
additional 33:5 40:9 49:7
addressed 3:17
adds 10:11
adjacent 16:9 34:17 37:5
administer 48:19
administrative 50:7
admire 45:13
aesthetics 32:6 35:1 40:5
age 23:17
agenda 3:14 58:21
ago 44:5 55:12
agree 16:5 45:21 58:10
agreed 25:23 45:5
agreement 13:17 23:22
ahead 25:7 28:10
air 34:17 49:24
allow 5:13 17:10 18:2 39:12,13,21 40:11,15 43:3,18 43:21 51:2,7,10 55:7
allowed 17:21 18:20 44:2 51:16 58:5
allowing 52:21
allows 12:19 17:14 43:7,11
amend 49:15
amended 33:15
amending 21:15 49:5
amendment 3:3
amendments 1:4 3:8 58:20
anderson 31:23
angle 52:5,10
answer 12:8 49:13
anybody 15:22 46:4
anyway 55:1
apartment 16:24
apologize 13:20 40:24 48:21 58:23

apostolos 1:13 60:4,16
appeal 7:24
appendix 1:5 3:3
apply 5:6
appropriate 35:21
approval 23:1 50:8
approve 35:3
approved 10:9 35:7 44:5,18 45:2
april 3:18 4:1
arbor 50:13
arbors 50:10,11 55:4
architecturally 51:11
ardmore 1:12 8:21 20:12 29:21
area 8:3,15 14:18 15:21,22 16:13 19:14 20:13 22:12 26:24
areas 6:23 9:17 15:23 17:9 18:8 24:19
argules 25:16
article 4:6 30:8
asking 11:8 39:15
aspect 13:23
assume 31:14
assuming 56:5
assumption 11:9
attached 39:12 40:8 41:13 44:13 45:23 55:7,10,14
automatically 18:17
avenue 1:12 8:15 12:5 14:1 15:15 16:15
aye 59:9

b

b 6:3 36:18
back 3:1 11:12 13:22 18:11 20:4 23:9 24:9 27:7 34:22,23 35:14,22 36:11 38:4 39:24 42:10 45:14,18 46:19 48:12 49:19 50:20 52:11 53:9 55:6 56:17
bad 52:15
balancing 14:8
balconies 50:16
based 35:2 38:6
basement 7:3
basically 4:2 6:9 23:17
basis 43:11
bear 4:24
bedroom 39:5 50:5
beginning 31:12
believe 4:12 12:12 25:24 43:9 51:9
benefit 42:5
best 22:3
better 27:2 50:4
beyond 14:15
big 9:3 20:9 39:10 41:10 45:3
bigger 30:4 44:8
biggest 4:21 43:10 43:22
bit 3:19 32:16 41:2
blank 23:17
block 9:4 20:13
board 1:12 10:10
boats 41:15
boy 20:19
brainer 26:20
brick 47:16,18
bridge 6:20
bring 23:20 38:4 45:9 56:2,17
bringing 42:10
build 17:21
building 5:5,13 17:15,16,21 18:2 18:13,18,23 19:5 19:12 20:16 23:6 27:7,12 28:18 30:18 31:21 32:3 32:4,5,9 34:19 37:4 38:6 40:12 47:6,7
buildings 5:8,10 5:20 6:18 7:23 11:1 17:1 19:1 36:3 46:23 47:24
built 34:17 42:18 51:11
bulk 31:23
bulky 39:1
bullet 32:10
bunch 14:7,14
buy 43:15

c

c 1:5 3:3 31:4 36:18
c.s.r. 60:4
call 20:15 35:8
called 4:19 36:2
calvert 1:20 40:7 42:13,17 43:5 56:23 57:4
canvas 23:18
car 41:23 42:18,21 42:23
care 15:8 37:16
carefully 15:11
carports 51:1,4,10 51:13
carriage 45:16
carried 5:3
cars 41:15
case 15:3 22:22 33:1
cases 54:21 56:17
catch 58:19
category 19:18
caught 36:16
cause 59:20 60:9
central 14:2 15:19
certain 23:2 56:13 58:16 59:1
certainly 55:18
certify 60:6
chairman 1:19 3:1 8:2,23 9:2,6,13 11:15,23,24 12:16 12:21 13:16 14:3 16:5,19 17:17 18:1,5 20:21 21:23 22:18 23:21 24:7,15,22 25:7,10 25:22 26:1,7,14,23 27:10,22 28:6,10 28:20 29:11 30:6 31:3,6,11,18 39:9 39:23 40:3,17 41:9 43:24 44:17 44:22 45:1 46:2,6 46:17 47:20 48:22 49:2,14 50:19,22 51:14,24 52:3,10 52:19 53:1,4,17,22 54:12 55:2,11,20 56:4,15,20 57:11 57:19 58:9,12,14

58:21 59:3,10,12
change 4:9 7:2 13:5 14:23 23:5 26:5,22 39:10,19 46:24 49:9 50:15 51:13,18 53:3,6 55:23
changed 17:19 23:6,7 26:9 28:16 28:17 30:23 39:17
changes 4:3 14:18 26:18 30:1,10 35:16 53:8,10 56:11
changing 14:24 15:7 30:18
chapter 4:15 5:17 26:22
charles 6:9 8:17 8:18 9:21 12:2,9 13:14 14:2 15:15 15:24 16:4 17:11 20:2,5,8 27:5 28:13
check 31:7 56:19
church 29:21
circle 25:19,20
circular 26:7,16
city 10:21
clarification 36:6 36:14
clarifies 47:22
clarify 13:3 33:7
clarity 12:3,3,4
clean 42:6 47:8
cleaned 14:16 24:19
cleaning 48:9
clear 3:16 7:21 8:7 8:10 11:17 12:22 33:3 49:3
close 14:8 44:5
closer 28:21
clothes 51:18,21 52:1
clutter 43:3
code 1:4 3:3 6:3 7:4 9:6 12:10,12 12:16,21 13:3 25:18 29:23 30:16 31:21,24 32:9 33:11,17 34:16,19 34:19,22 35:2,18 38:6 43:11 48:6,8 48:20 53:14 54:14
codes 32:2 37:5 54:1
codify 10:2
cole 33:13
column 33:6 49:1 58:5,11
combination 38:20 45:24
combo 8:8
come 11:5 20:7,19 23:15 28:20 35:22 41:14,15 44:10 47:15 48:12 49:19
comes 55:23
comfortable 44:1
coming 30:3 56:9
comma 12:22 19:9
commencing 1:10
comment 17:12 23:9
comments 22:7 59:7
commercial 5:21 6:12,13 7:12,13,22 10:15,18,20,22,24 13:7 17:9 19:15 22:13 33:10 35:21
commission 1:2,18 7:17 11:13 30:22
commissioned 1:15 60:5
commissioner 59:6
committee 23:10
common 21:8 45:7
communities 10:5 11:6 38:22
community 2:2 14:4 45:19
comparing 46:19
complete 60:10
completely 8:7 12:22
components 19:19
compost 51:18
comprehensive 14:9 15:3,4
compromise 22:9 27:23
concern 41:17,20
concur 11:24 13:19
concurred 26:10
condensers 49:24
conditioning 49:24
confirm 7:17 32:8 33:21
conflict 10:14,16 25:18 29:15
conflicts 29:14
conformities 14:7
confusing 57:20
confusion 13:21
consensus 21:24 26:16 31:16 56:9
consider 39:8,20
consideration 4:2 25:14 39:3
considered 3:9
considering 32:13 38:17
considers 35:19
constructed 44:19
consuelo 3:18
consuelo's 3:13
consultant 14:4
containers 3:10
continue 56:13,21 58:13,15 59:1
continued 59:13
conversation 7:16 11:22 28:12
conversion 10:23
copied 40:24
corner 9:21 17:3 28:19,21 29:2 50:2,18 52:11,14 57:13
corners 24:13
correct 4:8 13:16 17:17 18:3,4,19 25:17 26:19,23 27:14 28:14 29:15 39:11 42:11 44:22 47:4 53:20 55:8 60:10
correctly 39:11 47:17 54:4
corridor 6:12 29:18
costco 43:15
count 40:19,22 46:13
counted 37:13,18 40:20
county 60:2,6

couple 10:1 55:12
course 46:14
court 59:6
cover 30:14 57:6,8
coverage 30:17 31:1 32:7 36:7,10 37:13,18 38:22 40:19 42:8 46:1 46:20,22
covered 37:18 47:3
covers 26:19
create 6:10 14:7 32:7 39:2
created 14:14
creating 21:4
csr 1:14 60:17
cumulative 36:7
curb 22:12
current 38:13
currently 9:7 12:10,13,17,19 15:14 18:8 30:17 39:13 40:13 43:11 46:21 47:5 52:20 54:8

d

daily 43:11
danita 31:23 34:18
date 45:18 56:13 58:16 59:1
day 32:5
days 45:19 50:11
deal 29:13
dealing 18:12
decision 12:6 41:6 42:9
deck 34:6 40:21 53:21 54:3,6,9
decks 30:20
decorative 31:13
deep 20:2,7 42:1 44:11,12 50:10
default 19:6
define 47:2,3
defining 57:5
definitely 29:10
definition 7:3 26:19,22 31:14 46:20 47:9
definitions 4:5
definitive 3:15
denied 54:6
depends 13:12
description 5:19 21:17
design 20:7 26:24 28:16,18,18
designated 18:8
designation 8:16 18:9
designed 21:12
desire 36:19
desk 33:1
detached 39:13,19 41:14 44:9,9,14,19 46:8 55:10
details 49:8
determination 27:16 28:4
determine 11:13
determined 16:8 27:17
determining 36:10
develop 23:14,16
development 2:2 14:17 21:7 27:12 28:18
developments 16:20
deviated 40:14
diagrams 28:23
dictate 37:5
difference 7:11 40:4 41:22 46:6 48:4
differences 41:12
different 12:7 15:6 16:6 17:14 26:10 45:13
differentiate 38:7
differentiation 4:22 5:10 6:2,5 16:1 55:9
direction 35:23
directly 12:2 13:14
director 25:16 27:18 28:5
disagreed 46:4
disallow 12:13 20:22
discuss 4:10 23:10 30:11 41:10,13
discussed 8:5 25:16 29:6 30:10 30:12 37:20 41:12 47:22
discussing 8:3
discussion 7:16 8:11 23:11 24:12 55:12
distance 38:2,5
distinct 41:21
distinction 42:14
district 5:16 7:7 8:10 10:15 11:18 17:14,14,20 21:18 23:6,14 24:11 29:19,19 30:15 36:15,22 48:16
districts 4:4,7,14 4:22 5:4,19 7:18 7:20 8:11,13 10:5 11:14 12:1,4 13:24 14:5 15:14 15:18 16:2,7 21:9 23:11,23 27:6,8 30:24 31:1,4 33:19 38:14 49:17
dividing 21:2
document 4:19
doing 14:15 27:5 49:3
door 32:8
double 31:7 34:9 40:21
downtown 21:9 52:16,17,18
dozen 53:6
drinking 13:8 22:13
drive 25:19,20 26:16 41:1 45:12 45:13
driveway 25:3,5 25:15 30:4 34:7
driveways 25:16 26:3,7 30:20 41:16,16
du 60:2
duly 1:14 60:4
dupage 60:6
duplexes 38:15

e

early 45:19 57:8
easier 49:16
east 27:5
easy 3:5
eat 52:17
eating 13:7 22:13

edward 1:21
either 22:23 52:20
elements 4:4 33:21
ellen 2:2 3:6 13:17 16:16 24:17 54:5
encroach 34:1 52:8 54:7,11 57:18
encroaching 34:10
encroachment 51:21 54:8 57:23
encroachments 32:20 33:10
engineer 27:1 47:14
engineering 27:1
enter 42:20
entire 13:1 40:23 57:22 60:10
entirely 12:18 20:23 23:24
entitled 1:10 59:20 60:8
equivalent 10:12
eric 1:22 18:10
error 4:23
errors 4:8,16 5:2
especially 9:16 10:18 14:24 15:9 20:12 24:2
establishment 19:16
establishments 13:8 22:14
evening 3:7
evergreen 26:12 26:14
everybody 21:22 23:22 44:7
evident 4:16
example 32:24 49:24 53:13
examples 34:2,3
exceed 43:8,16
exclusively 24:3
existing 16:19 43:20
exterior 57:21,24
externalities 32:7
extra 21:5

f

f 31:12 36:5
facade 6:11
facilities 25:2
facing 20:23 22:7 22:8,12
fact 8:9 32:17 48:8
factors 32:14
fall 19:17 22:21
family 16:20
fan 15:13
far 17:8 23:14,14 23:18,19
fast 58:23
favor 11:2 25:10 27:3 44:7 49:2 59:8
favorable 13:15
feel 21:10 45:11 55:4,11
feels 15:22
feet 25:17 26:4,8 27:9 32:21,22 34:11 38:15 42:1 43:8,9 44:4 51:22 57:24
felt 3:16 35:14
fence 31:14 52:3,4 52:4 55:17
fences 28:2 29:14 30:2 31:12
figure 18:6,7
figures 4:18
fill 10:17
final 47:14
find 24:10 32:18 49:12
fine 17:7 53:18
fire 32:9 37:5
first 3:9 4:11 5:7 6:24 7:5,20,24 11:7,14,16 12:14 12:20 18:14 20:17 24:6 29:1 31:20 35:15 37:14 48:20
five 38:6
flag 44:20
flash 41:1
flexibility 20:11
flip 10:19
floor 6:7,13 7:1,5 7:18,24 9:9,16,20 9:22 10:6,8,15,23 12:14,17,20 13:1 15:13,18,23 17:6 18:3,7,15 19:14 20:17 21:11 22:3 24:1,6
floors 11:14
flushed 56:2
focus 6:15
foot 20:7 43:12 54:19 57:6
footage 38:1,14 43:12,17
footnotes 48:22,24
footprint 36:9
foregoing 60:9
forth 60:12
forward 37:6
found 3:11
four 3:11 19:21 42:1 43:9 50:22
free 38:13 42:14 42:24 43:2 45:22 46:8,11
fried 28:22
friendly 5:22 6:6
front 20:3 21:2 22:20 29:16 30:1 32:22 35:8 44:12 50:2,14 52:24 53:15 54:1 55:7 57:13
fronts 20:7
further 28:1
future 6:4

g

garage 32:4 34:14 34:15 36:24 37:11 38:13 39:12,13 40:4,8 41:5,13,14 41:23 42:18,20,22 42:23 44:9,13,14 44:19 45:22,23 46:8,11,13,15 51:6 51:11,11
garages 36:8 37:1 41:14,17 42:14,24 45:3,17
garden 52:13 53:18
gardens 45:14 52:12,14
gas 10:12
gate 55:17
gazebo 32:3,4 34:17 38:18 40:4 40:15,18,19 43:16 43:16,20 44:3 45:23

gazebos 37:11
general 5:5,7 17:16 18:13,18,24 19:4,11 20:16 32:12
generally 21:23
geneva 36:22 52:16
gentleman 35:3
gentlemen 40:23
getting 13:22
give 27:19,20 29:13
given 3:20 5:4 56:16
giving 15:8
gloria 1:13 60:4,16
go 4:11 10:8 14:1 21:6,21 23:9 24:9 25:1,4,7,7,14,21 25:22 28:10 33:20 37:6 43:15,21 50:10 53:15 54:23 55:1,6 56:1
goal 14:21 24:16
god 50:20
going 3:12 4:11,12 4:23 14:17 18:11 19:4,5 20:6,8,18 22:1 23:13,15,16 23:19 24:20 25:1 27:13 28:1 30:13 31:2,18 38:4,11,24 39:4,16 41:1 43:6 46:24 47:6
good 3:7 6:10 24:14 26:11 27:23 27:23 31:16 48:9
graphic 45:10
grapple 23:4
grass 41:16
gray 47:13
greater 12:14
gross 19:14
ground 5:23 6:7 6:13 7:3,18 9:8,16 9:19,22 10:6,8,15 10:23 12:17 13:1 15:13,18,23 17:6 18:3,7 21:10 22:2 23:24 37:22 38:1
group 23:12
guess 9:2 11:15 13:12,15 21:23 41:9 42:13 55:20
guy 45:5
guys 35:7 49:17

h

half 17:23 44:6
hand 18:12
handcuffing 20:17
handful 24:2
handle 33:13 45:8
handout 9:12 48:18
handy 48:19
hanging 51:21
hanover 48:18
happen 24:17 26:20
happening 39:7
happens 45:7
hard 40:20
hear 21:22
hearing 1:10 4:1 56:14 59:19 60:8
heating 19:15
help 3:21 24:12 32:12 48:19 53:12 58:10
helpful 11:22
helping 31:24
helps 54:23
hereinabove 60:11
high 31:9 36:23 57:6
higher 30:22
historical 12:4 13:23
hofstra 1:21
holes 52:5
home 23:13
homes 42:18 45:14
hoop 56:24 57:5,7
hour 4:14
house 29:21,22 30:1 42:19,20 44:12 55:16 57:5 57:7
household 19:20 19:20
houses 19:21,21 42:23 45:16 56:24
housing 36:12
hurting 34:9
hybrid 58:7

i

idot 14:21
illinois 1:13,16 15:19 34:5 60:1,5
impact 21:13
impervious 30:9 30:19 47:2,15,16 47:18
include 22:9
including 36:8 46:7,23
increase 36:19
increasing 44:2,4
indicated 3:11
individual 15:1
industrial 33:11 35:21
inherently 19:4 20:18
inquiries 41:8
insert 10:5
insertion 30:9
install 43:20
installed 26:12,15 47:17 52:1
instance 40:12 43:17 57:24
institutional 13:11
integral 51:6,8,10
intended 6:17 11:1 31:13 48:2
intent 12:23 13:4,5 20:21 54:15
interchangeable 36:4
interchangeably 31:22 48:1,6
interest 15:2
interested 45:15
interesting 37:2
interior 50:5,19 51:3 54:7,9 55:7 57:12,16,17,18
internal 32:15
interpretation 8:6 13:4,20
interpreted 9:7 48:3
intersection 34:4
intersections 8:18 8:20
investigate 22:5
irrelevant 16:10
issue 15:16 18:12 23:23 26:5 27:13

29:4 43:10,22 52:19
issues 15:7
items 3:14

j

jarrett 1:19 3:1 8:2,23 9:2,6,13 11:15,23 12:16,21 13:16 14:3 16:5 16:19 17:17 18:1 18:5 20:21 21:23 22:18 23:21 24:7 24:15,22 25:7,10 26:1,7,14,23 27:10 27:22 28:6,10,20 29:11 30:6 31:3,6 31:11,18 39:9,23 40:3,17 41:9 43:24 44:17,22 45:1 46:2,6,17 47:20 48:22 49:2 49:14 50:19,22 51:14,24 52:3,10 52:19 53:1,4,17,22 54:12 55:2,11,20 56:4,15,20 57:11 57:19 58:9,14,21 59:3,10,12
jason 1:19
juggling 14:6
jump 55:3
june 58:13,14,16 59:2
justin 1:24

k

keep 37:6 38:11
kenilworth 16:22 16:23 34:5,11
kept 37:9
kind 8:10 9:20 21:24 23:13 43:22 52:22
kits 43:15,16
knew 3:16
know 6:4 8:3 9:10 9:11 18:10 20:4,6 20:12 22:22 23:13 23:22 27:1 34:24 36:22 41:18 42:21 42:23 47:23 50:10 52:22 53:2

l

label 15:21
labeled 12:1,5 14:1 15:14
landscaping 28:7 29:12
lane 26:15
language 8:6 21:15 30:9 31:7 47:8
laptop 16:17
larger 42:3 45:10
larry 1:20
lattice 31:13
laundry 14:6
leads 8:19
leave 35:22
leaves 24:17
led 8:10 34:4
legal 32:11
library 29:20
license 1:14 60:17
liked 33:2
likewise 15:15
limit 20:23 40:11
limitation 42:8
limited 19:13 22:11
limiting 46:9
line 22:10 29:13 29:24 41:11 50:12 51:22 52:4,4,4,8
lines 4:17 17:22 27:24 46:22 51:18 52:1 56:11
list 14:6 22:20 35:15
literally 52:3
little 3:19 16:2,12 32:16 41:2 47:13 50:13 55:17
living 19:20
located 33:22
log 53:5
lombard 40:13 43:4,7
long 38:21 50:22 50:24 54:11
look 3:23 4:15 5:16,18 6:14 7:19 9:11 11:20 14:18 19:6 22:18 23:15 24:10 25:12 27:20 30:14 31:3 36:5 41:2 45:14 48:13 49:21,22 55:6 56:10
looked 14:10 17:18 34:18,18 37:14,15
looking 14:10 22:17 24:17 36:16 39:9 46:18 47:9
looks 3:21
losing 28:15
lost 37:24 40:23
lot 14:13 15:17 16:1 17:22 19:21 19:24 20:7 21:21 23:4 26:19 29:24 30:14,17,18,24 32:2,7 34:10 36:10 37:1,13,18 38:12,21,24 39:4 39:22 40:2,19 42:7 43:14 44:11 44:12,20 45:18,24 46:20,22 52:8 54:19,23 55:1 56:8 58:10
lots 20:1,2 29:2 41:5 42:1,3,6 45:3 45:10
low 5:20 36:21
luedtke 1:22 8:20 8:24 9:5 18:11,19 18:24 19:3 21:14 22:15 26:6 28:8 28:11,15 29:4,8,10 37:23 42:2 49:5,9 49:13
lump 52:12

m

m 30:15 31:1
main 8:20 9:4 23:5 35:24
maintained 26:15
making 42:13 58:7
map 11:21 14:15 14:19 16:17 24:10 24:18 45:9
market 10:20,24
mass 32:6
materials 3:20
matter 1:10
maximum 36:10 36:12,21 38:13 40:2 43:12,17 54:1

mean 12:24 16:16 18:15 20:8 40:5 41:12,24 44:4,6 53:14,17 54:10 55:23
meaning 12:4
means 30:20
measurements 4:5
measuring 45:24
meet 27:7 28:24 38:21 42:7
meeting 24:16 36:2 58:13 59:13
meets 34:15
member 1:20,21 1:22,23,24
members 1:18 26:10
memo 3:10,13 4:23 5:4 24:24 25:12,14 41:2,3 49:22
memory 28:11
mentions 57:22
merely 22:8
merge 47:7
met 32:9
metric 40:5
michael 1:23
mind 7:7 11:7 16:16 25:4 37:6 50:21 57:4
mine 52:10 56:6
minimize 39:1
minimum 9:14
missing 4:18 12:22
misspellings 4:17
mistake 38:9
mix 7:4 11:19 18:6
mixed 5:20 11:3
mixes 5:14
modified 55:6
monitoring 34:1
month 21:21 42:11 50:24 56:3 56:15,18
months 50:23
motion 56:12 58:13,15,24 59:3,5 59:7,12
motorcycles 41:15
move 24:20
moving 58:23
multi 16:20,20
murphy 33:14
mx 4:6,14 5:6,6,6 5:12,16,19,20 6:1 6:2,9,17,21,21,21 6:22 7:1,4,6,8,8 8:15,17,19,21 9:17 11:8,18 12:1,4,6,9 12:19 13:24 14:5 14:11,12 15:14,18 16:2,6,7,13,14 17:19,20 18:7,8,12 21:16,18,19 22:3 22:21 23:23 24:18 27:6 29:2,3

n

narrow 55:1
near 34:10
necessarily 20:22 34:13 52:15
need 3:19 6:4,15 8:12 11:18 18:6,9 22:4 25:21 26:18 29:2 31:3 39:6 41:20 46:20 47:8 50:17 51:18 53:2 56:12,19
needs 5:6 7:17 18:17 36:5,14
negative 21:13
neighbor 32:8
neighbor's 50:4
neighborhood 10:13
neighborhoods 10:21 24:4
never 38:23 49:11 50:21 51:20
new 26:19
nexus 32:11
nice 50:12
nine 25:17
nitpick 50:9
nodes 8:17 9:3,3
noise 39:7
non 14:7 22:8,12 29:18 48:16 49:16 52:21
normal 42:23
north 29:21,22
note 33:9
noted 6:1
notes 48:12 58:9 58:11
notice 3:24 15:5
notify 15:1
number 8:16 23:3 30:22 40:16 45:16

o

objections 31:15
observation 24:13 31:20
obstructions 32:20
obviously 4:16 41:21
odd 45:5
odors 39:7
office 5:14,24 6:7 6:18 7:9,14 13:9
official 31:24
oh 29:4 38:3 47:16 50:20 57:19
okay 11:15 19:22 24:7,21 28:6 34:16 46:2 47:20 58:9,21
old 17:1 48:7
older 42:17
once 43:5
ones 8:24 20:12 39:1
oning 1:5
open 7:15 34:17 41:4 55:16
opened 50:12
opinion 9:24
opposed 12:7 42:22 59:10
ordinance 1:5 3:3 15:4
ordinances 3:11
oriented 7:22
original 3:13 4:19
originally 19:7 30:16
orlowski 1:23 23:8 41:24 46:3 59:5,7
outdoor 3:10
owned 44:20
owner 15:2

p

p.m. 1:11 59:16
package 5:17
packet 5:18 19:11 32:17
page 5:1,18 19:11 21:19 25:14 28:1 49:22 56:23 60:2

pages 48:20
parcel 40:13,15 44:20,24
park 1:1,12,13 8:4 8:14 9:20 11:21 15:19 16:8 17:1,4 29:9 32:24 48:18
parking 4:4 20:10 26:24 46:15
part 3:5 28:12 45:21 51:6,8,10 53:5
particular 15:21
parties 39:4
passed 4:20
patio 39:4 40:21 43:20
patios 30:20
paver 47:16,18
pedestrian 5:22 6:6 7:22 8:1
people 11:17 15:8 39:21 41:18 42:6 43:14 47:15 52:17 56:5 58:10
people's 15:7
percent 7:5 9:8,14 12:14 13:9,10 19:14,23 20:24 21:1 22:2,11 30:24 31:10 36:6 36:12,14,15,21
percentage 10:2 23:2 30:14 54:1
percolate 30:21 38:1
percolating 37:22
perfect 24:22
pergola 44:3,3
pergolas 43:16
permit 27:13 42:16
permitted 18:14 18:20 19:13,18,22 22:10,24 32:20 33:4 41:19 48:15 53:11 56:24
perpendicular 52:7
personally 8:19 9:15 11:2 23:21
perspective 37:21
pervious 47:14
petition 1:4 3:2 59:1
petitioner 3:4
petitioners 20:19
place 20:14 34:6 54:3 60:11
placed 14:5 39:6
placement 19:9 34:13
places 14:22 32:18 54:24
plan 14:9 15:3,12
planning 1:2
plans 27:21
plant 52:16
planted 53:18
plants 57:8
plastic 57:6
please 49:22 50:21
plug 16:16
pocket 16:12
pockets 16:2
point 13:13 17:10 26:21 30:13 32:10 35:13 48:3 55:5
pointing 54:6
policy 41:6 42:9
political 14:14
ponder 42:10
pool 35:3,9
population 32:13
portion 6:10
portray 24:11
possibility 21:15
possible 22:15
possibly 14:20
powerpoint 4:13 25:13 38:10 48:21
prepared 56:21
present 1:18 2:1
presentation 29:6
presents 10:16
preserved 45:6
pretty 21:8 24:3 36:23 54:15,20
previously 6:1 25:15 35:7
primary 5:23 6:8 22:19,20,21,24
princeton 15:19
principal 34:20 36:9 37:5,7 38:2,5 46:23
printed 33:2
private 53:5
probably 22:3 24:16 31:5 41:10 49:16 51:15 56:16
problem 15:17 38:23 39:2 50:1
problematic 24:1
problems 55:22,22
proceedings 1:9 59:18 60:7
process 10:9 21:5 21:5,10,24 43:22 44:1 45:8
product 11:5
progress 56:8
project 8:5 17:18 28:13
properties 35:19
property 15:1,2,9 15:10 32:6 46:14 50:12 51:22
proposed 22:10
proposing 19:8 35:11
protect 54:2
provide 35:23 46:15
provided 18:17
public 1:9 2:3 3:24 4:1 27:18 28:4 59:19 60:8
publish 3:24
published 4:2 24:23 56:13
pud 33:14,15
puds 33:13
pull 33:20
purpose 52:17
put 7:9,10 9:10 10:7 12:6 18:16 19:4,23 24:16 25:13 34:8 35:9 45:19 48:21 50:4 51:20 55:15,17 56:5 57:10,11,15 58:1
putting 21:1 39:24
pz 1:4 3:2 58:15 58:19 59:1

q

qualified 1:15 60:5
question 4:21 6:24 11:12,16 13:22

15:20 27:17 39:16 44:8 45:3 56:23
questioned 54:3
questions 41:3 59:7
quick 4:13 56:23

r

r 5:6,6 6:21,21,22 7:6,8,8,13 11:10 11:10 16:7,13,14 19:12,12 23:23 33:19 38:14
raised 27:14
rates 10:19
ratio 30:17,19
rationale 13:23
reached 12:23
read 13:2 29:1
reading 8:9
reads 22:10 29:23 30:17 33:7 46:21 53:13 54:15
ready 3:5
real 4:12 34:3
reality 14:8 56:4
realized 4:22 29:1
really 7:17 13:2 14:12 15:16 17:9 23:13 24:14 28:22 31:9 33:2,7 39:1 44:8 45:15 46:13 55:2,23
rear 35:4 57:12
reason 21:4 34:23 35:1 38:19 49:15
reasoning 13:24
recommend 32:1
recommendation 19:10 38:11 49:20
recommendations 3:15 56:3
recurring 55:22 55:22
red 19:11 22:10 46:22 56:11
refer 36:11 51:19
referenced 36:1
regard 24:19
regarding 28:2 29:14 41:4
regards 22:6
relate 22:19
related 30:9
remain 12:2,9,9
remainder 37:12
remember 14:3,23 26:9 28:24 44:13
remembering 29:7
report 1:9 60:10
reported 1:13 60:6
request 34:8
requests 55:14
require 9:14 10:6
required 17:22 32:21 34:11,22 35:5 46:15 52:8 54:20 57:15,23 58:1,2
requirement 28:15
requirements 32:9 33:5 34:16
residential 5:15,24 6:18,20,22,23 7:5 7:9,10,14,23 9:8 9:15,16,18,19,22 10:2,6,7,13,14,17 10:17,17,20 12:15 12:18,20 13:1,6,12 13:15 15:13,16,17 15:23 17:8,10 18:2,14 19:5,19 20:4,13,16,22,23 21:11 22:2,24 23:24 24:3,6 29:18,19 30:23 33:12,18 35:19,24 46:14 48:16,17 49:16
resource 11:22
response 59:11
rest 31:19
retail 5:22 6:6 11:7 13:8 19:15 20:3,9 21:13 22:14
retention 45:5
returning 29:17
review 10:8 21:10 27:12,13 28:3 35:14
reviewed 27:18
rezone 15:21
rezoned 16:24
rezoning 18:10
rf 39:22
right 6:16 8:2 9:2 11:9,11 14:19 17:15 18:1,15,20 20:10,24 21:7 24:4,20 25:4 26:5 27:12 30:6 31:15 34:21 35:3 37:23 39:17 40:3,4,14 42:8 44:16 47:21 48:23 53:1 54:15 55:11 57:7,19 59:12
rights 15:9,10
road 6:9 20:2,5 28:13
roof 37:15,17 38:1 42:7
room 1:12 57:14
round 3:8
run 43:10,23
runs 52:4
rvs 41:15

s

safety 32:12
sales 13:8 22:14
saying 13:17,18 19:3,12,23 36:13 38:24 47:4 50:13 51:23 56:24
says 6:18 29:24 51:14,16 54:8 57:2 58:21
scale 5:20
school 17:2
scratch 50:21 51:12
screening 28:7 29:12
scrivener 4:16 5:2
scrivener's 4:8
season 23:19
second 5:5,9 11:12 28:2 32:10 33:15 37:1 41:5,17,22 42:22 44:9 45:17 59:4,5,6
section 6:15 25:3 29:23,24 33:18 35:24 46:19 48:14 51:15,15
see 3:21 4:7 5:18 10:21 14:16 16:1 17:9 24:1,10 30:4 30:16 34:14 37:12 38:19 42:17 45:16 45:16 49:14 50:3 51:22,24 53:4,8,9

seen 25:23 26:2 32:19
self 4:16
semantics 19:7
semicircle 57:5
sense 14:11,12 17:5 30:6 37:20 48:4
sent 28:23
sentence 27:19
separate 44:20,23 48:2
separation 34:20 55:13
serves 28:11
service 5:22 6:7 7:12 13:7 19:15 22:13 30:10 46:22 53:5 55:16
session 3:1
set 5:3 15:6 21:5 27:7 34:22,23 44:12 60:11
setback 32:21 34:2 34:11 35:5 52:9 53:16 54:20 57:14 57:15,18,23 58:1,3
setbacks 33:18
setting 14:21 24:16
seven 17:24
shape 45:5
share 16:17
shared 22:7
shed 32:3,4 38:16 40:9,15,18 41:22 43:14,19 44:2 45:23
sheds 37:11 40:9 41:14 43:2,6 46:11
shlensky 1:24 11:20,24 12:12,19 13:14,19 15:12 16:12 17:7 22:6 46:18 47:5,11 54:5,13,17 58:17 58:24
shopping 6:19
short 30:3 49:13
shorthand 60:7
show 28:23 34:2
shrubs 26:12,14
side 20:4 29:17 32:22 34:8 35:5 50:2,18,19 51:3 52:14,22,24 54:7,9 54:20,21 55:7 57:1,12,16,18,21 57:24
sidewalk 53:19,23
sight 27:4,17 28:4 28:8,12 30:4
signature 60:16
similar 5:7
similarly 16:14
simple 17:13
simplify 37:19
sin 53:10
single 13:6
siolidis 1:14 60:4 60:16
site 14:10 16:23 27:21
situation 35:10 50:3
situations 42:21
six 32:21 42:1 57:6
size 34:15 40:2
skip 4:12
slide 40:23
small 26:4 44:13
smoke 39:7
solid 37:12,17 38:1
solidify 15:20
somebody 21:6 43:14 44:21
someone's 39:5
somewhat 23:17 41:24
soon 49:21
sort 20:9,13,14 28:16,17 41:11 50:7
south 1:12 14:1 16:8 17:1 44:15
southeast 17:2
southwest 16:3,13
special 10:7,14 20:20 21:4 23:1 35:6 50:7,16
specific 46:10
specifically 20:15 21:16
speery 14:4
spirit 47:21
square 37:24 38:14,15 43:8,12 43:17 44:4
squeezing 10:18
ss 60:1
st 6:9 8:17,18 9:21 12:2,9 13:14 14:2 15:14,24 16:3 17:10 20:1,5,8 27:5 28:13
staff 3:4 26:10 27:20 29:13
standing 38:13 42:14,24 43:2 45:22 46:11
stands 9:7 12:17
start 15:7 57:8
started 3:9 44:1
starting 41:7
state 1:15 60:1,5
station 5:21 6:22 10:13 16:9
steadily 3:12
steering 23:9
steps 10:11 21:6
sticky 13:13
stop 21:1
stopped 30:2
storage 3:10
store 20:9 22:7,12 22:12
storefront 6:11 17:21 18:2,22
stories 37:2 45:17
stormwater 37:21
story 5:23 7:3 16:20 19:14
straight 37:10
street 6:11 8:1 20:23 21:13 22:8 22:12 26:4 52:21 52:21 53:13 54:2
streets 5:23 6:8 9:4 22:19,20,21 23:1
structure 31:21 32:2,2 33:14,16 34:20,21 36:9,23 38:24 40:12 43:13 43:13 46:14 47:7 51:8 57:15 58:2
structures 4:3 25:1 31:17 32:14 35:20 36:1,2,8,13 36:20 37:6 38:3 38:21 40:16 43:8

46:9 47:1,24 48:15 52:13
struggle 21:4
stuck 10:22
stuff 25:5 27:2 39:21,24 41:14,18 48:7,8
subject 40:1
submit 28:17
substantive 4:9
subtle 41:12
suggest 35:17
suggested 19:10 27:3
suggesting 7:2
supposed 5:12,13 6:10 7:21
sure 11:11 23:18 35:15 47:10 48:9 48:10 50:1 51:1 54:12,16
surface 30:19 40:20
suspicion 33:12

t

t 5:6,12 6:17 7:1,4 7:13 8:15,19 9:1 9:17 11:8,18 12:1 12:4,6,9,19 13:24 14:12 15:14,18 16:2 17:19 18:7,8 18:12 19:12 21:16 21:18 22:3 24:18
table 5:3,6,7 6:15 21:20 32:17 33:6 33:18 42:11 45:20 48:12 49:5,9,15,15 49:16,21 52:20 53:10 57:22 58:8
tag 50:6
take 11:8 29:23,24 56:6
taken 1:9 59:19 60:8,11
takes 21:6
talk 3:19 5:9 32:19 33:9 34:12 36:3
talked 4:13 32:16 35:18 36:18 37:4 53:6 55:5
talking 16:13 17:15 18:13,24 19:19,20 35:10 37:7 40:7 42:3
talks 33:11,17 34:19
team 32:15
technical 34:23
temporary 3:10
ten 27:9 36:20
term 22:9 31:21 47:6
terms 13:3 31:12 41:20
testimony 60:7,10
text 3:8 18:12 19:7 22:16 25:15 58:19
thank 29:8 52:9
theoretically 39:12 46:7 57:13
theory 27:11
thing 5:9 20:9 21:8 22:3 23:8 37:14 47:11 52:15
things 3:16,17 8:12 15:11 19:17 27:21 39:6 45:6 47:22 51:17 53:10 56:10 58:6
think 3:8,19 7:16 7:17 8:2,12,12 9:23 10:12 11:18 11:18,21 13:11,13 14:13,19 16:7 19:8 20:17,21 21:14,21 24:5,5,8 24:9 26:1,13,16 27:3,10,22,23 29:20 30:11 33:5 33:7,13,21 36:14 36:22 37:3 38:3 39:20 40:24 41:21 42:2,15 43:1,3,5 43:24 44:5,7,8 45:18,20 46:3,4,7 46:9,20 47:21 48:1,2,5,12 50:6 50:11,14,16 53:7 53:17 54:13 55:5 55:6 56:8,10 58:4 58:6,9
thinking 25:4,9 57:4
thought 6:3 21:17 21:24 37:19 40:10 55:20
thoughts 11:16,17 37:9 49:17,23
three 7:20 16:2 19:21 46:10 51:22
throw 11:12 53:9
throwback 36:15
time 14:9,23 23:19 50:17 59:16 60:11
times 53:6
tinley 32:24
title 5:2
today 14:11 16:24
told 56:5
tomatoes 52:16
tonight 17:19 33:1
top 5:1,2,5
topics 48:11
total 4:7 36:7
totally 34:17
town 3:22,22 37:1 45:12,13
townhomes 16:22
towns 32:19,23 36:21 43:3
train 5:21 6:22 16:9
transcript 60:9
transition 6:17 11:3
transitional 9:3
transitioning 6:19
transparency 40:6
trees 45:6
trellis 56:5
trellises 55:4,14
triangle 27:4,8,17 28:9,12 30:5
triangles 4:5 28:4
true 47:19 56:20 60:9
trust 27:1
trying 13:3,10 14:6,8
ts 16:6 22:21
turns 41:16
two 11:14 16:8,24 19:21 26:10 39:1 40:9,12 41:23 42:14,23,24 43:2,5 44:5 45:3 46:10 46:11 48:20 50:2
type 10:16 12:7 17:15,16 18:2 23:7 27:19 35:10
types 21:9 29:15

typical 54:19

u

unanimous 26:16
underneath 47:19
understand 50:2
understanding 39:10
unfinished 6:3
union 23:5
unique 32:18
units 10:22
unobstructed 33:19
update 15:4,4 23:18 46:21
upheaval 14:14
upstairs 5:24
use 5:20 6:15 10:7 10:7,14 11:3 13:7 13:11,11 18:6,19 19:6 20:20 21:4 23:1 32:1,2 35:7 50:7,17 58:4
useful 54:17,18,22
uses 5:22 6:7,13 6:14,20 7:13 10:6 10:18 19:13,18 21:11 22:11,24 31:21 47:5 48:2
usually 8:18

v

value 10:19
variances 17:23
variation 10:3 44:11 45:2,8
variety 5:13 6:12 7:12 45:18
various 4:8
vassili 2:3 31:22 33:23 37:10 56:1
vegetable 52:14
version 40:24
versus 3:22 15:23 16:3 22:8
view 54:2
villa 1:1,11,12 8:15,22 11:21 12:5 14:1 15:15 15:24 16:4,15 20:13
village 1:1,4,11 3:2,4 10:9 15:5 42:4 47:13
visibility 4:5
volume 40:5
voskresenski 2:3 38:7 40:1,10 43:7 44:15,18,23 46:12 51:5,9 54:14,18 55:18 57:17,21

w

wait 25:19
walgreens 28:13
walk 3:21 52:17 55:16
wall 6:11 37:16
want 4:8 5:9 7:1 7:18 8:4 9:11 11:14 20:16 21:9 21:22 23:16 25:22 32:3 35:15,22 39:5,18,23 43:20 48:14 50:10 51:24 52:12 53:18
wanted 3:17 7:9 11:8 18:20 25:6 27:15 33:19 34:24 35:12 37:19 55:15
wanting 39:21
washington 17:2
water 30:21
way 10:1,4 11:11 12:16 13:2 21:15 22:16 24:11 29:23 31:6 33:3,23 36:3 42:19 44:12 47:4 48:3 52:20 53:14 53:19,22 57:2,9
ways 10:1 23:3
we've 16:24 21:21 24:2 26:1 30:10 32:11 37:11,24 55:6
weaker 21:18
weber 2:2 3:7 9:10 11:4 12:8 16:18 17:12,18 18:4,18 18:22 19:2 21:17 23:4 24:5,9,20,23 25:9,12 26:13,21 27:4,15 28:3,14,22 29:5,9,16 30:13 31:5,9,17,20 37:24 38:9 39:15 40:18 42:5,15 43:1 45:9 47:2,10,12 48:11 48:24 49:4,7,11,19 50:20,24 51:7,12 51:17 52:2,7,12,23 53:2,8,20,24 54:10 54:22 55:9,15 56:1,7,16 57:2,7 58:4,12,18,23
wednesday 4:1
week 29:1
weigh 15:11
weighed 32:14
weird 20:8
welfare 32:12
went 24:24 26:8 37:10 46:4 52:7 52:10
west 8:3,14 9:20 17:4,4 29:9
wide 15:5 45:17 54:19
wider 6:12 7:12
widths 25:3,15 26:9
wildwood 16:15
wind 46:8
window 39:6
wisconsin 44:11 44:16
withdrawn 58:18
word 32:1
words 31:12
work 9:21 22:16 22:23 32:15 49:18
workable 22:15
worked 11:6 14:4 35:5
works 2:3 9:20 27:18 28:5
world 47:13
worthwhile 39:20
writer 12:23
writing 48:6
written 9:11 11:11 12:2,9,11,13,23 19:7 31:7 33:3,24 47:4 48:8 53:14 54:4 57:2,9
wrong 5:3 39:11 40:24
wrote 12:10

y

yard 32:22,22,23 33:22,24 35:4,5,8 35:16 50:2,14,18 50:19 51:3,20 52:14,21,21,22,24

52:24 53:13,15
54:2,7,9,11,20,21
57:1,12,12,13,16
57:18 58:6
yards 26:4 29:17
29:17 39:24 45:14
50:3
yeah 18:11 24:7
24:15 26:1 27:10
27:22 29:5 43:24
year 30:12 38:17
44:6
years 43:23 44:5
55:12

z

zero 17:22 27:8
zeros 38:6
zones 33:10,11
zoning 1:2 3:3
8:16 10:5 11:21
12:7 14:15,20,23
14:24 15:4,7
16:17 18:9 21:9
24:10,18 29:15
32:11 34:8

Planning and Zoning Commission Agenda Item Report

Meeting Date: June 9, 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-22-0007 / 225 W. Stone / Let's Go Motors. Special Use for Vehicle Body and Paint Finishing Shop / Macario Ramos of Let's Go Motors d/b/a Gs N Zs Motors (Applicant) on behalf of Chicago Title 8002374750 (Owner)

Suggested Action:

Attachments:
PZ-22-0007 Memo June 9 2022.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 12, 2022
RE: **Petition PZ-22-0007 / 225 W. Stone / Let's Go Motors**
Special Use for Vehicle Body and Paint Finishing Shop / Macario Ramos of Let's Go Motors d/b/a Gs N Zs Motors (Applicant) on behalf of Chicago Title 8002374750 (Owner)

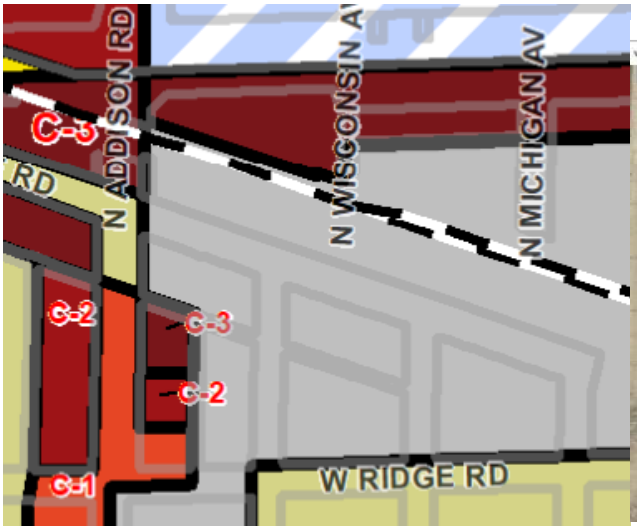
Request Summary:
A public hearing is scheduled before the Planning & Zoning Commission at 7:30 p.m. on June 9, 2022, at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, IL, to consider a request by Macario Ramos of Let's Go Motors (Applicant) on behalf of Chicago Title 8002374750 (Owner) for the property at 225 W. Stone, Villa Park, Illinois which would approve:

A Special Use, identified in the Village Zoning Ordinance under **Article 6, Section 6.1.3** in the M-1 Light Industrial District for *Vehicle Body and Paint Finishing Shop*, pursuant to the procedures set forth in Article 11, **Section 11.4** the Village Zoning Ordinance.

Site Information:

Present Zoning:	M-1 Light Manufacturing
Present Land Use:	Automotive Repair
Property Size:	(+/-) 6,970 SQ. FT., 0.16 AC.
PINS:	06-04-210-017

Zoning Map



Location Map – 225 W. Stone

Surrounding Zoning		Present Land Use
North:	M-1 Light Manufacturing	Manufacturing
West:	M-1 Light Manufacturing	Manufacturing
East:	M-1 Light Manufacturing	Manufacturing
South:	M-1 Light Manufacturing	Manufacturing

Community Input

The Legal Notice was published in the Daily Herald on Tuesday, May 24, 2022. It was mailed to properties within 250' and a sign alerting the community to the hearing was posted on the property.

The legal notice prepared by the Village inadvertently contained an error, identifying the property as "commonly known as 24 E. Stone," not with the correct address of "24 W. Stone;" business address and PIN were correct.

One phone call was received from a resident inquiring on the application. He expressed concern over the amount of cars in the neighborhood from nearby auto repair shops and asked if a paint booth operation creates any concerns for the nearby school; he understood that the Special Use review considers health impact and is a means to confirm proper ventilation of paint booth operations.

The notice will be republished before being placed on another hearing agenda.

PUBLIC NOTICE OF HEARING BEFORE THE VILLA PARK PLANNING & ZONING COMMISSION

NOTICE IS HEREBY GIVEN that on Thursday, June 9, 2022 at the hour of 7:30 p.m., there will be a public hearing at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, IL, to consider, make recommendations and conduct a public hearing as required by the applicable statutes of the State of Illinois and the Village Code of the Village of Villa Park regarding a an application for a special use concerning the following:

APPLICATION NO. PZ-22-0007

PROPERTY COMMONLY KNOWN AS: 225 E. Stone, Villa Park, IL 60181

PROPERTY INDEX NUMBER (PIN): 06-04-210-017

LEGALLY DESCRIBED AS: LOTS 3 and 4 IN BLOCK 2 IN SECOND ADDITION TO NORTH AVENUE TERRACE, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 4, 1926 AS DOCUMENT 226034, IN DUPAGE COUNTY, ILLINOIS.

PROPERTY SIZE: (+/-) 6,970 SQ. FT., 0.16 AC.

PETITIONER: Macarios Ramos (Applicant)
Let's Go Motors, d.b.a. Gs N Zs Motors
225 W. Stone Road
Villa Park, IL 60181

OWNER: Chicago Title 8002374750 (Owner)
1263 S. Highland Ave., Unit 2W
Lombard, IL 60148

NATURE OF REQUEST: Petitioner is seeking approval of a **Special Use** identified in the Village Zoning Ordinance under **Article 6, Section 6.1.3** in the M-1 Light Industrial District for Vehicle Body and Paint Finishing Shop and pursuant to the procedures set forth in Article 11, **Section 11.4** the Village Zoning Ordinance.

This hearing is a result of the petition of Macarios Ramos (applicant) on behalf of John Woolfe / Key Investment & Management (Property Manager) for Chicago Title 8002374750 (owner), which petition is on file and available

Recommendation to Table to July 14, 2022 Meeting:

Per **Section 11.1.3.C - Applications and Fees**, an application is considered complete and ready for processing only if it is submitted in the required number and form, includes all information and is accompanied by the required filing fee. The applicant has been advised that a revised Site Plan, drawn to scale will be required for processing of the application. The purpose of the Site Plan is to confirm parking for the business. The Site Plan is under revision, therefore it is recommended the Public Hearing for the property located at 225 W. Stone, PIN 06-04-210-017 be continued until the July 14, 2022 meeting.

Additionally, **per 11.1.3.D - Applications and Fees,** applications may be amended at any time before final action upon such terms and conditions as the community development director (if amended before any required hearing), the planning and zoning commission (if amended before final action by the commission), or the village board, directs. Examples of such terms and conditions include requiring republication of the notice, rehearing of the application and/or extension of any time-frames required for village action.

Per **11.4.6 Hearing and Recommendation,** the planning and zoning commission must hold a public hearing on the special use application within sixty (60) days of receipt of a *complete* application and act within sixty (60) days of the close of the public hearing. The application is considered "incomplete" at this time.

Requested Action:
If the Commission finds in support of the recommendation, the following motion could be entertained:

Motion to table the Public Hearing for PZ 22-0007, an application for **Special Use,** identified in the Village Zoning Ordinance under **Article 6, Section 6.1.3** in the M-1 Light Industrial District for *Vehicle Body and Paint Finishing Shop*, at 225 W. Stone, PIN 06-04-210-017 be continued until the July 14, 2022 meeting.

Planning and Zoning Commission Agenda Item Report

Meeting Date: June 9, 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-22-0006 / Village Code Amendments to Zoning Ordinance (Appendix C)

Suggested Action:

Attachments:
PZ-22-0006 Memo June 9 2022.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 9, 2022
RE: Petition PZ-22-0006 / Village Code Amendments to Zoning Ordinance (Appendix C)

The Commission continues to discuss zoning text amendments to Appendix C of the Village Code which will clarify code requirements, address best practices and/or current development trends. PZ 22-0006 was first brought to public hearing on May 12, 2022. That memo outlined recent consideration of changes to the Village Code, re-presented items related to driveway placement and configuration, and began discussing amendments to the Accessory Uses regulations.

On May 12, 2022 the Planning and Zoning Commission held consensus on several of the proposed changes but no formal action was taken. This memorandum presents those changes for a formal recommendation. The Commission is asked to consider two actions this evening:

- Review the red-lined code sections and take formal action.
- Move to continue the Public Hearing to the July 14, 2022 agenda for continued discussion of
    - Accessory Structures;
    - Scribner's Errors in Section 4, MX Districts; and
    - Remainder of the items included in the Legal Notice published on April 27, 2022.

This code sections presented this evening for formal action were first proposed in February 2021 for amendment, and were also discussed at the March 10, 2022, April 14, 2022, and May 12, 2022 Planning & Zoning Commission meetings.

Amendments under consideration this evening are per the "Public Notice" which was printed in the Daily Herald on Wednesday, April 27, 2022 as follows:

- Zoning Ordinance (Appendix C) – Article 2 "Residential Uses", Article 3 "Office, Commercial and Industrial Districts", Article 6 "Uses", and Article 14 "Measurements and Definitions" – Adding regulations, definitions, and clarification including permitted locations, height, size, and number of permitted accessory structures per lot.
- Zoning Ordinance (Appendix C) – Article 4 "MX Districts", Article 7 "Parking", Article 9, Section 9.3 "Visibility Triangle", and Article 14 "Measurements and Definitions - Adding regulations, definitions, and clarification including on the width of driveways and driveway approaches, landscaping requirements, visibility triangle requirements, and width for service walks.

- Zoning Ordinance (Appendix C) – Article 4 "MX Districts" to correct various scrivener's errors.

Proposed zoning text amendment shown in red:

1. Consideration of "DRIVEWAY WIDTHS," "LANDSCAPING of CIRCULAR DRIVEWAYS," and "Revised reference to LOT COVERAGE compliance." (Article 7)

Dimensions should be consistent with standard width for 1-2 cars and engineering recommendations. As discussed in 2021, landscape material requirement are proposed to be modified to minimize pavement appearance from road and provide year round screening.

Article 7 – Parking, Section 7.8.4. - Width

A. Driveways must be at least ~~eight (8)~~ nine (9) feet in width measured at the property line and may not exceed the maximum driveway width specified in 7.9.6.

B. Except as otherwise expressly stated in this section, driveways in street yards may not exceed the width of the garage to which the driveway leads or thirty (30) feet, whichever is less. Driveways in street yards leading to off-street parking areas in rear yards may not exceed twelve (12) feet in width when leading to one parking space or ~~twenty-two (22)~~ twenty-four (24) feet in width when leading to two (2) or more spaces.

Circular Driveway width (Article 7 – Parking, Section 7.8.5)

A. Circular drives are permitted only on lots with at least seventy-five (75) feet of street frontage.
B. Circular drives may not exceed twelve (12) feet in width, excluding flares, except for that portion of the drive leading to a required off-street parking area.
C. The interior radius of a circular drive must be at least thirty (30) feet.
D. Low-growing evergreen shrubs must be installed and maintained along the length of the circular drive.

2. CROSS REFERENCE regarding maximum Lot Coverage.

Table 2-3 was recently updated to expand the maximum impervious lot coverage in the R Districts. Cross-reference should be made from Article 7 Parking to the underlying zoning district's maximum lot coverage/impervious surface as defined in the Table.

Driveway Design (Article 7 – Parking, 7.8.7.)

A. Adequate provisions must be made for the disposal of stormwater so that water will not flow into adjacent property. To keep water runoff on site and prevent runoff towards adjacent properties, new or replacement driveways must meet existing grades along the property line and then slope 1/8-inch to 1/4-inch per foot away from the property line and toward the center of the driveway. Any curbs along driveway must be constructed so as to not dam water on adjacent properties.
B. ~~On lots of less than seven thousand five hundred (7,500) square feet in area, the total of all impervious surfaces on the lots, including driveways, may not exceed fifty-six (56) percent of the lot area. On all other lots, the total of all impervious surfaces, including driveways, may not exceed fifty (50) percent of the lot area.~~ Maximum lot coverage (impervious site coverage) shall comply with Table 2-3: Lot and Building Regulations (R districts).
C. Residential driveways and parking areas must comply with the surfacing requirements of 7.9.4.

D. All new off-street parking facilities, including driveways, must meet the requirements of this section. Except as otherwise expressly stated in this section, all existing driveways not in conformance with this section must come into conformance at any time that 50% or more of a driveway is surfaced or resurfaced
E. Attached garages may not be converted into a living area unless the required off-street parking spaces are being provided for elsewhere on the lot and the existing driveway in front of the converted area is removed.
F. Driveways may not be designed or constructed in any manner that will interfere with planned or existing parkway or right-of-way improvements or in a way that will create traffic hazards.

3. PARKING AREA DESIGN Parking (Article 7)

The following modification has been discussed and is proposed, to be consistent with Village practice and following the Village Engineer's recommendations.

Parking Area Design (Article 7 – Surfacing, 7.9.4.)
All open off-street parking areas and driveways must be improved with all-weather, hard surface pavement consisting of the following minimum specifications:

A. A ~~2.5~~ 3-inch bituminous concrete surface course on a six inch compacted ~~crushed stone~~ aggregate base. For replacement driveways, the base material must be inspected for adequate compaction ~~and subsurface drainage.~~
B. A ~~four~~ five inch Portland cement concrete (P.C.C.) surface on a four-inch thick compacted ~~crushed stone~~ aggregate base. For replacement driveways, the base material must be inspected for adequate compaction ~~and subsurface drainage.~~
C. Concrete ribbon strips are permitted only if constructed of concrete in accordance with all applicable village regulations.
D. Brick paver or block driveways and parking areas are permitted if construction is done in accordance with the manufacturer's specifications.
E. The placement of granular fill or other non all-weather parking surface is prohibited. This provision is not intended to prohibit the continued use and maintenance of any existing non all-weather surface.

4. Consideration of "Visibility Triangles" (Article 9)

As discussed at the April 2022 meeting, a Visibility Triangle (often referred to as a "sight triangle") is not possible with certain building types that may be built at a zero lot line, or with some of the front build-to zones in the MX Districts. The 2018 Code provided an exception for the three MX Districts in which a Storefront Building is allowed – presumably because Storefront Building type may be built at a zero lot line. Depending on the width of the parkway, a 20' visibility triangle is not always possible when a 5' build-to-zone as required for a General Building type is permitted. The Commission discussed expanding the list to exempt all MX Districts from Visibility Triangle requirements. This however, would universally exempt the districts from an important safety element. The proposed amendment allows a case-by-case consideration.

Section 9.3.1. Intersections

On corner lots in all zoning districts, ~~except C-1, C-2, MX-1, MX-2, and MX-3~~ nothing may be erected, placed, planted, or allowed to grow between a height of three (3) feet and ten (10) feet above grade within the required intersection visibility triangle, which is formed by two (2) lines that begin at the point of intersection of the subject lot's street lots lines and extend for a distance of twenty (20) feet along each street lot line and a third connecting line that forms the triangle (see Figure 9-5). Any plantings or other vegetation located within or overhanging this intersection visibility triangle 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. In the C-1, C-2, MX-1, MX-2, and MX-3, MX-T, MX-R1, and MX-R2 districts, the determination of whether a visibility triangle is required shall be reviewed by the Village Engineer and determined by the Director of Public Works.

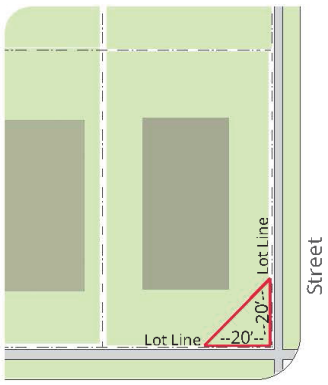
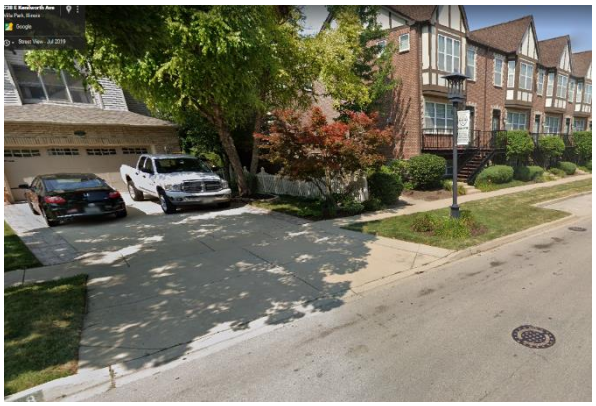


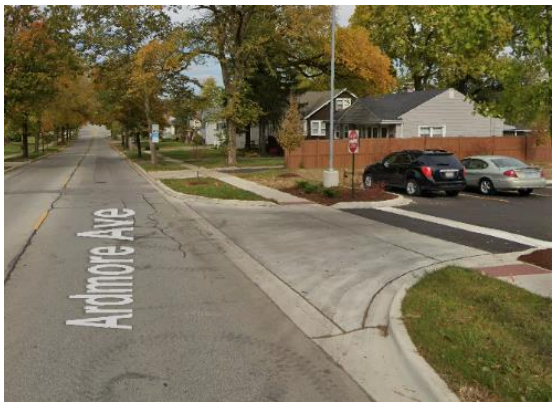
Figure 9-5. Intersection Visibility Triangle

5. "Driveway Visibility Triangles" conflict with Fence regulations (Article 9)

Section 9.1.5.C Landscaping and Screening requires a solid screen along the entire length of a property line when non-residential or multi-family residential development occurs on property abutting any RS or RD district. This may potentially conflict with 9.3.2 Driveways which requires a site triangle at a driveway. When sections of a code conflict, the more restrictive is to apply, yet in this situation, a shortened fence would provide the needed driveway visibility triangle. Therefore it is recommended that Staff have ability to determine the appropriate location.

The first photo below is on Kenilworth where the fence continues to the lot line. The second at the Villa Park Public Library where the fence was shortened to allow greater visibility.





Sections with potential to conflict:

Section 9.1.5.C Landscaping and Screening

C. **Perimeter Landscaping**

Perimeter landscape buffers must be provided in accordance with the following requirements:

1. **Abutting RS or RD Zoning**

When nonresidential or multi-family residential development occurs on property abutting any RS or RD district, a landscape buffer with a minimum width of ten (10) feet must be

provided within the required setback. Landscaping must be provided within the required buffer as follows:

a. A solid screen at least six (6) feet in height must be provided along the entire length of the abutting property line. Such screen must consist of a solid wood fence, berm, trees, evergreens, shrubbery, or other live plant materials that provide complete (one hundred (100) percent) visual screening. The determination of fence location shall be reviewed by the Zoning Administrator and determined by the Director of Community Development.

9.3.2. - Driveways

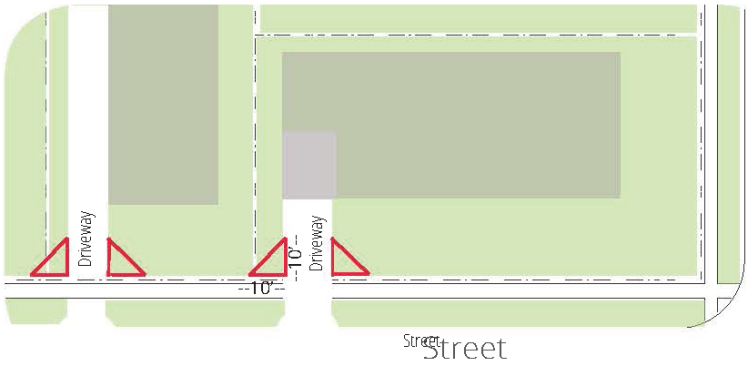
Solid fences and other visual obstructions exceeding three (3) feet in height are prohibited within driveway visibility triangles. Driveway visibility triangles are required along both sides of driveways. The triangles are formed as follows:

A. One side of the triangle extends from the intersection of the street and the driveway edge for a distance of ten (10) feet along the lot line abutting the street.

B. The second side of the triangle extends from the intersection of the street and the property line for a distance of ten (10) feet inward from the lot line along the driveway edge.

C. The third side of the triangle connects the other two (2) sides (see Figure 9-6).

Figure 9-6. Driveway Visibility Triangle



6. Consideration of Definitions and Measurements (Article 14)

As discussed at the April 14, 2022 meeting, not all definitions related to lot coverage were adopted. All three definitions are recommended for adoption, but should not be adopted. *The maximum lot coverage percentages in the M District remains to be considered for adjustment.*

Definition (Article 14 – Measurements and Definitions)

14.1.8. - Lot Coverage
Lot coverage is measured as the total cumulative area of a lot that is covered by impervious surface, including all principal and accessory buildings on the lot, as measured at the point where such buildings and structures meet the ground (i.e., building footprint).

14.2.13. - Words and Terms Beginning with "I"
A. Impervious Site Coverage: The percentage of a lot developed with principal or accessory structures and impervious surfaces, such as driveways, sidewalks, patios, ponds, wooden or composite planked decks

with impervious area underneath, and swimming pools. The determination of whether a surface is impervious or pervious shall be reviewed by the Village Engineer and determined by the Director of Public Works.

14.2.22. C. Semi-pervious surface: Also referred to as semi-pervious material. A material that allows for at least forty (40) percent absorption of water into the ground or plant material, such as pervious pavers, permeable asphalt and concrete, other permeable surfaces (must be installed according to manufacturer's specifications to achieve permeability). Gravel surfaces used for landscaping or storage of materials may be counted only 60% impervious provided aggregate gradation has a high porosity.

The determination of whether a surface is impervious or pervious shall be reviewed by the Village Engineer and determined by the Director of Public Works.

Consideration

Text amendments are subject to **Section 11.2.9**. Review and Approval Criteria as follows:

A. **Zoning Ordinance Text Amendments**

The decision to amend the zoning ordinance text is a matter of legislative discretion that is not controlled by any one standard. In making recommendations and decisions about zoning ordinance text amendments, the planning and zoning commission and village board must consider at least the following factors:

1. Whether the proposed text amendment is in conformity with the policy and intent of the comprehensive plan; and

2. Whether the proposed zoning ordinance text amendment corrects an error or inconsistency in the zoning ordinance, meets the challenge of a changing condition or is necessary to implement established village policy.

Staff Request

Staff recommends approval of the text amendments outlined above. The item is being considered as an open Public Hearing and was published as such.

Recommended Motion

If the Planning and Zoning Commission finds in support of the code amendments the following motion could be entertained:

To approve the text amendments, as detailed below:

- **Article 7 – Parking, Section 7.8.4. –** amending driveway width at property line and garage
- **Article 7 – Parking, Section 7.8.5 –** amending width of a Circular Driveway and requiring low growing evergreen shrubs along the length of the circular drive
- **Article 7 – Parking, 7.8.7 -** Driveway Design – cross referencing lot coverage requirements with Table 2-3 Lot and Building Regulations (R districts)
- **Article 7 – Surfacing, 7.9.4. -** Parking Area Design – amending the minimum specifications for driveway construction

- **Section 9.3.1. Intersections** – amending requirements for visibility triangles such that the determination of requirement on corner lots in the C-1, C-2, MX-1, MX-2, and MX-3, MX-T, MX-R1, and MX-R2 districts shall be reviewed by the Village Engineer and determined by the Director of Public Works.
- **Section 9.1.5.C Landscaping and Screening** – provides that when a conflict in regulation exists, requirements for solid screening along the entire length of a property line separating residential and non-residential property, a determination of fence location shall be reviewed by the Zoning Administrator and determined by the Director of Community Development.
- **Definition (Article 14 – Measurements and Definitions)** – amends definitions of "Lot Coverage," "Impervious Site Coverage," and "Semi-pervious surface" to correspond with the Stormwater Ordinance. Allows for final determination of whether a surface is impervious or pervious by the Village Engineer and determined by the Director of Public Works.

Further, PZ Petition 22-0006 is to be continued date certain to the July 14, 2022 meeting to consider items published on April 27, 2022.

	AYES	NAYS
Planning and Zoning Action: **Majority of quorum**		
Village Board Final Decision Required: **Two-thirds of all member of the Village Board**		

Planning and Zoning Commission Agenda Item Report

Meeting Date: June 9, 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 June 9 2022.pdf
Ex 1 SitePlan 060122.pdf
Ex 2 Application 042822 PZ 22 0005.pdf
Ex 3 Architectural Plans 060322 _ 27 W Park.pdf
Ex 4 Landscape_22-05-27-final.pdf
Ex 5 EngPlans_ Full.pdf
Ex 6 Photometric Plan 27 W Park.pdf
Ex 7 TrafficAssessment - 27 W Park 052622.pdf
Ex 8 Boundary Survey 010722.pdf
Ex 9 22-044LUOreport.pdf
Ex 10 MaryAnn Comment_redacted.pdf
Ex 10 Calvert Comment_redacted.pdf
Ex 11 Ross_27_W_Park-PPPT-06-7-22-TrafficSafety.pptx

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 9, 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)

Request Summary:
A public hearing is scheduled before the Planning & Zoning Commission at 7:30 p.m. on June 9, 2022, at the Villa Park Village Hall, 20 South Ardmore Avenue, Villa Park, IL, to consider a request by Craig Ross (applicant) of Ross Builders (Petitioner) on Apex Ardmore LLC (owner) for the property at 27 W Park, Villa Park, Illinois which would approve:

1) **Plat of Subdivision** to consolidate two land parcels; and
2) Variations from the MX-T Zoning District of the Zoning Ordinance (Appendix C), per **Section 11.5-Variations**, for the following:

- 32 Parking spaces, where 38 spaces are required **(Sec. 7.2);**
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted **(Sec. 4.4.3(10));**
- 86.78% Impervious and 2.51% Semi-pervious and 10.71 % Pervious 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 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.

Zoning Map

Location Map – 27 W. Park

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

North:	Mixed-Use Main Street (MX-2)
West:	Residential Single Dwelling (RS-7.5)
East:	Mixed Use Main Street (MX-2)
South:	Mixed Residential District 2 MX- R2

Present Land Use

Green Space / Prairie Path / Commercial
Detached Single Family Housing
Accessory Parking Lot & Commercial
Multi-family Housing

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 applicant presented a Concept Plan at the April 14, 2022 Planning and Zoning Commission meeting, met with Traffic and Safety Commission in March and June, and hosted a community Open House at Fuel & Crème on June 2, 2022. Exhibit 11 is the presentation from the June 7, 2022 Traffic and Safety Commission meeting.

The applicant met with Village staff several times prior to purchasing the property and discussed the concept of a Planned Unit Development (Sec. 11.3). A Concept Plan was presented to the Planning & Zoning Commission at the April 14, 2022 meeting. At request of Community Development staff, a Zoning Application for a four-story apartment building with internal and external parking, necessitating a Variance (per Sec. 11-5) has been received. Staff has continued to work with the applicant, seeking revisions which could minimize variance from the Standards for a General Building in the MX District (per Sec. 4.4.3).

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 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.
- Ten one-bedroom/1 den/2 bath units (by Building Code, the den is not considered a bedroom as there is no exterior window), and 14 two-bedroom/2 bath units for a total of 24 units containing a total of 38 total bedrooms, thereby requiring 38 parking spaces. Variance request is for 6 spaces. Note, there will be 6 new parking spaces 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.
- 10 exterior 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.
- The eastern curb of Princeton would be extended north to create a landscaped island at Park Boulevard. With the extended curb, the stop bar for northbound traffic will be moved north, possibly creating another street parking space.

Looking south from the corner of Park and Princeton

Justification for Variation / Findings of Fact (*Submitted by the Petitioner):*

Per **Sec. 11.5.6.B.** The planning and zoning commission's recommendation must be accompanied by specific findings of fact regarding whether practical difficulties or particular hardships would result if a variation is not granted. *The Petitioner has submitted the following justification for the requests.*

Parking Variance (*Submitted by the Petitioner)*

For a Variation from Article 7, Section 7.2, Table 7-1 of the Zoning Ordinance to wit:

The miminum 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, two bath plus den units, and 14 two-bedroom and two bath units and 32 parking spaces. Per Table 7-1, the zoning code requires one on-site parking space per bedroom.

Required parking spaces - 38
Proposed parking spaces – 32

- *22 interior parking spaces*
- *10 exterior parking spaces*

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 petitioner is seeking a variance for 6 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 38 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. **A reasonable return or use of your property is not possible under the existing regulations because:**
   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.

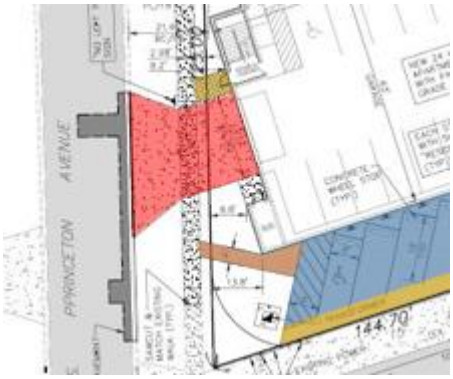
3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   This properties situation is unique in the following respect that the site proportions and other regulations proposed on the site leave a limited amount of square footage 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 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. 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.



Garage entrance in Red, on Princeton

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.

Visibility Triangle in Blue

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.

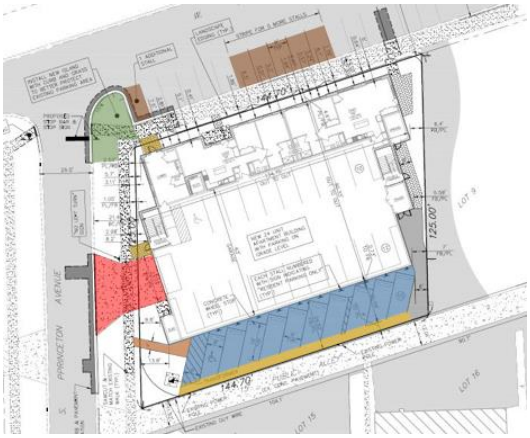
3. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**
   The site is unique in that if you look at provided Site Plan, the visibility triangle seems to not apply well to this particular site. A car travelling north on Princeton 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.

Maximum Impervious (*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.



Site Plan. See Exhibit 11 for detail

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 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 15,046 sq. ft. (86.78%) of impervious area and an additional 436 sq. ft. (2.51%) of semi-pervious area with permeable pavers. The proposed development will total 1,857 sq. ft. (10.71%) of pervious landscape/grass area. This means that the proposed development will increase the amount of pervious surface area on the site by 79 sq. ft., plus create an additional 436 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. **A reasonable return or use of your property is not possible under the existing regulations because:**
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. **Your situation is unique (not applicable in other properties in the area or zoning classification) in the following respect:**

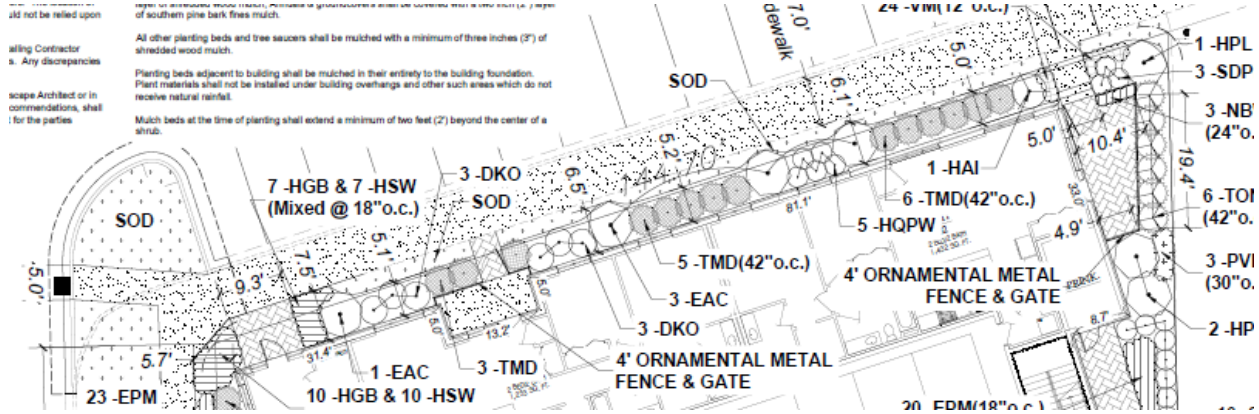
The site dimensions are such that in order to create the necessary parking alone, the requirement would be difficult to achieve. The additional usage of semi-pervious space is not beneficial in this regard either as it is not practical to use permeable pavers in parking and drive aisles as they would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

4. **The 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. 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 89.29%, while also making an additional 2.51% of the site semi-pervious with permeable pavers. We are also proposing to add 805 sq. ft. of permeable space off the proposed property where we are extending the Princeton curb line. 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.

Zoning Request

PZ 22-0005 was published 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 the MX-T Zoning District of the Zoning Ordinance (Appendix C), per **Section 11.5-Variations:**

- 32 Parking spaces, where 38 spaces are required **(Sec. 7.2);**
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted **(Sec.**

4.4.3(10));

- 86.78% Impervious and 2.51% Semi-pervious 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 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;

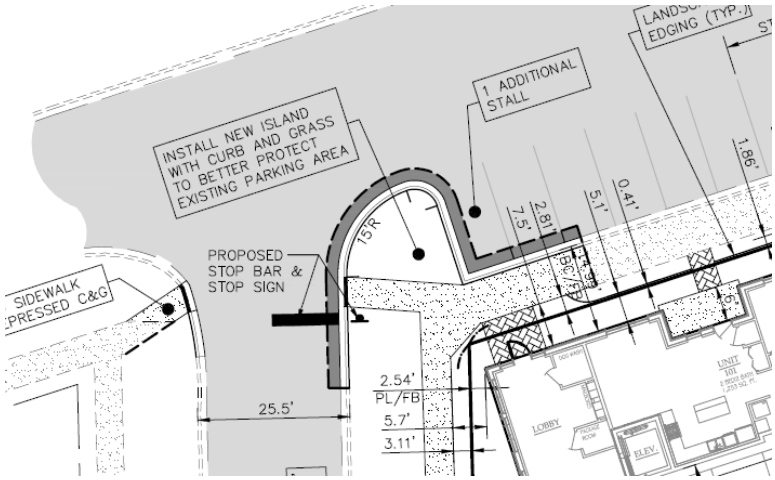
Internal Staff Review

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 does create some hardship for development warranting consideration for variations.

Site Design: Review of the Site Design is made with input from Community Development, Economic Development, Police, Fire, and Engineering Departments. The applicant has made some changes requested by the Village, but does not agree with a request for perpendicular parking along the rear façade of the building in order to maintain two-way circulation in the alley.

The Site Plan includes some changes since the Concept Plan was presented:

- Originally plans notated 12 one-bedroom units and 12-two-bedroom units requiring 36 parking spaces. The submittal is 10 one-bedroom units and 14 two-bedroom units requiring 38 parking spaces.
- 22 internal and 11 external parking spaces has been revised to provide 22 internal and 10 external parking spaces.
- A "peninsula" landscape island was added at the corner of Princeton and Park by extending the curb line on the east side of Princeton to meet that on the west, adding an area for grass, and visually setting the building further back from Park. Note: *Configuration of the sidewalk and utilities will be confirmed during Final Engineering.* This extension may also allow an additional parking space on Princeton.



- The Lighting Plan has been revised and no variances are required.
- The Driveway width has been revised to 24' wide at the public right-of-way, and now meets Code.
- The building was moved north a foot and narrowed by a foot. This changes the pavement to the south of the building, providing an additional four0feet for an on-site path residents can travel to the building entrances.
- The principal entrance has been moved from Princeton to Park.
- Increased space between the alley and parking spaces increased from 1.4' to 4'.

The Petitioner has verbally agreed to:

1) Reconfigure the garage entrance so that entrance and exit will only be from/to the north.
2) Offer to plant evergreens on the residential lot at the SWC of Princeton and Park, if the property owner would so like them to be planted.
3) Use permeable pavers for the parking area at the rear of the building to reduce the impervious coverage; a portion of the rear area adjacent to the alley would be concrete, however, to avoid damage from snow plows.

The public alley is currently 15' wide with two-way traffic. Changes have been made to the Site Plan to provide safer access from cars parked in the rear to the building entrances. The original concept plan placed the parking stalls right on the property line which would create problems with cars encroaching into the alley, provided no room for residents to walk to building entrances, and would have negatively impacted snow removal.

The alley is integral to operation of businesses to the east and residents to the south who park perpendicular to their building. The lot is adjacent to a public alley, not a full right-of-way public street which does present a hardship.

In reviewing a variance for hardship the Commission must also consider the neighborhood context. Parking for the two apartment buildings immediately south side (of the alley) is perpendicular to the building, which could become a difficult movement if the alley were one way-eastbound.

Village staff has asked the applicant to place the exterior parking perpendicular to the building which would maintain two-way circulation in the alley, disperse trips in both directions (not concentrating ingress/egress from one street), and create a safer walkway for residents along the building (north of the parked vehicles). *A two-way alley configuration is preferred by Police, Fire, Engineering, and Community Development.* The applicant maintains one way parking eastbound is preferred.

Community Development

Zoning: The property is part of the Ardmore Business District, designated in the Comprehensive Plan as a secondary business district. Previous zoning on the Property was for a Commercial PUD approved in 2007, 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 has expired. Zoning then reverted back to C2 Commercial 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.

When the Village Zoning Code was updated in 2018 the property was zoned MX-T Mixed Use Transitional which is intended to accommodate low- to mid-scaled office and/or residential buildings transitioning between mixed-use shopping nodes and residential uses. The building form defines compact buildings with entrances, windows, and interior uses facing the primary corridor. Parking is intended to be internal to the building; located in the rear of the lot, screened from the primary street with the building; or located in the side yard, limited in width and orientation. Three building types are allowed in the MX-T District: General Building, Row Building, and Civic Buildings.

Immediately east is a parking lot for the Funeral Home, with Standard Meadery further east.

27 W. Park, looking east

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.

Height: The building is proposed at 46' tall. The proposal complies with regulations. 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. Therefore, the four story height was contemplated in the current zoning district and previous C-2 district.

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.

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

Landscape Variation: Per Sec. 9.1.5.C.3, Foundation landscaping is to be provided in a continuous five-foot landscape area around the full perimeter of the building, excluding pedestrian and vehicle access points. The irregular shape of the lot has created several triangular spaces to be landscaped on the west and east facades. No landscaping is provided on the rear façade. Therefore, a variation is required. The variance is supported.

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 Boulevard, the application of the required minimum 13' streetscape setback creates a hardship. The 13' is measured from the curb line, and then the build-to-zone is applied. 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 is currently paved and will create a landscape island at the corner. The new landscape island should contain a planting bed for perennials and annuals, below 30" tall. This will provide aesthetic relief and amenity for residential units and pedestrians. It is recommended that the Plat of Subdivision identify the landscaping encroachment and commit the owner and successors to maintenance of the 2' encroachment.

Lot Coverage: Maximum lot coverage for a General Building is 70% impervious cover with a maximum of 25% semi-pervious. The property currently provides 1,778 s.f. of grass (10.25% pervious) with the remainder of the site impervious (building and concrete). The Site Plan provides an additional 79 sq. ft. of pervious surface onsite, plus creates an additional 436 sq. ft. of pervious surface through the 2' encroachment into the front property line and the landscape island.

The applicant has agreed to use permeable material (similar to what will be used in sidewalks elsewhere on the site) in the rear of the building which will decrease the imperviousness of the site, reducing the needed variance from Village Code. The proposed building of 11,239 sq. ft., covers just over 60% of the lot which is 17,338.83 sq. ft. It appears possible that with landscaping and permeable pavers, the development potentially meets the code requirement with no need for variance.

Visibility Triangle (Site Triangle): 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 and Staff supports the Variation.

Parking: The applicant could reduce required parking spaces by modifying the floor plans and reducing bedrooms, and/or placing commercial on the first floor. The applicant indicates he does not believe the market will support additional commercial. Staff does agree that there would potentially be more traffic and disruption to the residences based on whether the commercial would be professional offices or restaurants/retail with longer hours. Financial justification, such as a rate of return necessary to financing the project has not been supplied.

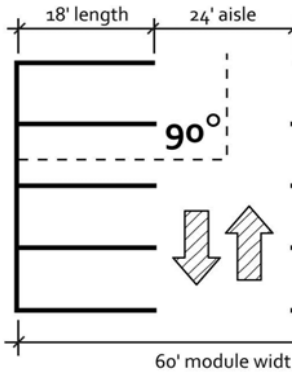


Figure 1- Sec. 7.9.2 Parking Stall Sizes and Parking Lot Geometrics

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 time of building permit.

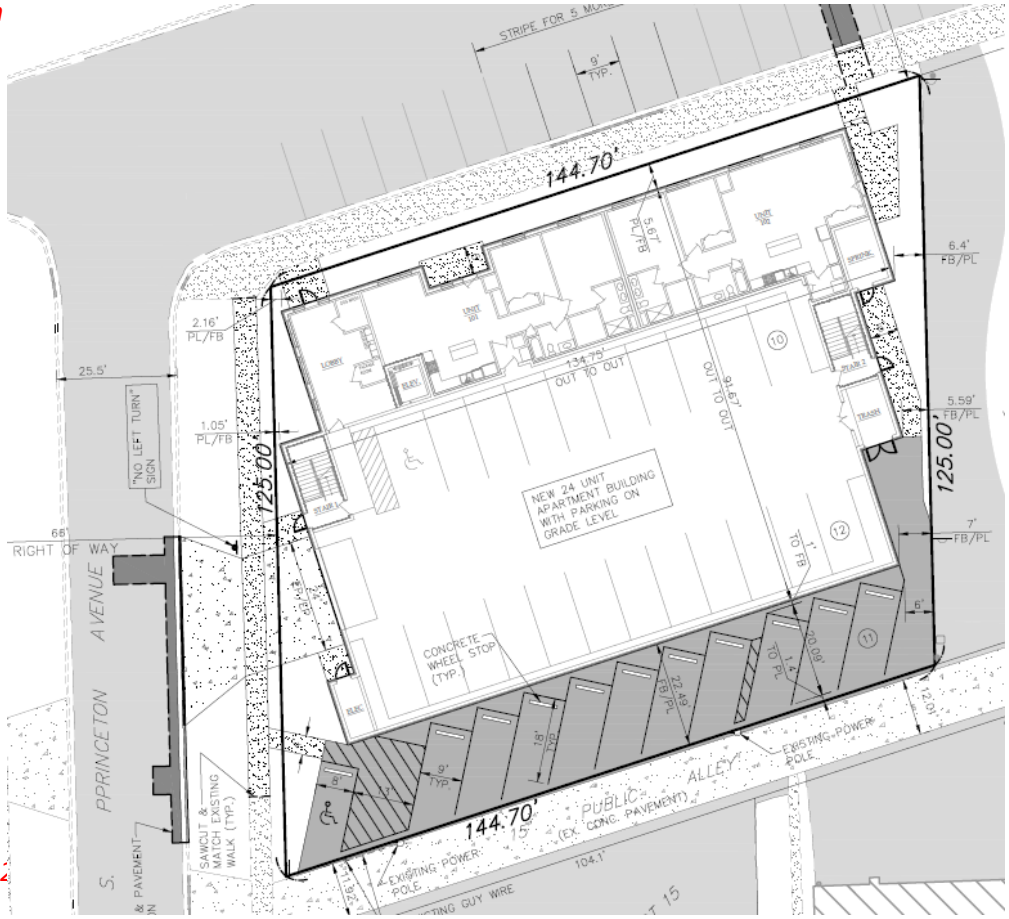
Traffic Study: Continue to work through Traffic Study comments with the Village.

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 applicant requests a Plat of Subdivision be reviewed prior to building permit.

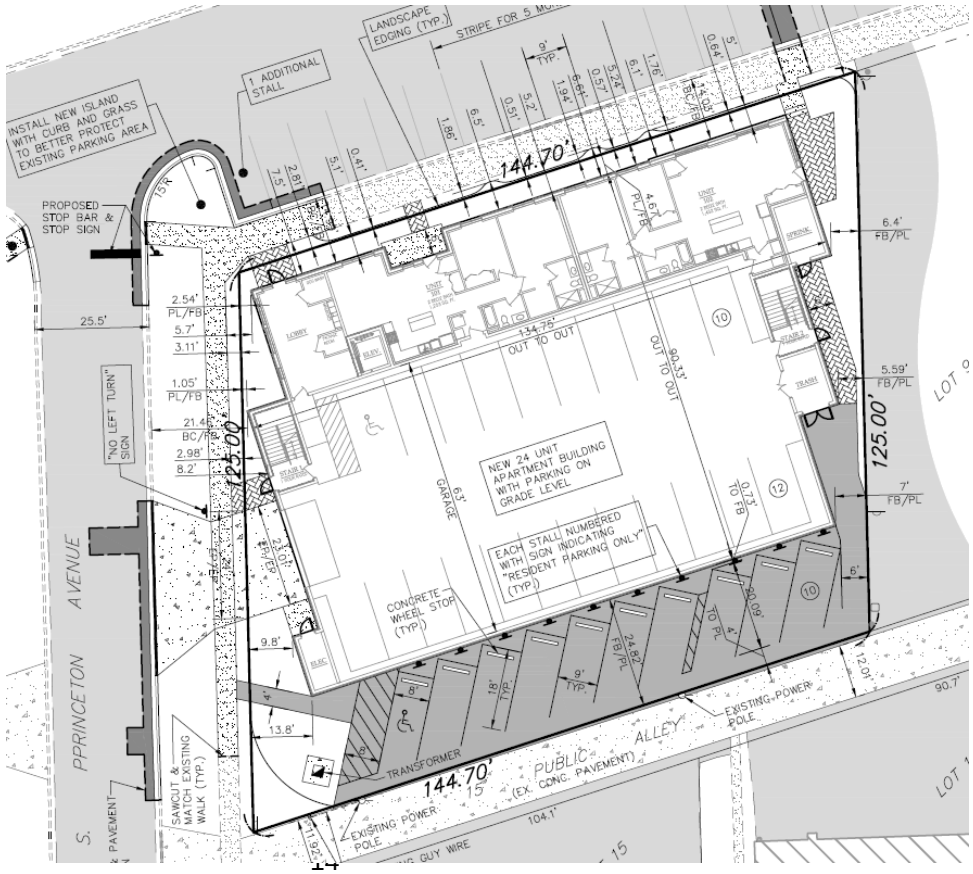
The Plat will indication that the Petitioner and successive owners will not object should a Special Service Area (SSA) be needed for the garage; such funds would only be used for expenses related to the property, and any other items determined as necessary by the Village Attorney.

Traffic Analysis: The developer has submitted a 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 Traffic Assessment is generally consistent with the Village's Traffic Assessment content requirements. The site access analysis does mention the proposed parking off the alley on the south side of the development, but it does not go into detail regarding possible safety issues, and does not provide any recommendations on how to improve access and circulation in the alley. The issues that are anticipated with this proposed parking area along the alley are of significant concern to Public Works staff.

Original Concept Site Plan (April 28, 2022:



Current Site Plan (June 1, 2



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.

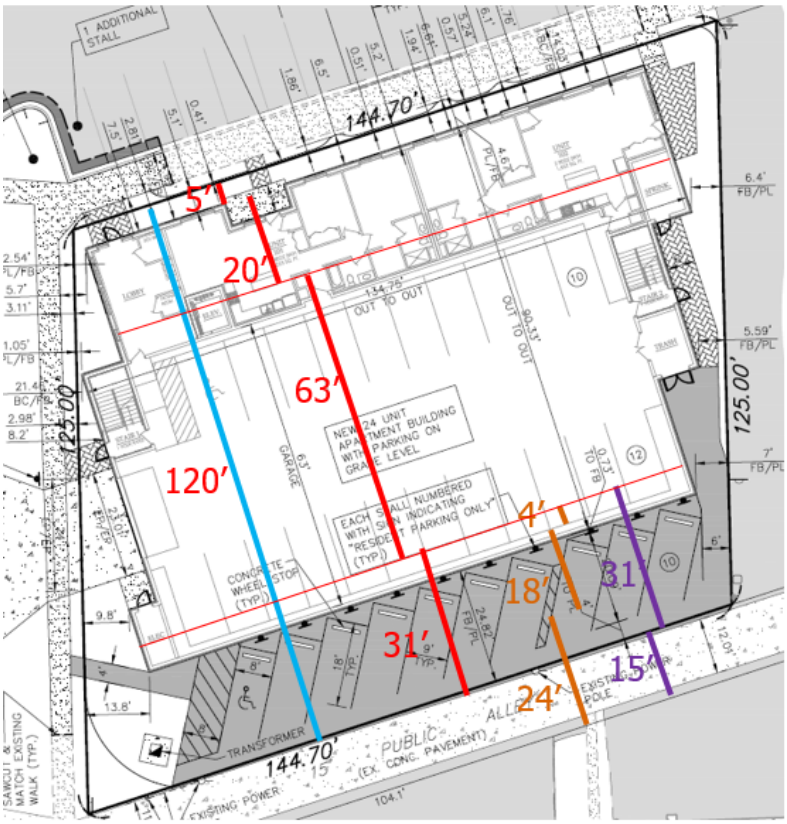
Per 11.1.7. - Decision-Making Criteria; Burden of Proof or Persuasion, The burden of proof is on the Petitioner. In considering a Variance request, the Commission should consider if:

(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

this is a private lot. Staff's primary concern is that a one-way alley will create conflicts and preference is a two-way alley system to disperse trips. Therefore, Staff asked the applicant to shrink the depth of the front building 5' to create 31' in the rear (currently 25'). The applicant prefers angle parking, creating one way traffic eastbound in the alley. The following illustration roughly identifies what would happen if the front segment of the building were reduced by 5'.



120' front to rear
15' alley (12' is paved)

Staff proposed to shrink depth of front building by 5' and then shift the garage north:

- Retain current 5' landscape setback
- Shrink the 25' deep 1st floor to 20'
- Shift the 63' garage north
- Creates a 31' rear building to alley dimension which when added to 15' alley creates a 46' rear setback *(rear parking is 24.82' now)*
- Perpendicular parking in rear with:
  - ✓ 4' walkway
  - ✓ 18' stall
  - ✓ 24' drive aisle

5' + 20' + 63' + 31' = 119'

Community Input
Legal Notice was published in the Daily Herald on Tuesday, May 24, 2022. It was mailed to properties within 250' and a sign alerting the community to the hearing was posted on the property.

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. A verbal record of that meeting will be presented at the June 9th Public Hearing.

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. Additionally, Commissioner Calvert is unable to attend the meeting but has submitted written comment regarding the project.

Recommended Action:
The applicant was advised that Staff is unable to support the case for hardship for each of the variances and that there is a probability the Commission would seek additional information at the June 9th meeting. He was further advised that if he chose to bring the case to the June 9th meeting, rather than continue to July so that staff concerns could further be discussed, the staff recommendation would contain mixed recommendations for

approval. Staff's concern is that while hardship exists as it relates to the garage entrance (to place on the rear would lose 4 spaces), the Visibility Triangle, and the Minimum 13' setback (as Village has paved the parkway), site modifications could reduce the need for variance for parking spaces, and with use of permeable paver treatment, lot coverage could be further reduced.

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

It is recommended the Commission discuss and continue to July meeting, with updated drawings containing new driveway configuration and any other items the Commission would request.

Requested Action:

If the Commission, however, finds in support of the requests as submitted, the following motion could be entertained:

To approve PZ-22-0005 for the following requests:

Variations from the MX-T Zoning District of the Zoning Ordinance (Appendix C), per **Section 11.5-Variations**, for the following:

- 32 Parking spaces, where 38 spaces are required **(Sec. 7.2);**
- Garage entry on the side yard (Princeton Ave.), where only rear entrance is permitted **(Sec. 4.4.3(10));**
- 86.78% Impervious and 2.51% Semi-pervious 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 the Visibility Triangle **(Sec. 9.3**) in order to accommodate required build-to-zones; **and,**

With the following conditions:

a. The Site Plan, prepared by RWG Engineering, dated June 1, 2022 be modified to include permeable pavers south of the building and a revised driveway configuration, such that egress and ingress on Princeton is to and from Park Boulevard.
b. That Final Engineering substantially conform to the Engineering Plan, prepared by RWG Engineering, dated May 26, 2022, with changes as needed to meet utility needs and the Accessibility Code at the northwest corner of the site.
c. Approval of a Final Plat of Subdivision (for Consolidation) prior to approval of building permits, with the Plat to include appropriate covenants, including:
    a. 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
    b. any other items determined as necessary by the Village Attorney.
d. That plantings be added to the landscape island at the corner, and the development shall be in substantial compliance with the Landscape Plan prepared by Metz & Company, dated May 26, 2022,
e. The development shall be in substantial compliance with the Ardmore Flats Photometric Plan, prepared by Force Partners, dated May 25, 2022
f. Compliance with all applicable Village Codes and regulations.

g. Obtaining all necessary permits/certifications for development, including a building permit, right-of-way permit, and a stormwater certification.
h. 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.

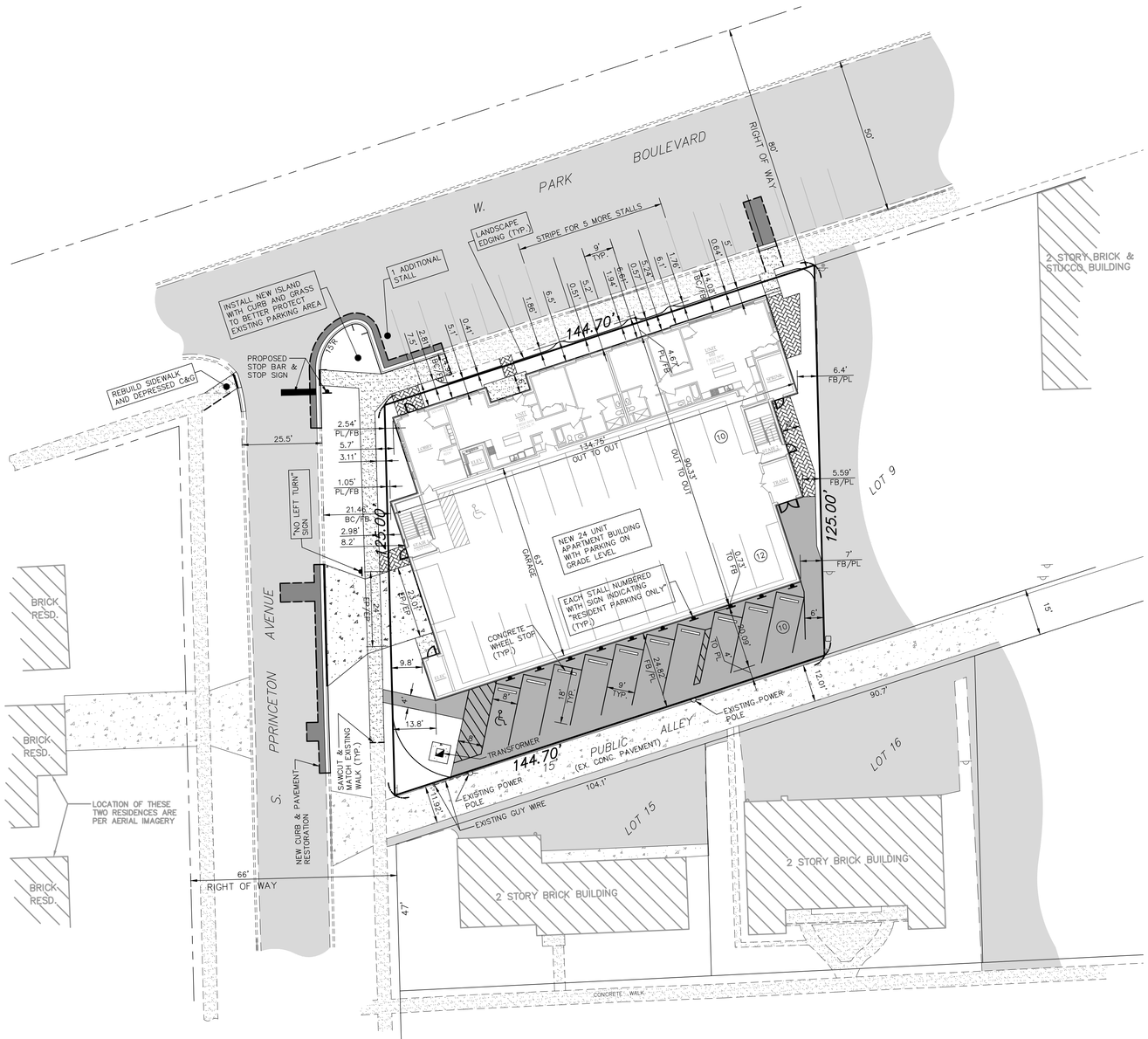
For the property located at 27 W. Park, Villa Park, PINS 06-09-220-001, 06-09-220-002

with a finding of fact that such request for Variance complies with the standards enumerated in Article 11, Section 11.5 Variations of Appendix C of the Municipal Code Village of Villa Park Basic Zoning Ordinance.

Attachments:

Exhibit 1 Site Plan, prepared by RWG Engineering, dated June 1, 2022
Exhibit 2 Application / Project Narrative, prepared by Ross Builders, April 28, 2022
Exhibit 3 Architectural Plans w/ Building Materials, prepared by Studio21 Architects, dated May 25, 2022, submitted June 3, 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 May 26, 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 7, 2022 Traffic & 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.

NORTH

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.

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

© COPYRIGHT 2022

June 02, 2022 8:18:52 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

Village of Villa Park
Community Development Department
11 W. Home Avenue, Villa Park, IL 60181
Phone: 630-433-4300
Email: cd@invillapark.com

PLANNING AND ZONING APPLICATION

OFFICIAL USE ONLY (To be completed by Village Staff)		
Date of Submission:	Hearing Date:	Case Number:
Project Address:	Project Name:	

SUBJECT PROPERTY

Address(es): 27 W Park BL

Zoning District(s): MX-T Property Area/Acreage: 17,339sf

PIN(S) 06-09-220-001, 06-09-220-002

ZONING REQUEST(S) (Check all that apply and explain)

☐ Special Use(s):

☑ Variation(s): Four Variances

☐ Zoning Map Amendment(s):

☐ Zoning Text Amendment(s):

☐ Other:

Official Use Only (To be completed by Village Staff): ☐ Administrative, ☐ P&Z Final, ☐ Village Board Final

SUMMARY OF REQUEST(S)/PROPOSAL (Use separate sheet if necessary)

See seperative sheet.

Village of Villa Park
Community Development Department
11 W. Home Avenue, Villa Park, IL 60181
Phone: 630-433-4300
Email: cd@invillapark.com

APPLICANT (Primary Contact)
(All correspondence will be sent to the applicant)

Name: Craig Ross Corporation: Ross Builders, Inc.

Interest In Property: Developer

(e.g. owner, buyer, developer, lessee, architect, attorney, etc...)

Address: 23 N Lincoln ST Hinsdale, IL 60521

Primary Phone: 630-993-1445 Email: craig@rossbuilders.com

PROPERTY OWNER (s)

☐ Check if Same as Applicant

Name: Craig Ross Corporation: Apex Ardmore, LLC

Address: 23 N Lincoln ST Hinsdale, IL 60521

Primary Phone: 630-993-1445 Email: craig@rossbuilders.com

AFFIDAVITS & SIGNATURES

In consideration of the information contained in this petition as well as all supporting documentation, it is requested that approval be given to this request. The applicant is the owner or authorized representative of the owner of the property. The petitioner and the owner of the property grant employees of the Village of Villa Park and their agent's permission to enter on the property during reasonable hours for visual inspection of the subject property.

I hereby affirm that all information provided herein and in all materials submitted in association with this application are true and accurate to the best of my knowledge.

Applicant: Craig Ross 4/27/22

Print Name Date

Signature

IF APPLICANT IS NOT PROPERTY OWNER: I hereby designate the applicant to act as my agent for the purpose of seeking the zoning request(s) described in this application and the associated supporting material.

Property Owner: Craig Ross 4/27/22

Print Name Date

Signature

PLANNING & ZONING COMMISSION APPLICATION CHECKLIST

1) ☑ Complete application for specific zoning relief request(s) and Notarized Application form
2) ☑ Letter to Director of Community Development, Consuelo Arguilles, explaining requested action(s).
3) ☑ Responses to applicable standards.
4) ☑ Application Fee & Deposit Account
5) ☑ 1 copy of a document establishing ownership of subject property (i.e., deed, etc…)
   a. If the owner is not the applicant then the "Affidavit of Ownership" form must be completed.
6) ☑ 1 copy of a list of the names, addresses, and PIN numbers of all persons to whom the latest general real estate tax bills were sent for all properties situated within 250' of the subject property lines. (Excluding the width of streets or other right-of-ways).
   a. Contact the applicable Township Assessor's Office to obtain this information (York Township (630) 627-3354, Addison Township (630) 530-8161)
7) ☑ Stamped and addressed envelopes (size 4 ½" X 9 ½") to each person named on the above list.
8) ☑ Land Use Opinion Application, submitted to the Kane-DuPage County Soil & Water Conservation Dist. (545 S. Randall Rd., St. Charles, IL (630) 584-7961 Ext. 3)
9) ☑ 15 full sized copies (folded to approximately 10"x14" and drawn to scale) and 1 copy reduced to 11" x 17" of the following:
   a. Plat of Survey, indicating current conditions, including building/structures and parking.
   b. Site Plan showing buildings/structures, additions, parking, setbacks from lot lines, lot coverage, etc…
   c. Landscape and Lighting Plans
   d. Elevation Plans and Architectural renderings
   e. Plats of Easement, Vacations, Resubdivions, etc…
   f. Engineering Plans including the following information:
      i. Topographic Survey sufficient to determine on-site and off-site drainage calculations
      ii. Civil site plan must show location of existing and proposed sanitary sewers, services, septic systems, water mains, services and wells
      iii. If over one acre, submit Notice of Intent form to the IL EPA
      iv. For large residential developments and all commercial developments the following is required:
         1. DuPage Count Stormwater Management Permit Application and fee
         2. Soil Erosion and Sediment Control Details and Record Drawings Certification forms
         3. Existing site runoff calculations, including upstream drainage to be by-passed through site
         4. Proposed site runoff storage calculations
         5. Analysis of off-site drainage
         6. Costs estimates of storm water facilities, swales & detention areas
         7. See the Villa Park Storm Water Management General Guidelines.
      v. Traffic impact study/report, if needed, as determined by Village Engineer
10) ☑ N/A If developing on Roosevelt, North, or Rt. 83, concept letter from IDOT
11) ☑ N/A Recorded Plat of Subdivision, PUD or Annexation along with the corresponding approved Ordinance at the County. (It is the responsibility of the applicant to record these documents at the County; a Building Permit will not be issued until this process is completed. These will be additional costs paid to the County by the applicant. Some Plats will require the County Clerk's signature prior to recording.)

The required documentation needs to be submitted 30 days prior to the scheduled public hearing. Planning & Zoning Commission Hearings are held the second Thursday evening of every month at 7:30 p.m. in the Board Room, second floor of Village Hall, 20 S. Ardmore Ave.

Please note that all items that are submitted for the Planning & Zoning Commission process are exclusive of the Building Permit process. A separate Building Permit Application and plans will have to be submitted in order to obtain a Building Permit.

VILLAGE OF VILLA PARK

STATEMENT OF OWNERSHIP INTEREST

The undersigned hereby represents and warrants to the Village of Villa Park that none of the individuals specified in Section 3 of An Ordinance Regulating Code of Certain Elected and Appointed Officers of the Village of Villa Park (a current list of these individuals is listed below and a part of this application) has any ownership interest of five (5%) percent or more in the entity making this application or real estate which is the subject of this application/petition, nor is any of the foregoing individuals an officer, director or employee of the entity making application.

(If the foregoing representation and warranty is inaccurate, state the names of any such individuals who ae officers, directors, or employees of the applicant of which have an ownership interest in the application and the nature of such interest.)

Dated: 4/27/22

Applicant(s)

Any person who executes an application knowing that statement set out above, or any part thereof, is false shall be in violation of the ordinance and subject to the penalties set out in Section 9 of Ordinance 2323, which states:

Section 9: Any violation of a provision of this ordinance shall be a Class C misdemeanor, punishable by a fine not to exceed %400 or imprisonment in other than a penitentiary, for a term less than 30 days. Nothing contained in this ordinance shall be construed to preclude prosecution under any applicable state law.

AFFIDAVIT OF OWNERSHIP

STATE OF ILLINOIS:
COUNTY OF DUPAGE:

The undersigned, being first duly sworn, does hereby state that permission is hereby granted to Craig Ross, or his duly authorized agent, to file the necessary documentation within the Village of Villa Park and to pursue the necessary approvals for the purpose of obtaining a four variances (state zoning relief being sought) for the property and/or a portion thereof, in the Village of Villa Park, as described on Exhibit A attached hereto.

Title to the property to be considered for the above-mentioned zoning relief is held by

Apex Ardmore, LLC

Subscribed and sworn to before me
This 27th day of April, 2022
Kimberly Dammer
Notary Public

KIMBERLY DAMMER
Official Seal
Notary Public - State of Illinois
My Commission Expires Oct 31, 2023

Craig S. Ross
Name of Owner (Printed)

Craig S. Ross
Signature of Owner

4/27/22
Date

Exhibit A- Legal Description of Property attached

THIS PORTION OF THE FORM ONLY NEEDS TO BE COMPLETED IF THE PROPERTY IS IN TRUST

NAME OF TRUSTEE: _____
NAME OF BENEFICIARIES:

_____
_____
_____

The above and foregoing is a complete disclosure of all beneficiaries and/or holders of any beneficial interest in the above named trust.

_____
Trustee's Signature

STATE OF ILLINOIS)
) SS
COUNTY OF DUPAGE)

_____being duly sworn on oath deposed and states that he has read the above and foregoing (Trustee's Name Printed) disclosure of beneficiaries of a land trust by him subscribed, knows the contents thereof, and that the same are true and correct.

Subscribed and sworn to before me
This _____ day of _____, _____

_____
Trustee's Signature

_____
Notary Public

Narrative Description and Statement of Intent
Variances Petition – 27 W Park BL
Craig Ross, Petitioner

The Petitioner is seeking approval of four 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 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 add up to six more street parking spaces.

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, white, 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 Variance
The building will have 10 one-bedroom, two bath plus den units, and 14 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 - 38
Proposed parking spaces – 33
- 22 interior parking spaces
- 11 exterior parking spaces

The petitioner is seeking a variance for 5 parking spaces. A traffic assessment was performed by KLOA which estimated that the parking demand for the proposed building would be between 25–32 vehicles. 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. Also, the approved PUD's in both 2005 and 2007 were short of the required parking by 15 spaces.

Driveway Access Variance
The Zoning Ordinance, section 4.4.3(9), states that the driveway access shall be located off an alley where one exists. The proposed driveway access onto the site would be located on Princeton Avenue, as a driveway access placed off the alley would result in a large reduction in proposed parking spaces. This location was previously supported by Planning Department, and it was addressed as a proper location for the proposed site by the Traffic and Safety Commission. A right turn only sign can be added for cars leaving the building parking, which will force traffic north on Princeton which the community input seemed to favor. Also, the approved PUDs in 2005 and 2007 had a similarly located driveway access to the building.

Garage Access 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, along with the above-mentioned driveway access. 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. Again, the zoning ordinance seems to be in conflict with itself in regards to the Driveway Access requirement, and 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.

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..." Also, if you look at the attached sketch, the visibility triangle seems to not apply well to this particular site. A car travelling north on Princeton stopping at the current stop line 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. The view of traffic on Park will not be affected by the building placement either. The current parking spaces on Park, and the way the curb on the west side of Princeton extends further north than the east, would really require a car to ease up much further to see traffic on Park BL and again, the building would have no impact on this. 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.

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

For a Variation from Article 7, Section 7.2, Table 7-1 of the Zoning Ordinance to wit:

The miminum 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

1. The hardship and/or practical difficulty created in carrying out the strict letter of the zoning regulation to wit is the number of required parking spaces over the assessed need, and compliance with other portions of the ordinance, primarily that of keeping parking in the rear and creating a build-to-zone frontage to maintain an active streetscape along the primary frontage. The ordinance requires one parking space per proposed bedroom in the development. The proposed development contains 10 one-bedroom units, and 14 two-bedroom units, resulting in a required 38 parking spaces. In keeping with the ordinance intent to create an active streetscape in the MX-T district along Park Blvd., we are left with only the back two-thirds of the site with which to accommodate parking for the development. The proposed layout of both interior and exterior, surface parking maximizes the number of parking at 33 spaces that the site can accommodate while providing the active streetscape.
2. A reasonable return or use of the property is not possible under the existing regulations as a reduction in the number of units/bedrooms would ultimately not create an economically viable development. A parking evaluation was provided by KLOA assessing the peak parking demands for this proposed development using the *ITE Parking Generation Manual, 5th Edition* both by number of units and number of bedrooms. As assessed, the average peak parking demand ranges between 1.21 – 1.31 vehicles per unit for a total estimated peak of 29 – 32 spaces, as well as an average peak of demand between 0.66 – 0.80 vehicles per bedroom for a total estimated peak of 25 – 31 vehicles. Both assessments estimate the parking demand to be under the spaces provided by the development.
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 number of parking spaces will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent properties; 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. The proposed development will contain sufficient parking for its tenants per the parking evaluation performed by KLOA. Additional day-time, short-term street parking will also be provided along Park Blvd. with the elimination of the current curb cut that will provide additional visitor parking as well as additional customer parking for nearby businesses.

Variation #2

For a Variation from Article 4, Section 4.4.3(9) of the Zoning Ordinance to wit:

Permitted driveway access locations in the MX-T district for a "General Building" type shall be located off the alley where an alley exists.

Responses to Statements 1 – 4 on the Variation Form

1. The hardship and/or practical difficulty created in carrying out the strict letter of the zoning regulation to wit is a dramatic reduction in the number of possible parking spaces the site can accommodate. The property in question is bounded by a public alley on the rear of the site, which per the ordinance would require the driveway location off this alley. Section 4.4.3(8) states that any surface parking must be located in the rear or side yard in this district. In order to best accommodate an appropriate number of parking spaces for a proper residential development, it is best for the surface parking to be accessed directly off the alley as proposed with angled parking spaces, and locate the driveway on the non-primary street to access the interior parking spaces. A driveway access located off the alley would severely decrease the number of parking spaces that could be provided for both exterior, surface parking, as well as the interior parking.
2. Placing the driveway access location off the alley would likely result in a reduction of 6-7 parking spaces on the site. This would greatly reduce the number of units that could be developed in the building, making a development not viable.
3. The MX-T district is a relatively new zoning district to the Villa Park ordinance. With the exception of five properties in the current MX-T district, on a one block stretch of St. Charles Road between Harvard Ave and Yale Ave, there are no other MX-T zoned sites that are bounded by a public alley. Most previously developed sites in the new MX-T districts have their driveway access located on the non-primary street when located on a corner lot. In order to keep the street frontage of the building in-line with the intent of the code and accommodate appropriate parking within the site based on the site proportions, the driveway access located on the non-primary street, as proposed, makes the most sense and is in-line with how other sites are accessed within the other MX districts.
4. The proposed driveway access location will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent properties; 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. The proposed development will eliminate the driveway access on Park Blvd. and relocate the access along Princeton to about the midway point between Park Blvd. and the public alley. A traffic assessment has been prepared by KLOA to assess the impact the proposed development would have. Stated in the assessment, the proposed development will provide more efficient and orderly vehicle and pedestrian flow by eliminating the current access on Park Blvd, and simply replacing the access to the site

along Princeton Ave. Also stated was the projection that a residential development such as this will generate a low volume of peak hour traffic as compared with commercial properties, and that it is estimated that a limited volume of development generated traffic would traverse Princeton Avenue and the other adjacent non-primary roads, while most development generated traffic will use Park Blvd. To ensure this is the case, we are proposing that traffic leaving the parking garage from the driveway on Princeton will be right-turn only per signage that would be put in place, directing them to the stop sign and intersection at Park Blvd. Traffic exiting the surface parking off of the alley will be directed toward Ardmore and away from the single family residential neighborhood.

Variation #3

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.

Responses to Statements 1 – 4 on the Variation Form

1. The hardship and/or practical difficulty created in carrying out the strict letter of the zoning regulation to wit is a dramatic reduction in the number of possible parking spaces the site can accommodate. The property in question is bounded by a public alley on the rear of the site which is the proper location to propose surface parking. Section 4.4.3(8) states that any surface parking must be located in the rear or side yard in this district. If a garage entrance were to be placed on the rear façade requiring a driveway access, it would reduce the surface parking by 3-4 spaces. A garage entrance on the rear would also eliminate 3 interior parking spaces, and laying out parking in other directions on the site results in fewer overall spaces as well. By placing the garage entrance on the non-primary street, the amount of parking both surface and interior can be maximized using the proportions of the site.
2. Placing the garage entrance location on the rear facade would likely result in a reduction of 6-7 parking spaces on the site. This would greatly reduce the number of units that could be developed in the building, making a development not viable.
3. The MX-T district is a relatively new zoning district to the Villa Park ordinance. With the exception of five properties in the current MX-T district, on a one block stretch of St. Charles Road between Harvard Ave and Yale Ave, there are no other MX-T zoned sites that are bounded by a public alley. Most previously developed sites in the new MX-T districts have their driveway access located on the non-primary street when located on a corner lot as requested in Variance #2. In our case our driveway access is in place to access our interior garage parking. In order to keep the street frontage of the building in-line with the intent of the code and accommodate appropriate parking within the site based on the site proportions, the driveway access and garage entrance located on the non-primary street, as proposed, makes the most sense and is in-line with how other sites are accessed within the other MX districts.
4. The proposed garage entrance location will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent properties; 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. The proposed development will eliminate the driveway access on Park Blvd. and relocate the access along Princeton to about the midway point between Park Blvd. and the public alley. A traffic assessment has been prepared by KLOA to assess the impact the proposed development would have. Stated in the assessment, the proposed development will provide more efficient and orderly vehicle and pedestrian flow by

eliminating the current access on Park Blvd, and simply replacing the access to the site along Princeton Ave. Also stated was the projection that a residential development such as this will generate a low volume of peak hour traffic as compared with commercial properties, and that it is estimated that a limited volume of development generated traffic would traverse Princeton Avenue and the other adjacent non-primary roads, while most development generated traffic will use Park Blvd.

Variation #4

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

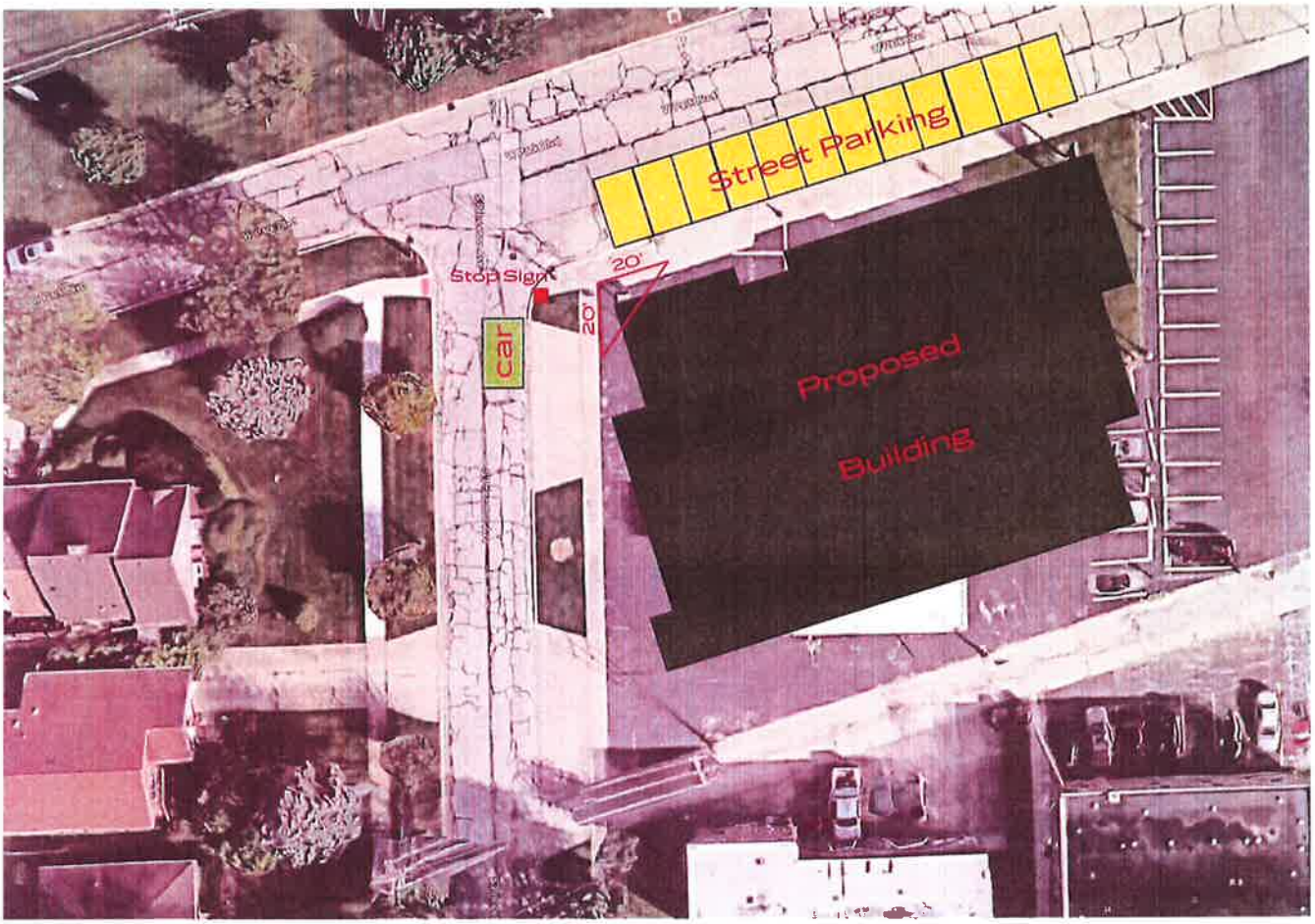
On corner lots in MX-T districts, nothing may be erected, placed, planted, or allowed to grow between a height of 3' – 10' above grade within the required visibility triangle, which is formed by two lines that begin at the point of intersection of the subject lot's street lots lines and extend for a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

Responses to Statements 1 – 4 on the Variation Form

1. The hardship and/or practical difficulty created in carrying out the strict letter of the zoning regulation to wit is the compliance with other portions of the ordinance, primarily that of keeping with the required build-to-zone frontage to maintain an active streetscape along the primary frontage. The ordinance requires the building to be located between 5'- 10' from the Park Blvd. property line and between 0'-10' from the Princeton Ave property line. Also required is a 13' minimum streetscape area along Park Blvd. measured from the back of curb to the building. The building is set to meet these standards with a lobby placed at the NW corner, the intersection in question, to comply with entry location requirements and to also locate the entry as close as possible to the surface parking located in the rear of the site. With the proper proportions of the building for both parking and frontage to maintain an active streetscape, the visibility triangle is intersected by the NW corner of the building
2. A reasonable return or use of the property is not possible under the existing regulations as another portion of the zoning ordinance would likely become non-compliant by either pulling the building out of the build-to zone requirements, moving the entry to the non-primary street.
3. This properties situation is unique in the following respect that the intersection of Park Blvd. and Princeton Avenue at this corner is not 90 degrees. The existing obtuse angle of the NW corner of the site actually allow better visibility down pedestrian sidewalk for vehicles traveling north on Princeton and stopping at the intersection. The angle of the intersection also offsets the pedestrian crossing of Princeton along Park Blvd., as the SW corner of the intersection is much further north than the SE corner. The natural sight lines caused by this angle will allow sufficient visibility for pedestrian and vehicles to see each other as they approach the intersection. The building placement will not impede these sight lines despite encroaching on the zoning ordinance definition of the Visibility Triangle.
4. The number of parking spaces will not alter the essential character of the locality, impair an adequate supply of light and air to adjacent properties; 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. As stated in response #3, the unique angle of the street intersection allows for the visibility of both pedestrians traveling along Park, and vehicles traveling along Princeton to see each

other. A typical 90 degree intersection may cause a visibility problem if the building were to encroach the visibility triangle, but in this case, the building encroachment on the visibility triangle will cause no reduction in natural sight lines of the public pedestrian or vehicular way. The existing stop sign and stop line for traffic on Princeton Avenue waiting to turn onto Park Blvd. will also help maintain a safe intersection for both pedestrians and vehicles.

Visibilty Triangle and Site Line Diagram for the proposed site:



Chicago Title

216NN33608261711

KATHLEEN V. CARRIER, RECORDER
DUPAGE COUNTY ILLINOIS
12/22/2021 08:27 AM
RHSP
COUNTY TAX STAMP FEE 215.00
STATE TAX STAMP FEE 430.00

DOCUMENT # R2021-181477

TRUSTEES DEED

MAIL RECORDED DEED TO:
Apex Ardmore, LLC
23 N Lincoln St
Hinsdale, IL 60521

MAIL TAX BILL TO:
Apex Ardmore, LLC
~~27 W. Park Blvd.~~ 23 N. Lincoln St
~~Villa Park, IL 60181~~
Hinsdale, IL 60521

(Reserved for Recorders Use Only)

THE GRANTOR(S), **James Reichardt, as Trustee of the Twenty-Seven West Park Private Land Trust dated May 7, 2020 and Maureen Reichardt, as Trustee of the Twenty-Seven West Park Private Land Trust dated May 7, 2020,** of **27 W. Park Blvd., Villa Park, IL 60181,** for and in consideration of TEN AND 00/100THS ($10.00) DOLLARS and other good and valuable consideration in hand paid, and pursuant to the power and authority vested in the Grantor(s) as Trustee, CONVEY(S) AND QUIT CLAIM(S) to **Apex Ardmore, LLC,** of 23 N. Lincoln St, of Hinsdale, IL 60521, to have and to hold, all interest in the following described real estate, situated in **DuPage** County, State of Illinois, to wit:

SEE ATTACHED LEGAL DESCRIPTION

Permanent Index Number(s): **06-09-220-001-0000 and 06-09-220-002-0000**
Property Address: **27 W. Park Blvd., Villa Park, IL 60181**

Hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State of Illinois.

Subject, however to general real estate taxes not due and payable at time of closing; special assessments confirmed after Contract date; building, building line and use or occupancy restrictions, conditions and covenants of record; zoning laws and ordinances; easements for public utilities; drainage ditches, feeders, laterals and drain tile, pipe or other conduit.

Form **LLC-5.5**	**Illinois** **Limited Liability Company Act** **Articles of Organization**	**FILE # 11076033**
Secretary of State Jesse White Department of Business Services Limited Liability Division www.ilsos.gov	**Filing Fee:** $150 **Approved By:** RAV	**FILED** **NOV 02 2021** **Jesse White** **Secretary of State**

1. Limited Liability Company Name: ARDMORE FLATS, LLC

2. Address of Principal Place of Business where records of the company will be kept:
23 N LINCOLN ST

HINSDALE, IL 60521

3. The Limited Liability Company has one or more members on the filing date.

4. Registered Agent's Name and Registered Office Address:

CRAIG ROSS
23 N LINCOLN ST
HINSDALE, IL 60521-3436

5. Purpose for which the Limited Liability Company is organized:
"The transaction of any or all lawful business for which Limited Liability Companies may be organized under this Act."

6. The LLC is to have perpetual existence.

7. Name and business addresses of all the managers and any member having the authority of manager:

ROSS, CRAIG S
23 N LINCOLN ST
HINSDALE, IL 60521

8. **Name and Address of Organizer**
I affirm, under penalties of perjury, having authority to sign hereto, that these Articles of Organization are to the best of my knowledge and belief, true, correct and complete.

Dated: NOVEMBER 02, 2021

CRAIG ROSS
23 N LINCOLN ST
HINSDALE, IL 60521

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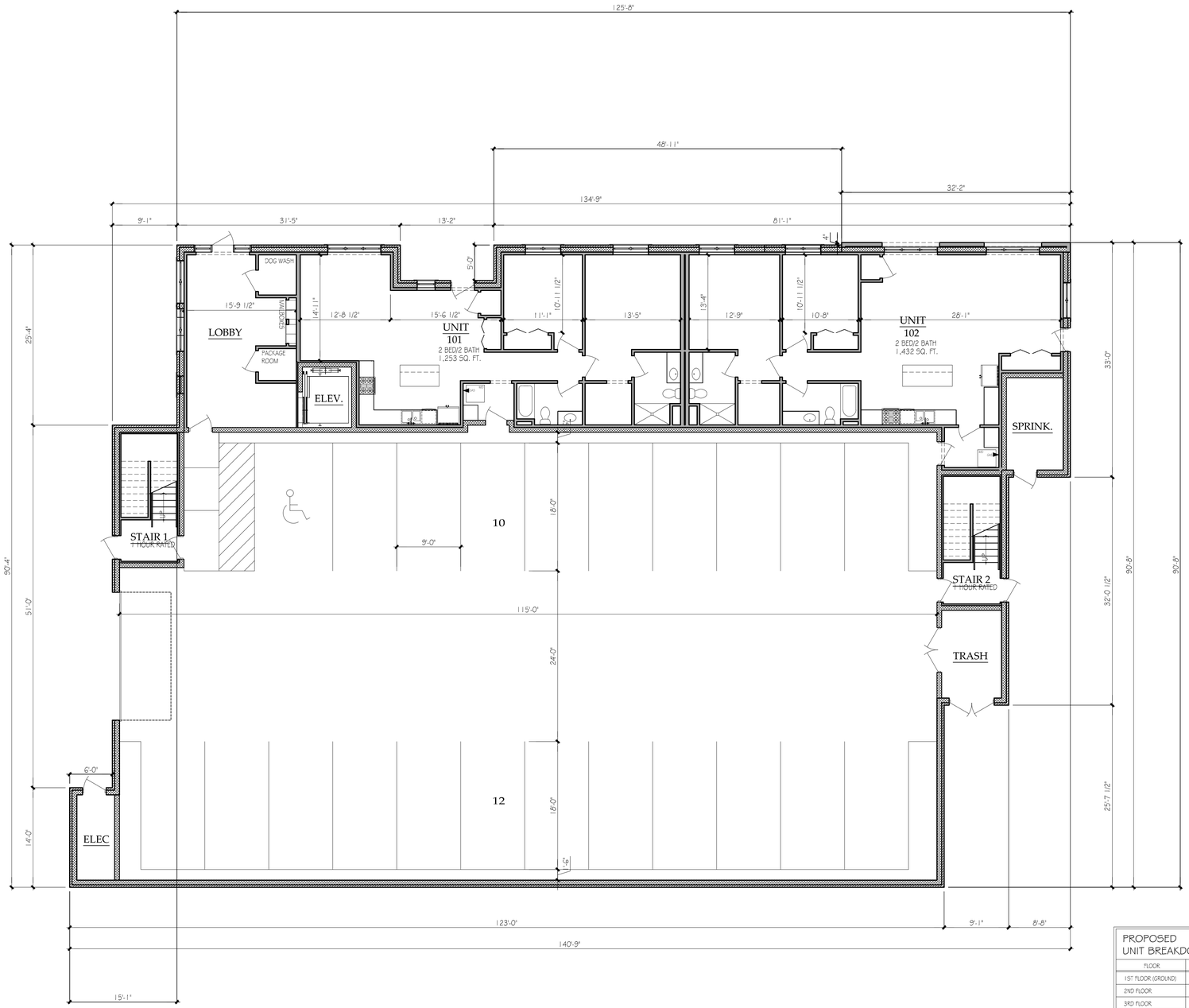

PROPOSED
UNIT BREAKDOWN

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	10	14	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

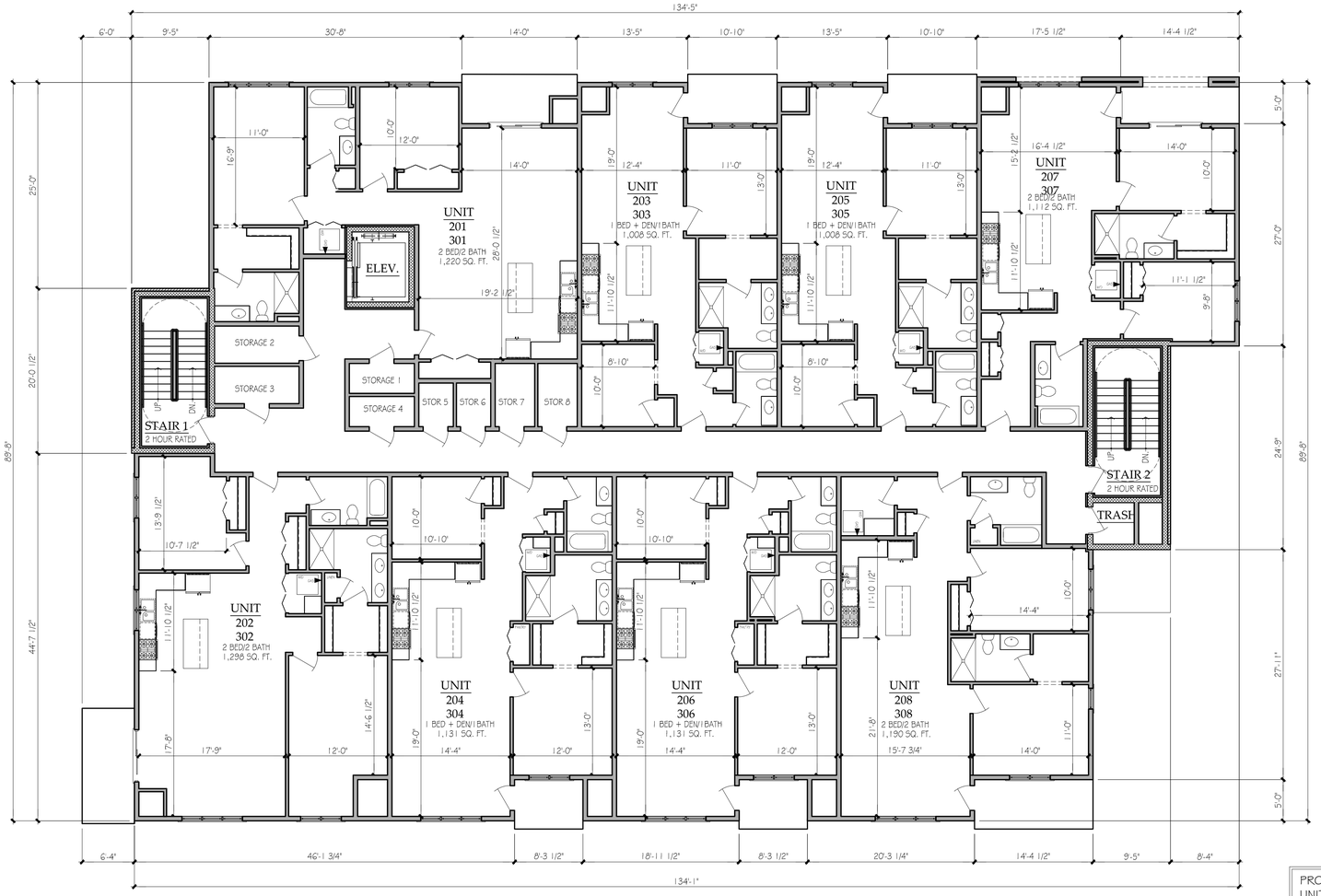
studio21 architects
5012 Fairview Ave.
Downers Grove, IL 60515
630.789.2513
studio21architects.com

DATE
05/25/22

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	2	4	6
TOTAL	10	14	24

SECOND & THIRD FLOOR PLAN

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

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DATE
05/25/22

REVISIONS

PROJECT
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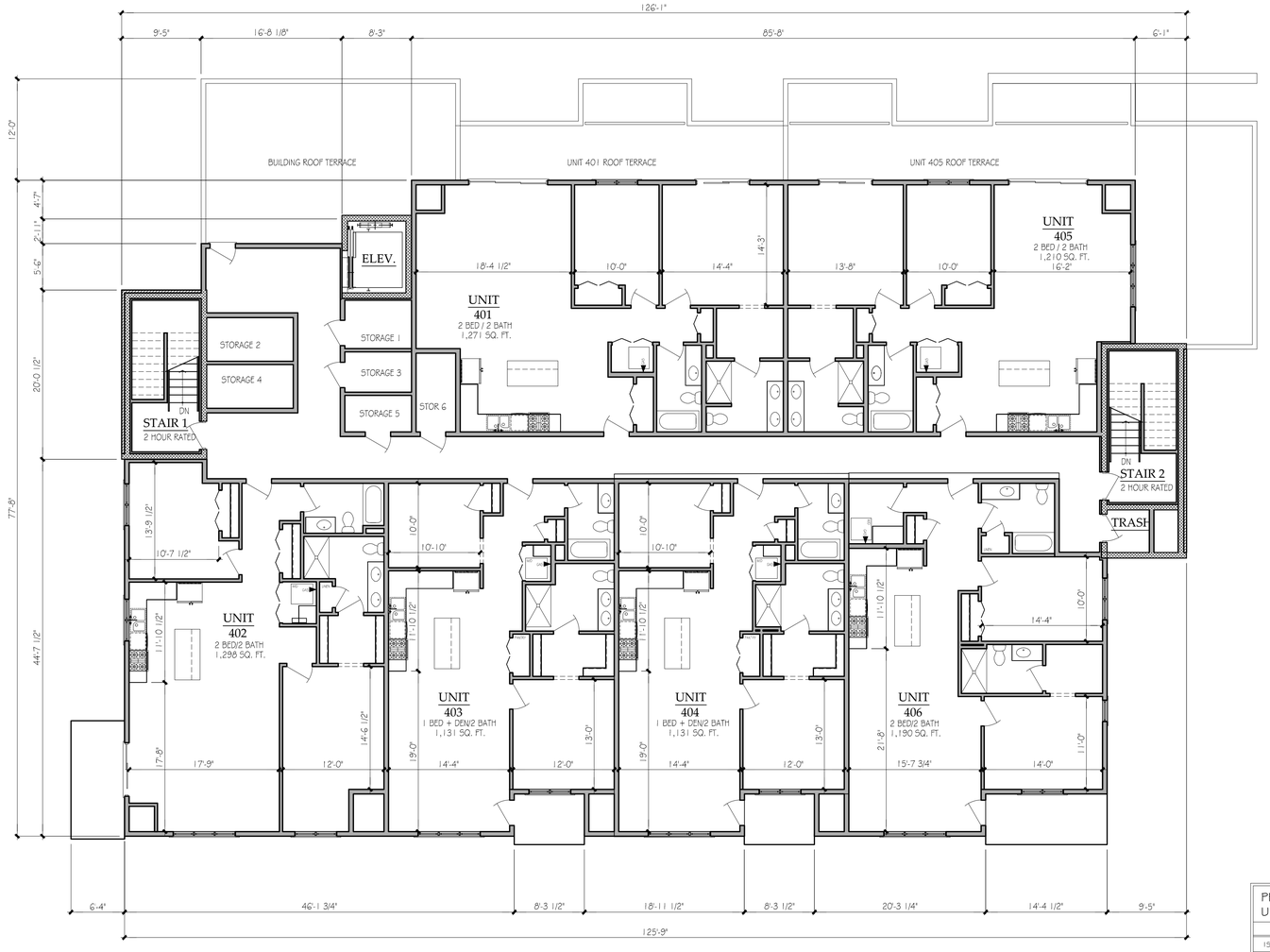

PROPOSED
UNIT BREAKDOWN

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	10	14	24

FOURTH FLOOR PLAN

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

N

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studio21architects.com

DATE
05/25/22

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%

DESIGNER COPYRIGHT 2022, STUDIO21 ARCHITECTS

The Ardmore Flats
27 W. Park Boulevard, Villa Park, Illinois
Ross Builders
23 N. Lincoln Street, Hinsdale, Illinois 60521
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studio21architects.com

DATE
05/25/22

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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05/25/22

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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.

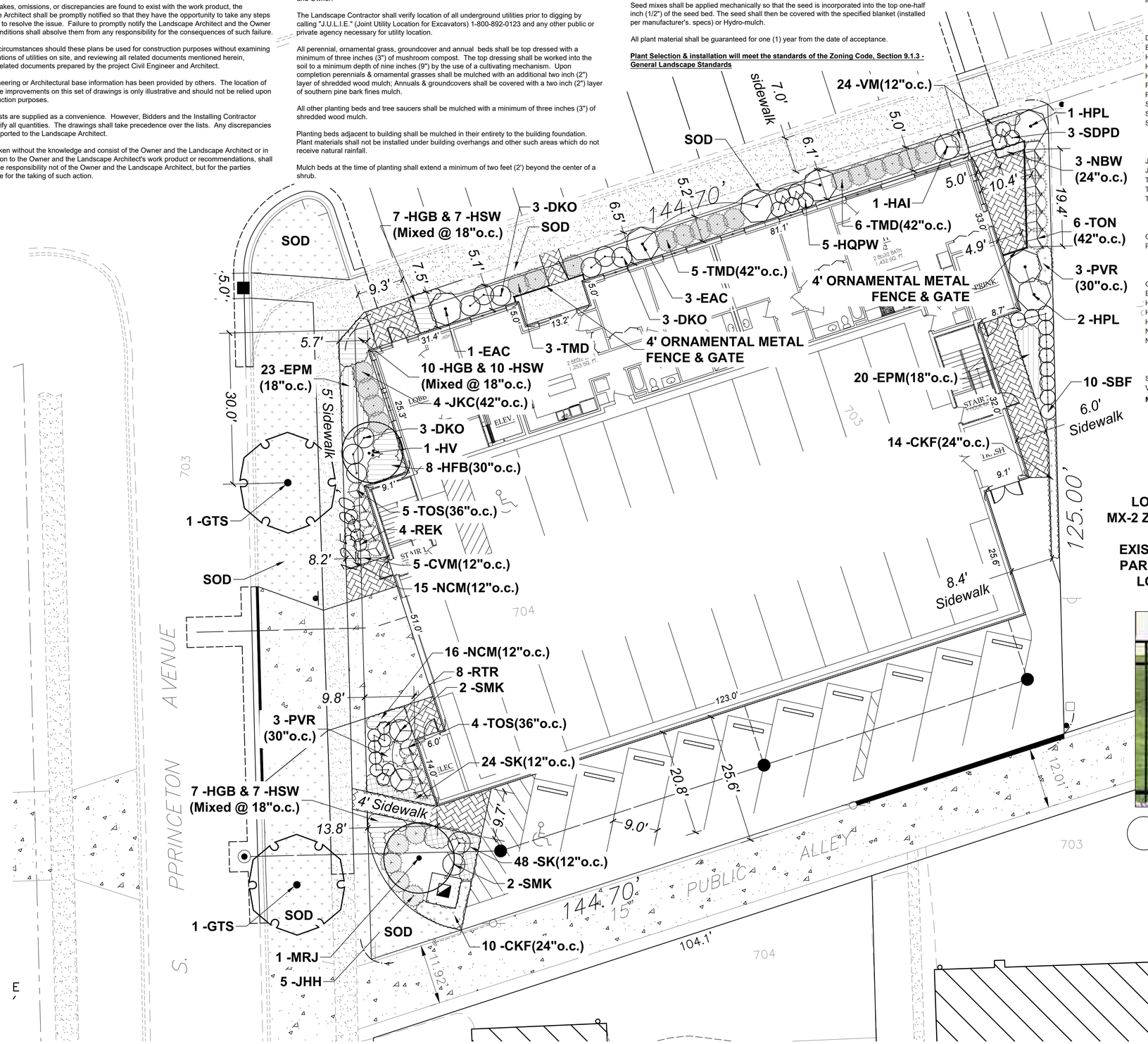
Grading shall provide slopes which are smooth and continuous. Positive drainage shall be provided in all areas.

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



LOT 9
MX-2 ZONING

EXISTING
PARKING
LOT

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)

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

Know what's below. Call before you dig.

NORTH

0' 5' 10' 20'

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

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.

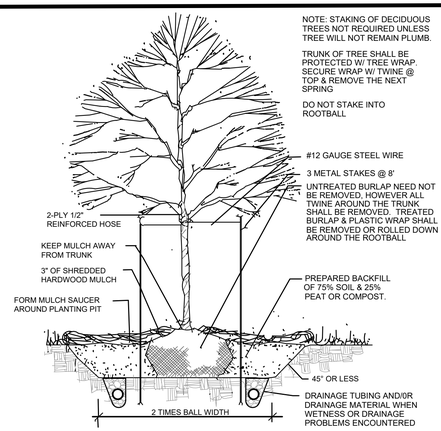
3.4 ACCEPTANCE

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.

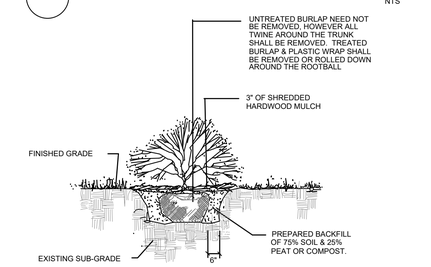
The Contractor shall not be held liable for damage incurred to the seed areas caused by deicing compounds, toxic substances, fertilizers, pesticides and other materials not specified or not applied by him or under his supervision, nor those damages caused by vandalism or acts of nature.

3.5 GUARANTEE

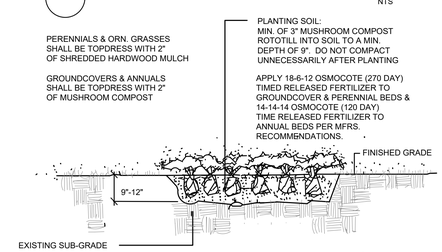
The Contractor shall guarantee the provision of a green, healthy relatively weed free turf at the time of acceptance.



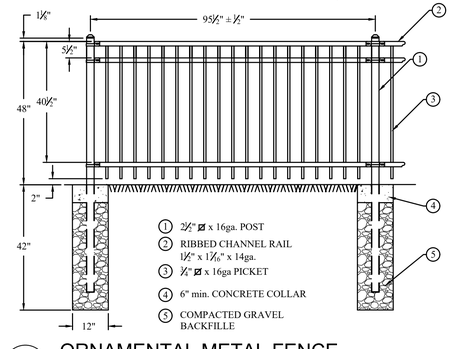
DECIDUOUS TREE
NTS



SHRUBS
NTS



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

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

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

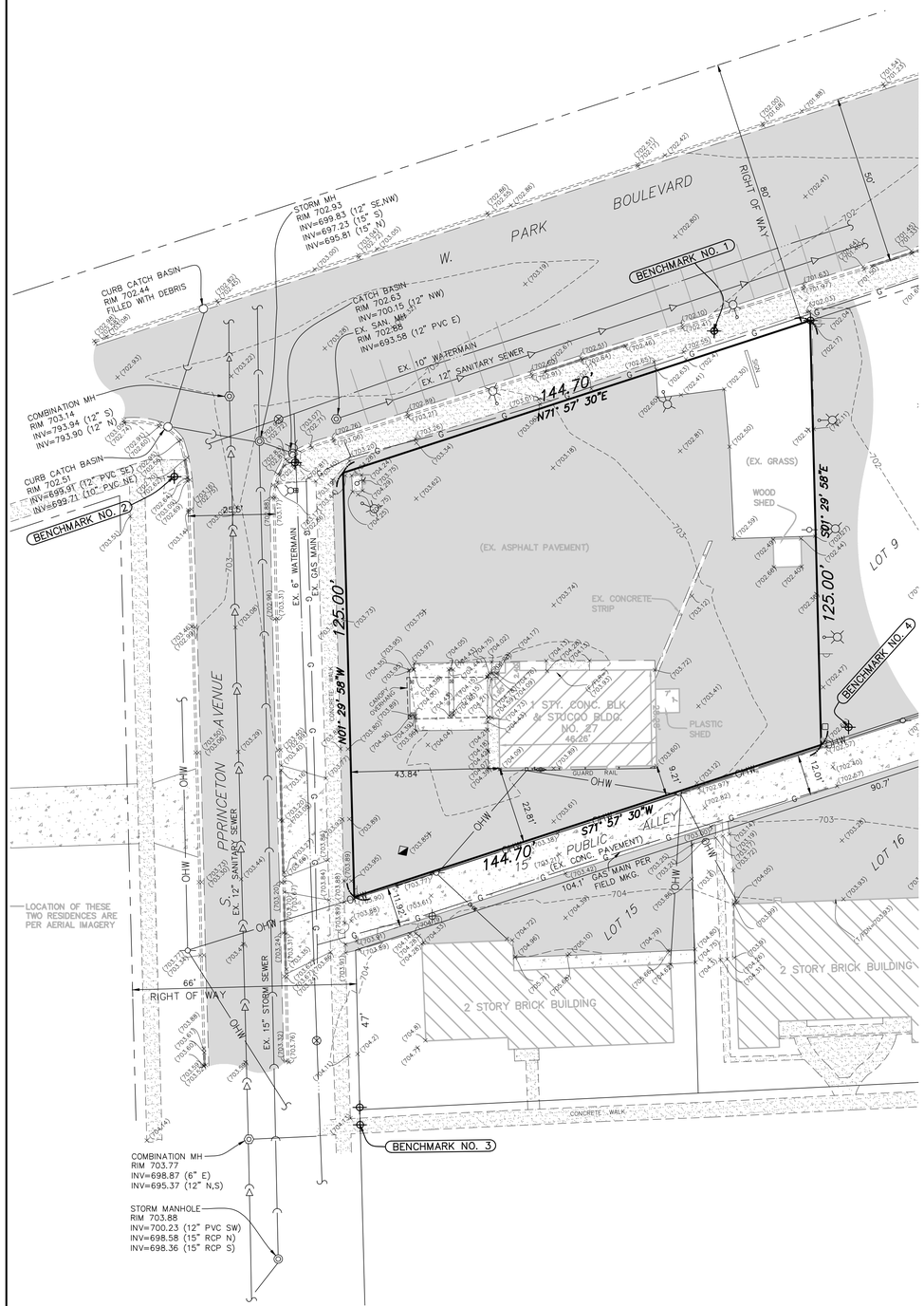
ELEVATION – 704.13

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.

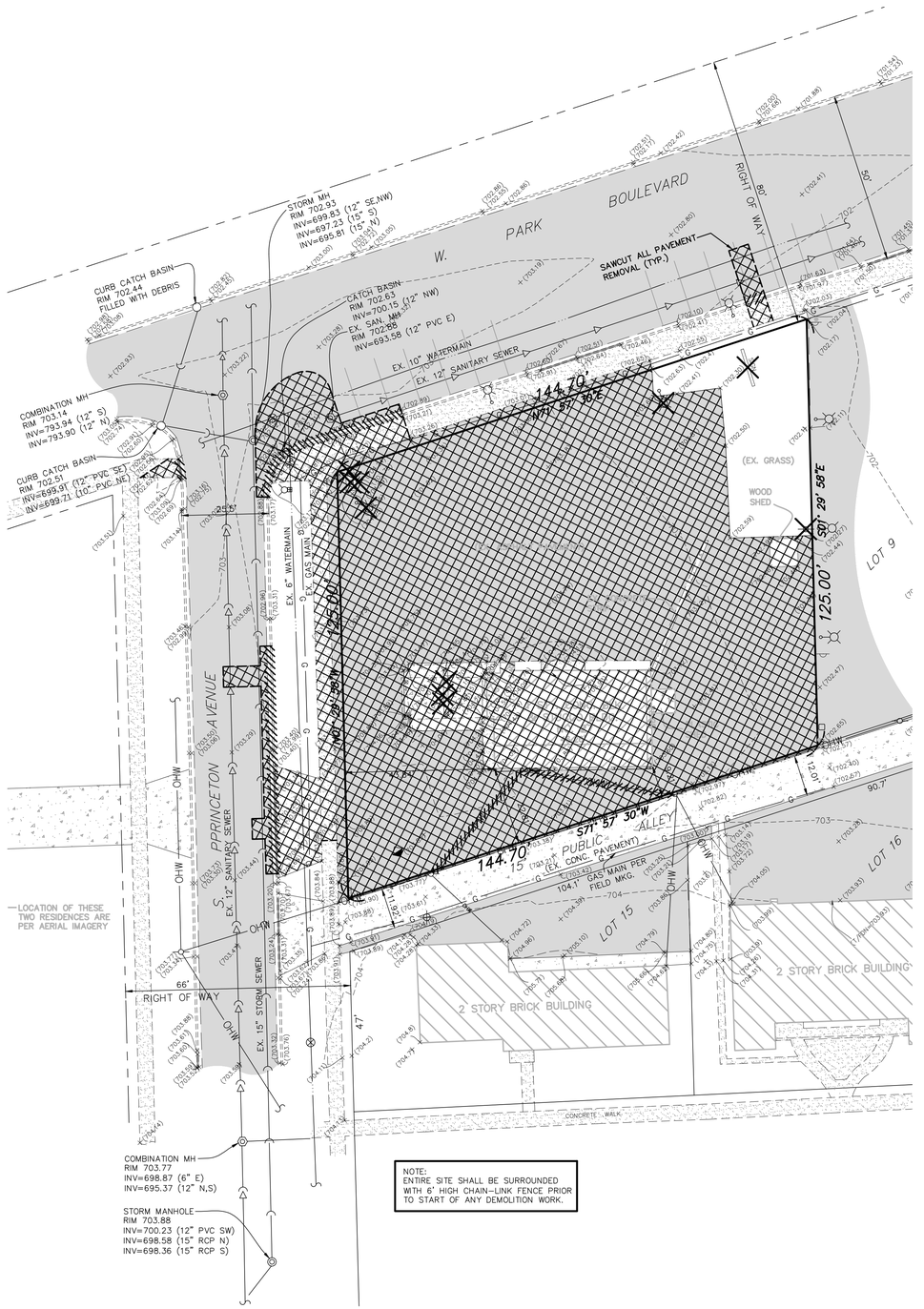
DEMOLITION LEGEND

- 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

NO.	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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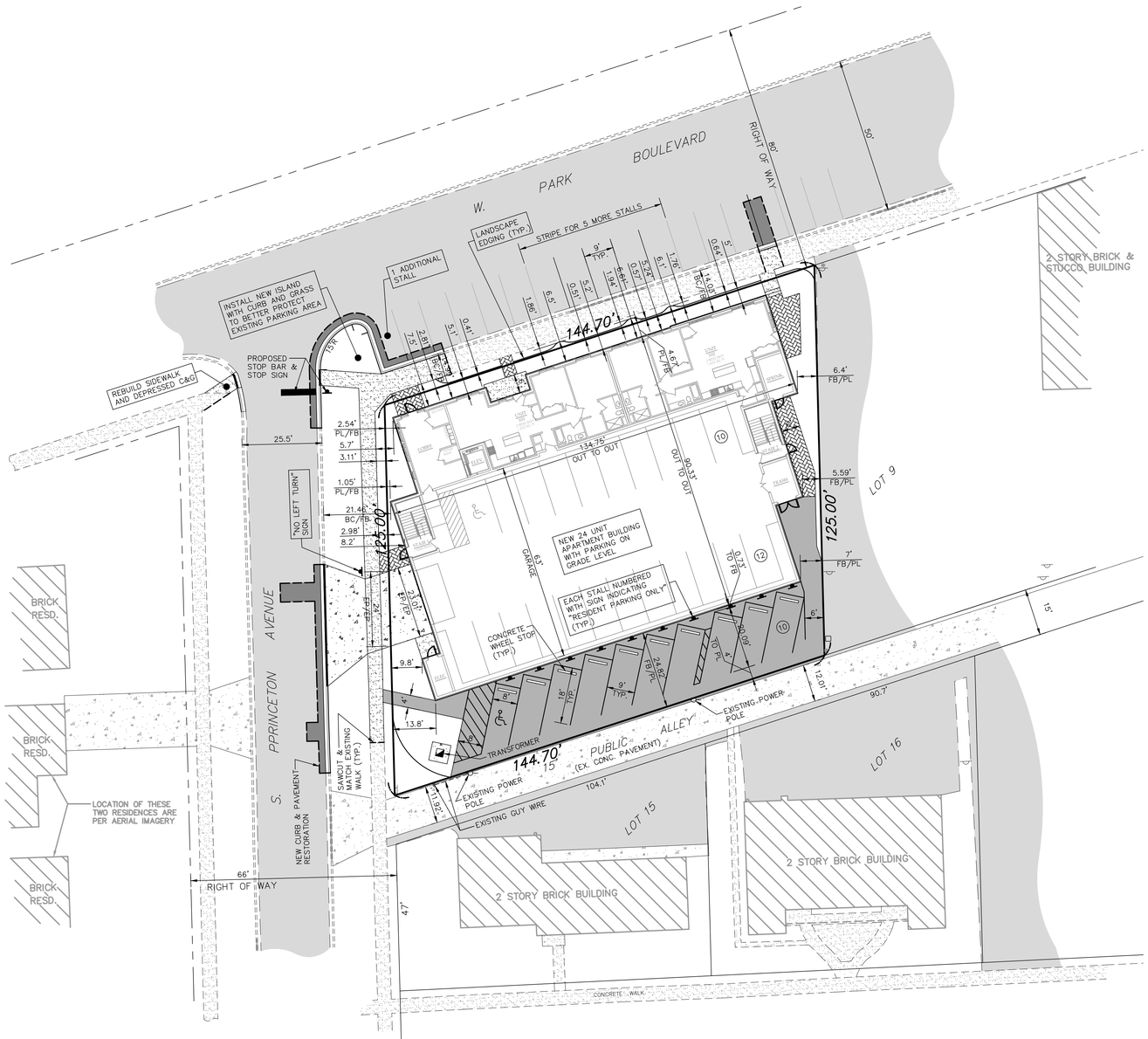
RWG Engineering, LLC
Civil Engineering ◆ Real Estate Consulting ◆ Project Management
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

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

SHEET
2 OF 7

May 26, 2022 2:49:25 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 - VILLA PARK APTS - ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG



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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.

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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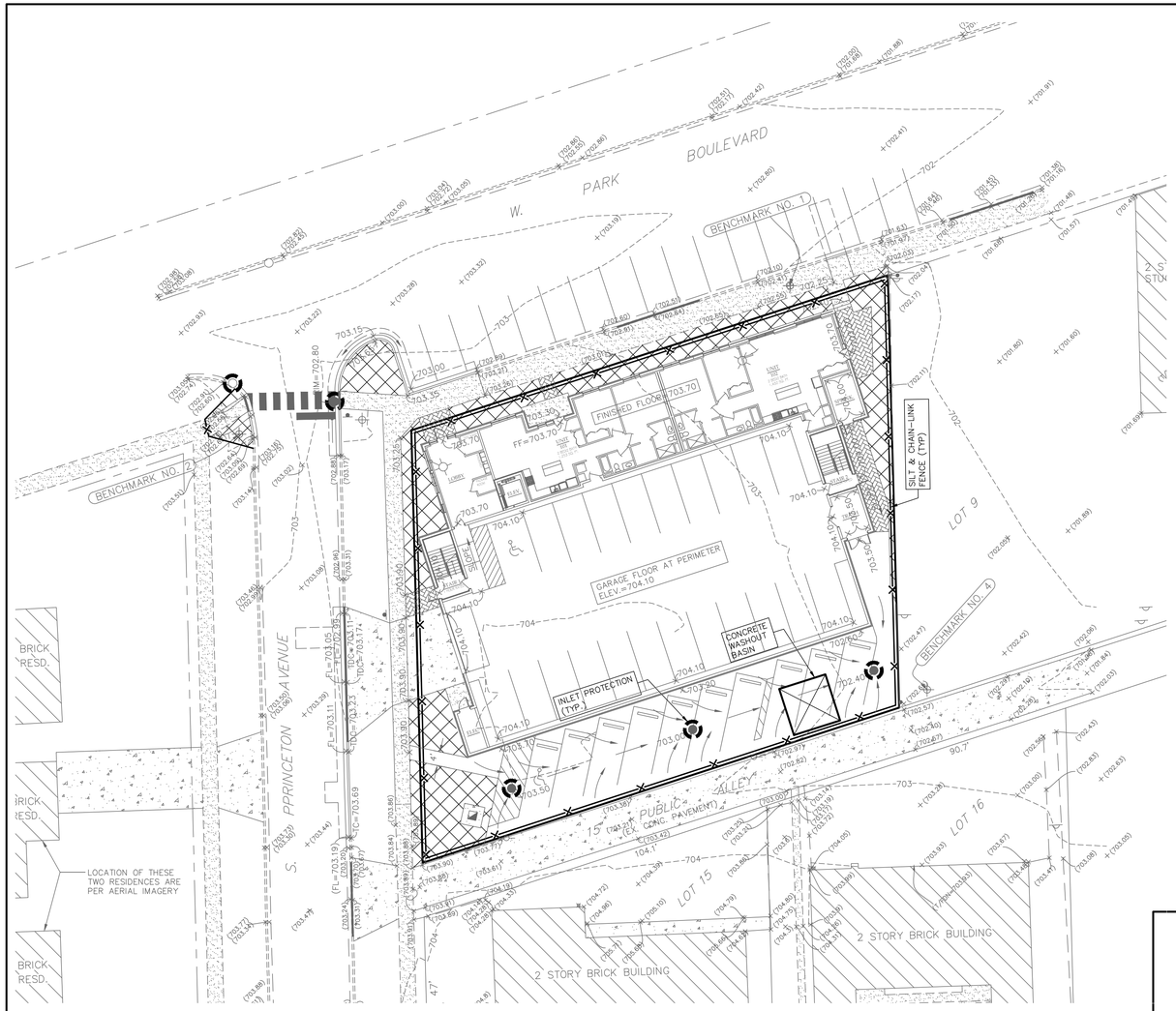
June 02, 2022 8:18:52 a.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

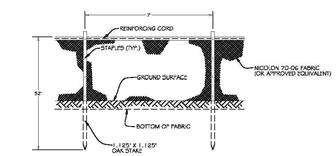


GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 ft.

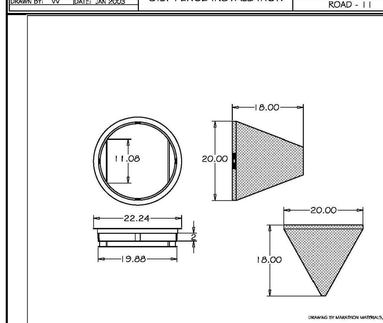


GENERAL NOTES:

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

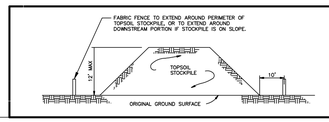


GENERAL NOTES:

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.

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

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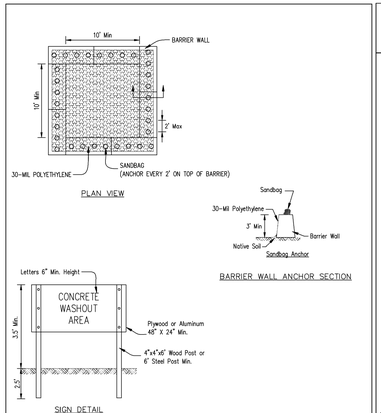
975 E. 22nd St. Suite 400
Wheaton, IL 60189
630.480.7889
www.rwg-engineering.com

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

SHEET 4 OF 7

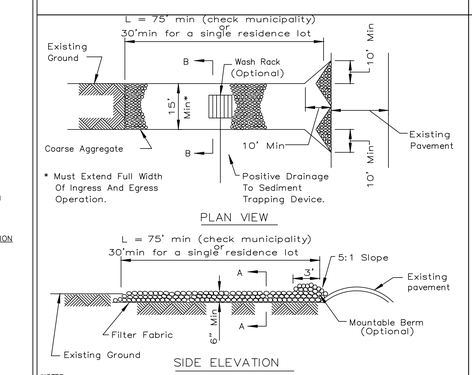


NOTES:

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.

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

STABILIZED CONSTRUCTION ENTRANCE PLAN

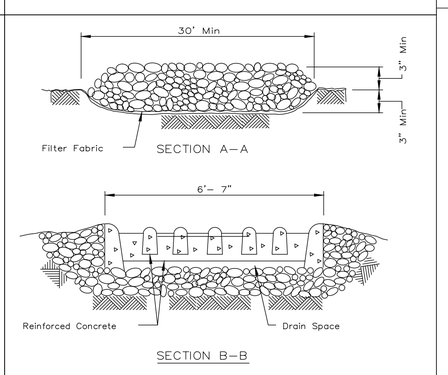


NOTES:

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 gradation, 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.

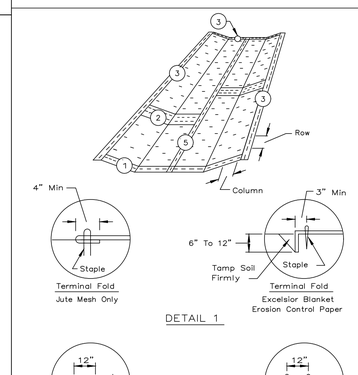
REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-630A
Checked	Date		SHEET 1 OF 2
Approved	Date		DATE 6-18-94

STABILIZED CONSTRUCTION ENTRANCE PLAN



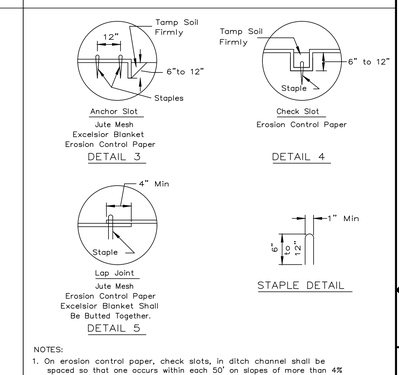
REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-630B
Checked	Date		SHEET 2 OF 2
Approved	Date		DATE 6-18-94

EROSION BLANKET PLAN



REFERENCE			
Project			
Designed	Date	NRCS Natural Resources Conservation Service	STANDARD DWG. NO. IL-530
Checked	Date		SHEET 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)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\30D_ENGINEERING\31D_CADD\FINAL\664_BASE.DWG

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

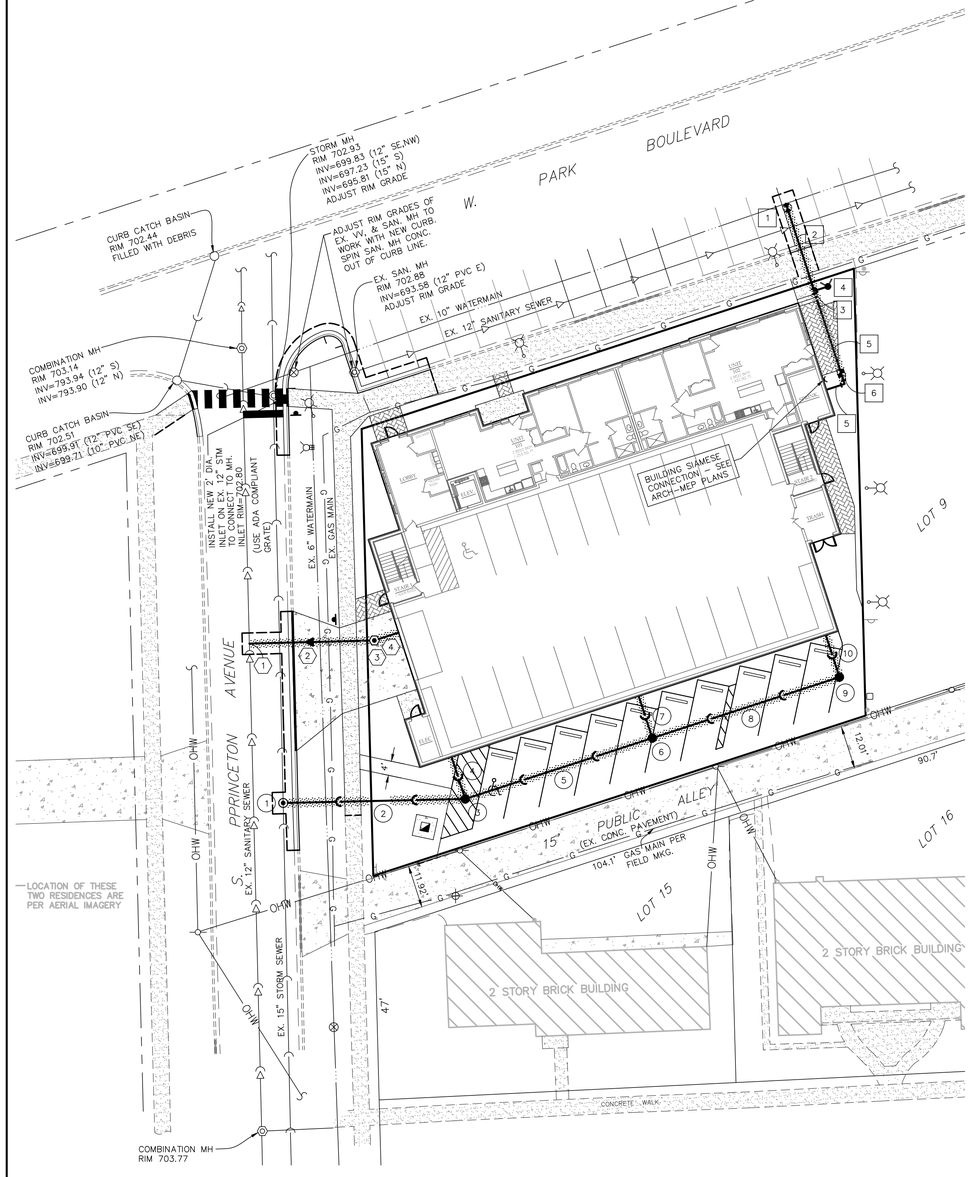
1 8" VALVE IN 60" DIA VAULT, PRESSURE CONNECTION TO EXISTING 10" WATERMAIN RIM=MATCH EX. PAVT.	2 8" DUCTILE IRON WATERMAIN, CL 52
3 8"X6" TEE WITH 8"x6" REDUCER TO SOUTH	4 FIRE HYDRANT WITH 6" LEAD + AUX VALVE + BOX RING EL=702.25
5 6" DUCTILE IRON WATERMAIN, CL 52 BUILDING SERVICE	6 6" SERVICE VALVE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

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 ft.



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	×(750.00)	×750.00
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:

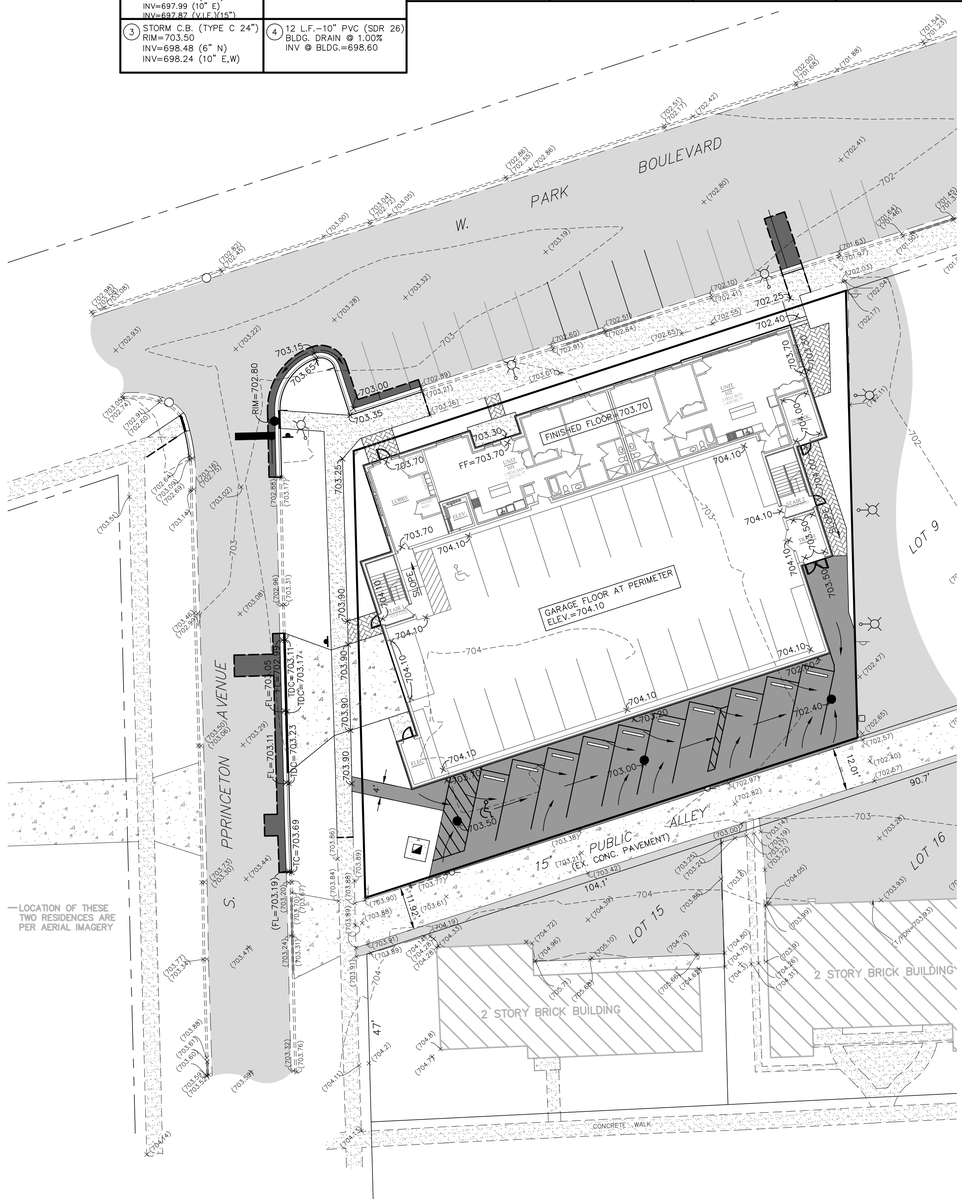
1. RIM GRADES FOR DRAINAGE STRUCTURES REFLECT THE FLOW LINE ELEVATIONS OF THE GUTTER, PAVEMENT, OR DRAINAGE SWALE (AS APPLICABLE)
2. UNLESS OTHERWISE NOTED, ALL UTILITY DIMENSIONS ARE CENTER TO CENTER OF STRUCTURES (OR TO END OF FLARED END SECTION – IE INCLUDING LENGTH OF FLARED END SECTION)
3. THE CONTRACTOR 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 PLAN

May 26, 2022 2:55:02 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

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

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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 iten 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 inplemented 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 inprovement 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 percent (90%) 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 inprovement 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 inprovement 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 inprovements 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 sane shall be nerged 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 sane 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 conforning to ASTM D-3034 for pipe diameters of 4 inch to 15 inch, or conforning to ASTM F-679 for pipe diameters of 18 inch to 48 inch, with minum SDR of 26, and with Elastomeric gasket joints conforning 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 conforning to same.
- Cement-lined ductile iron pipe class 52, conforning to AWWA C-151 (ANSI 21.51) with push-on joints conforning to AWWA C-111 (ANSI A21.11)
- Extra Strength Vitrified Clay Pipe (ESVCP) conforning 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 nerged 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 fram water services, with a minnun 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. Vacuun 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 nerged 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 conforning to AWWA C-151 (ANSI A21.51). Rubber gasket joints shall conforn to AWWA C-111 (ANSI A21.11). Ductile iron fittings shall conforn to AWWA C-110 (ANSI A21.10). Cement lning shall conforn to AWWA C-104 (ANSI A21.4). If protective wrapping is indicated on the plan or details, it shall conforn to AWWA C105-99, minnun thickness 8 mil polyethylene tube such as Olex type 'F-191' 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
Minnun depth of cover fron 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). Restrining glands or mega-lug fittings may be substituted if permitted by the applicable governmental agency. Cost of either to be nerged 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 minnun 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 nerged 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 conforn to AWWA C-500. Vault, supports, frame, and lid shall conforn 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 fram sanitary (or storm) services, with a minnun 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, conforning 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 conforning to ASTM C-443 or ASTM C-361 in lieu of mastic (typically at water main crossings).
- Cement-lined ductile iron pipe class 52, conforning to AWWA C-151 (ANSI 21.51) with push-on joints conforning to AWWA C-111 (ANSI A21.11).
- PVC gravity sewer pipe conforning to ASTM D-3034 (for pipe diameters of 4 inch to 15 inch) or conforning 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 conforning to ASTM D-3212.
- Galvanized corrugated metal (steel) pipe (CMP). 16 gauge minimun, conforning 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 minimun 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 minimun 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 nerged 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 maximun 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 tenperature 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 inprovements 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. Maximun 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 conforning 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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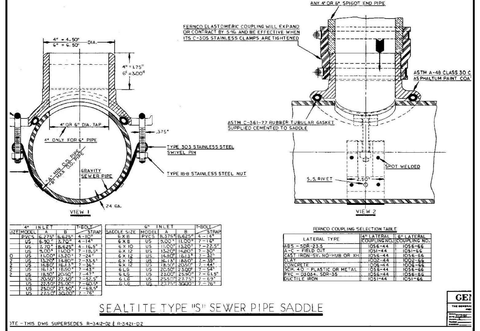
ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
PROJECT NOTES AND SPECIFICATIONS

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 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	INCIDENT	A	B	STEM
VA	14.00	13.00	4-1/4"	6 X 6	6	13.00	12.00	4-1/4"
VB	14.00	13.00	5-1/4"	6 X 8	6	13.00	12.00	5-1/4"
VC	14.00	13.00	6-1/4"	6 X 10	6	13.00	12.00	6-1/4"
VD	16.00	15.00	7-1/4"	6 X 12	6	13.00	12.00	7-1/4"
VE	18.00	17.00	8-1/4"	8 X 8	8	15.00	14.00	8-1/4"
VF	18.00	17.00	9-1/4"	8 X 10	8	15.00	14.00	9-1/4"
VG	18.00	17.00	10-1/4"	8 X 12	8	15.00	14.00	10-1/4"
VH	20.00	19.00	11-1/4"	10 X 10	10	17.00	16.00	11-1/4"
VI	20.00	19.00	12-1/4"	10 X 12	10	17.00	16.00	12-1/4"
VJ	22.00	21.00	13-1/4"	12 X 12	12	19.00	18.00	13-1/4"
VK	22.00	21.00	14-1/4"					
VL	24.00	23.00	15-1/4"					
VM	24.00	23.00	16-1/4"					

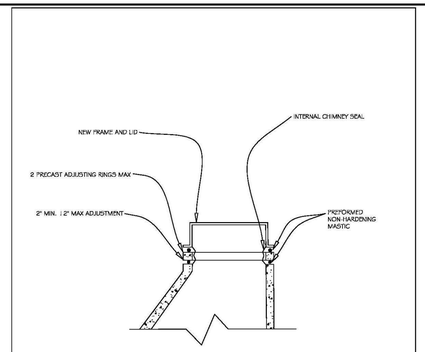
SEALTITE TYPE "S" SEWER PIPE SADDLE

STC - THIS DWG SUPERSEDES R-34-E-SE E-0-621-22

FERNCO COUPLING SELECTION TABLE

LATERAL TYPE	LATERAL - SEWER MAIN
	PVC-PVC
PVC-PVC	SDR-35
CI - PVC OR DI	CI-PVC
CAST IRON OR DUCTILE IRON (DI)	CI-CI
PVC-CI	SDR-35
CONCRETE	SDR-35
CLAY - PLASTIC OR METAL	SDR-35
PVC - CLAY OR METAL	SDR-35
CONCRETE	SDR-35

CE



GENERAL NOTES:

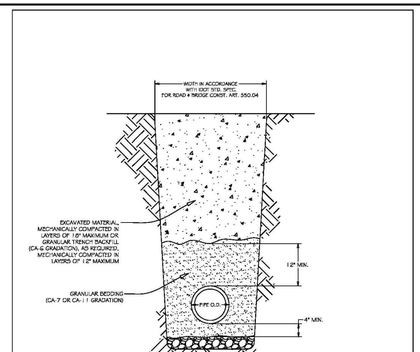
1. INTERNAL MANHOLE CHIMNEY SEAL CONFORMING ASTM C-923 CRETOR OR APPROVED EQUAL (SANITARY AND COMBINED MANHOLES ONLY)
2. NEW FRAME AND LID (SANITARY): NEENAH R-1015-2060 FRAME NEENAH R-1015-2001 SELF SEALING LID
3. NEW FRAME AND LID (STORM): NEENAH R-1015-2060 FRAME NEENAH R-1015-2001 LID

NOT TO SCALE

REV:		DATE:		
REV:	RMR	DATE:	JUL 2004	TYPICAL MANHOLE ADJUSTMENT
DRAWN BY:	VV	DATE:	JAN 2003	

VILLAGE OF VILLA PARK

SANITARY - 02

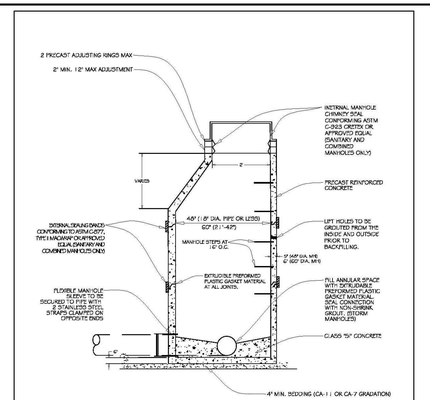


GENERAL NOTES:

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	PIPE INSTALLATION	VILLAGE OF VILLA PARK
REV:	RWG	DATE:	07/2004		
DRAWN BY:	VW	DATE:	01/2003		SANITARY - 03

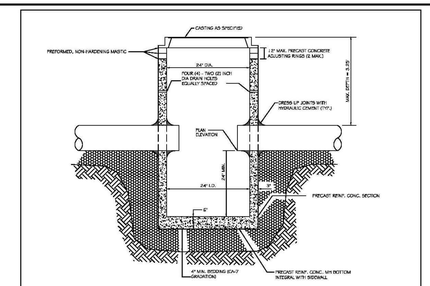


GENERAL NOTES:

1. FRAME AND LID (SANITARY): NEENAH R-1015-2060 FRAME NEENAH R-1015-2001 SELF SEALING LID
2. FRAME AND LID (STORM): NEENAH R-1015-2060 FRAME NEENAH R-1015-2001 LID
3. ALL LIFT HOLES ARE TO BE GROUTED FROM INSIDE AND OUTSIDE BEFORE BACKFILLING

NOT TO SCALE

REV:		DATE:		STANDARD MANHOLE	VILLAGE OF VILLA PARK
REV:	RMR	DATE:	JUL 2004		
DRAWN BY:	VV	DATE:	JAN 2003		SANITARY - 05

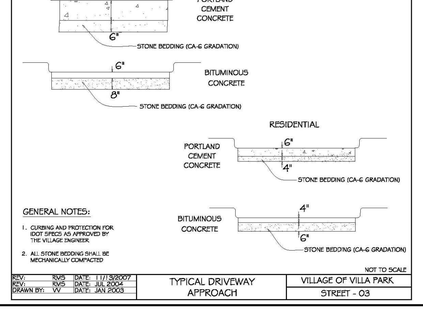


GENERAL NOTES:

1. PROVIDE PRECAST REINFORCED CONCRETE BARREL AND RISER SECTION. CONCRETE BLOCK CONSTRUCTION IS NOT PERMITTED.
2. PROVIDE GRANULAR BACKFILL AROUND CATCH BASIN TO SUBGRADE ELEVATION IN PAVED AREAS. MATERIAL SHALL MEET THE REQUIREMENTS OF IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" FOR COARSE AGGREGATE (CA-6 GRADATION.)
3. WITH THE FRAME DOES NOT MEET PROPOSED ELEVATION, A MAXIMUM OF TWO PRECAST CONCRETE RINGS MAY BE USED TO A MAXIMUM HEIGHT OF 12 INCHES. THE RING(S) AND FRAME SHALL BE SET IN A BED OF PREFORMED NON-HARDENING MASTIC (RUB-R-NEX OR APPROVED EQUAL).
4. PRECAST ADJUSTING RINGS SHALL BE REINFORCED WITH NO. 3 GAUGE WIRE OR EQUIVALENT AND SHALL HAVE A MINIMUM THICKNESS OF TWO INCHES.
5. MORTAR SHALL NOT BE USED TO DRESS UP ADJUSTING RINGS AND/OR FRAME.
6. DRESS UP INTERIOR JOINTS WITH HYDRAULIC CEMENT.
7. IN PAVED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE COVERED WITH FILTER FABRIC. FILTER FABRIC SHALL BE SECURED TO THE OUTSIDE OF STRUCTURE PRIOR TO BACKFILL.
8. IN GRASSED AREAS, DRAIN HOLES/WEEP HOLES SHALL BE PLUGGED WITH HYDRAULIC CEMENT.

NOT TO SCALE

REV:		DATE:		CATCH BASIN TYPE "C"	VILLAGE OF VILLA PARK
REV:	RMR	DATE:	JUL 2004		
DRAWN BY:	VV	DATE:	JAN 2003		STORM - 01



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:		FIRE HYDRANT SETTING	VILLAGE OF VILLA PARK
REV:	RWS	DATE:	JUL 2004		
DRAWN BY:	VV	DATE:	JAN 2003		WATER - 04

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-1015-2060 FRAME
   NEENAH R-1015-2001 SELF SEALING LID
   "WATER" TO BE CAST INTO COVER

NOT TO SCALE

REV:		DATE:		WATER VALVE IN VAULT	VILLAGE OF VILLA PARK
REV:	RMR	DATE:	JUL 2004		
DRAWN BY:	VV	DATE:	JAN 2003		WATER - 14

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 shall be stainless steel:
   bolts & threaded rods - grade 304
   nuts & washers - grade 300

NOT TO SCALE

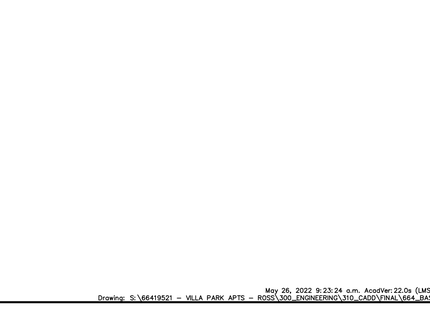
REV:		DATE:		THRUST BLOCK INSTALLATION	VILLAGE OF VILLA PARK
REV:	RWS	DATE:	FEB 2005		
DRAWN BY:	VV	DATE:	FEB 2005		WATER-22

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:		WATERMAIN RELOCATION	VILLAGE OF VILLA PARK
REV:		DATE:			
DRAWN BY:	VV	DATE:	01/07/2006		WATER - 25

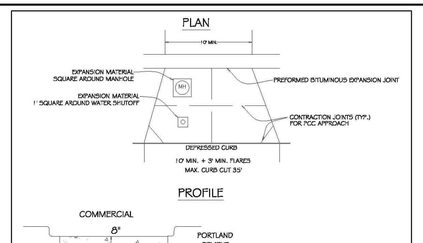


GENERAL NOTES:

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:		COMBINATION CONCRETE CURB AND GUTTER	VILLAGE OF VILLA PARK
REV:	RMR	DATE:	JUL 2004		
DRAWN BY:	VV	DATE:	JAN 2003		ROAD - 02



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:	RWS	DATE:	11/1/2007	TYPICAL DRIVEWAY APPROACH	VILLAGE OF VILLA PARK
REV:	RWS	DATE:	JUL 2004		
DRAWN BY:	VV	DATE:	JAN 2003		STREET - 03

ARDMORE FLATS APARTMENTS
VILLA PARK, ILLINOIS
CONSTRUCTION STANDARDS AND DETAILS

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

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975 E. 22nd St. Suite 400
Wheaton, IL 60189
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

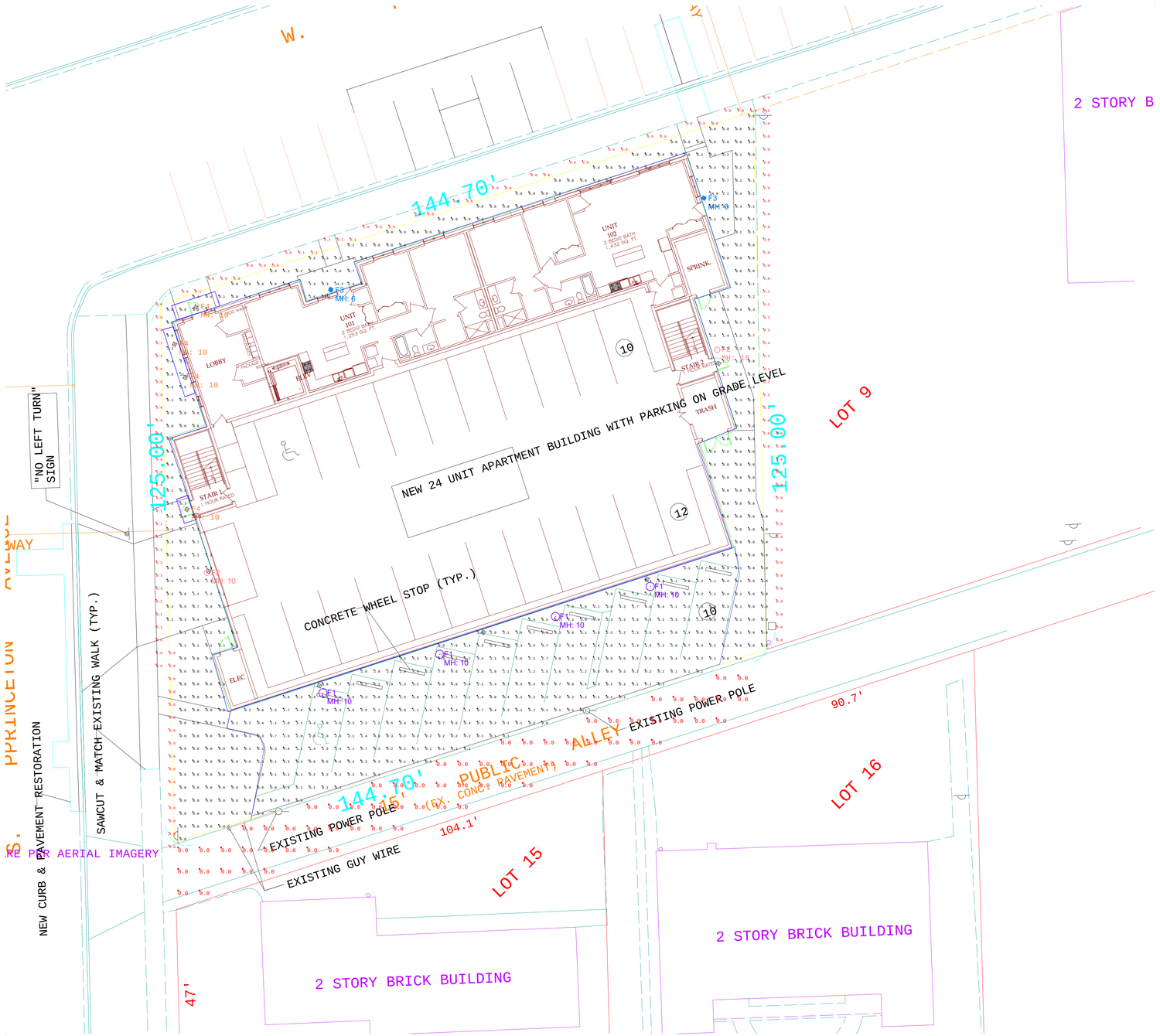
SHEET
7 OF 7

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

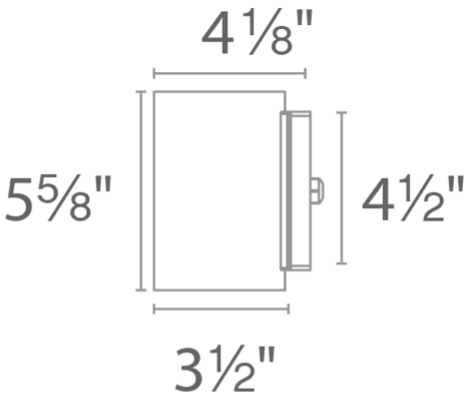
WS-W9101

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

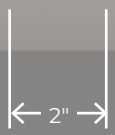
ROUND RECESSED ADJUSTABLE

LUMENWERX

5 YEAR WARRANTY

Project: _____

Type: _____



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

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.

Installation Types

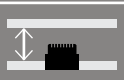
New Construction (Type Non-IC, Type-IC, CCEA)
Remodel (Type Non-IC)

Light Source

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

Plenum Clearance

As low as 5"



COB

2 Step Color Binning
Up to 95 CRI

Certifications

IP44 Shower Rated
Some restrictions may apply.

COMPLIANT WITH JA8 TITLE 24

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

www.lumenwerx.com
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Intertek

Lumenwerx reserves the right to modify product specifications without notification.

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 [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**	**NA** - None [15] To specify a JA8 compliant fixture, see page 3.
	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

ROUND RECESSED ADJUSTABLE

Title 24 JA8

LUMENWERX

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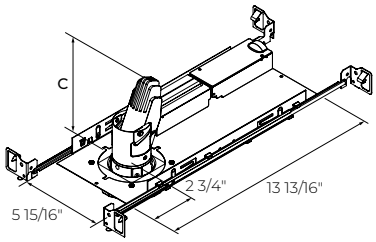
AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

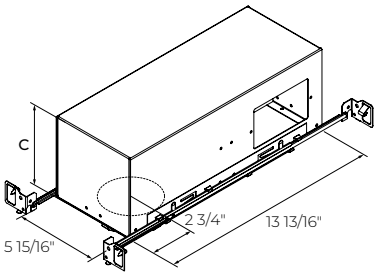
AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

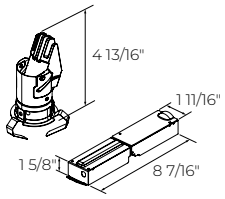
Housing

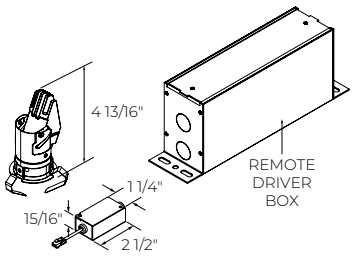
INSTALLATION TYPES		
OF - Open Frame Type Non-IC	**IC -** Type-IC	**CP -** Chicago Plenum Type-IC (CCEA) **AT** - Airtight Type-IC





RM - Remodel Type Non-IC	
Integral	Remote

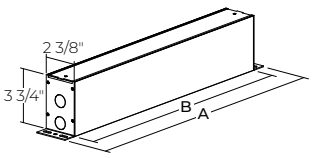




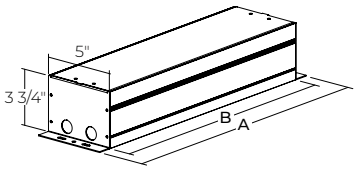
- For height dimension C, see the PLENUM CLEARANCE & CUT-OUT DIMENSIONS table below.
- For OF, IC, and CP installation types with remote dimming, a remote driver box is provided.

REMOTE DRIVER BOX

RDB8 / RDB18 / RDB24

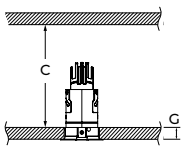


RDB24W

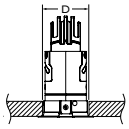


	RDB8	RDB18	RDB24	RDB24W
A	10"	20"	26"	26"
B	8"	18"	24"	24"
DRIVER	**RD1** - 1% 0-10V **RELV** - ELV 120V **RTRI** - TRIAC 120V SOLA **RSD1** - Single 0-10V input **RSELV** - ELV 120V **RSTRI** - TRIAC 120V	**RLTEA2W** - Lutron 1% - 2 wire FP 120V **RLDE1** - Lutron Hi-lume 1% Eco **RDA** - DALI **RELD1** - 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

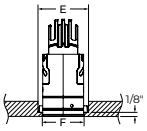
PLENUM CLEARANCE & CUT-OUT DIMENSIONS



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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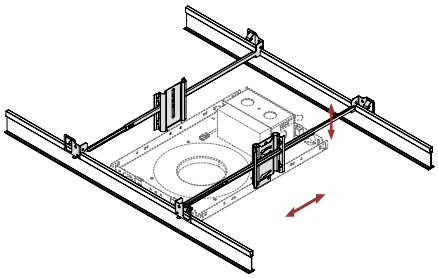
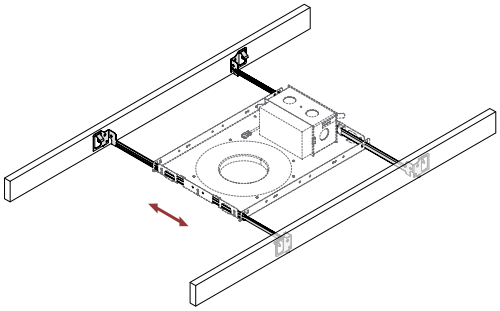
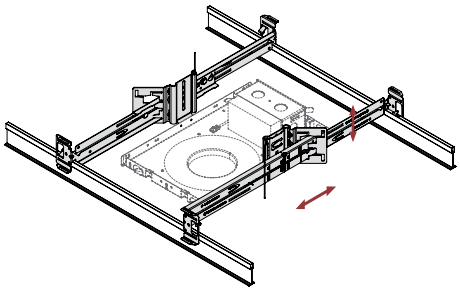
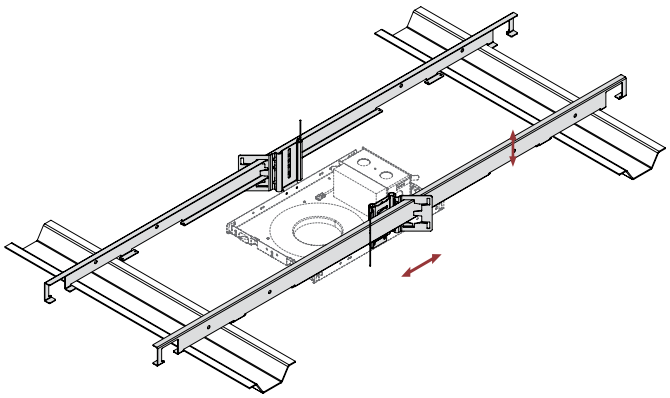
Housing

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

ROUND RECESSED ADJUSTABLE

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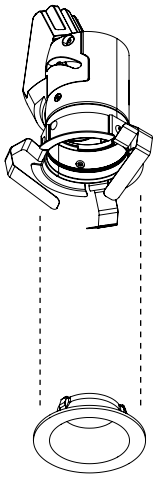
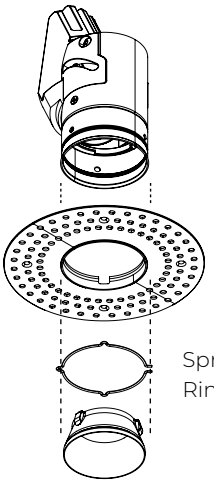
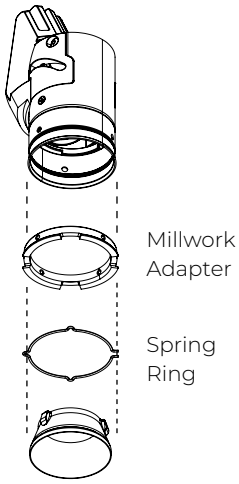
Light & Baffle



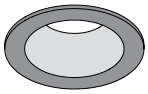
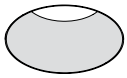
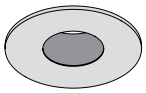
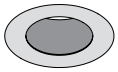
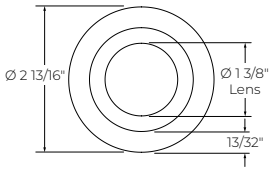
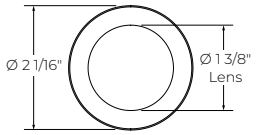
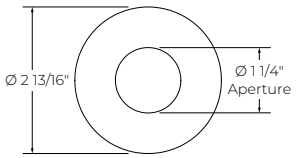
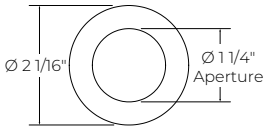
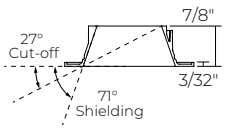
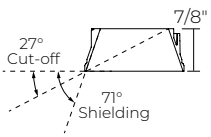
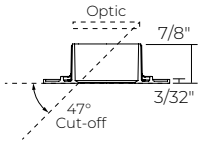
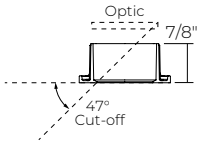
Flanged Trim



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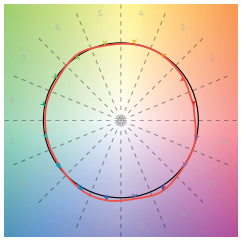
AERA2-DOWNLIGHT-ROUND-RECESSED-ADJUSTABLE-SPEC-REV1 April 11, 2022

AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

LUMENWERX

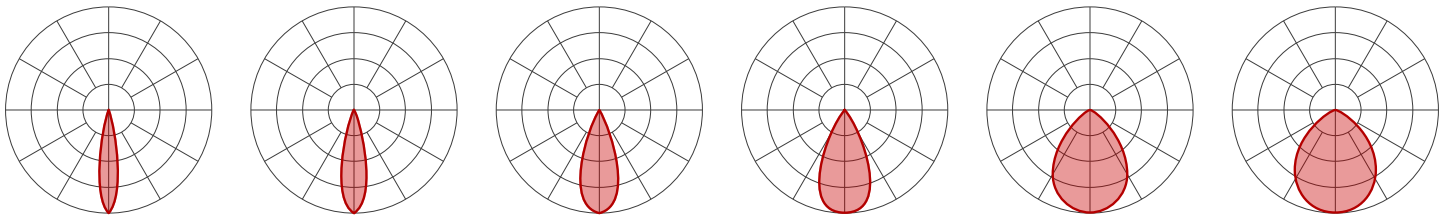
Color Quality

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.



15° 25° 35° 50° 80° 90°

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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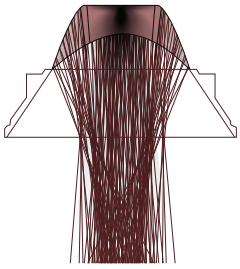
AERA 2" DOWNLIGHT
ROUND RECESSED ADJUSTABLE

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.

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Craig Ross
Ross Builders

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

DATE: May 26, 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 10 one-bedroom units and 14 two-bedroom units with a total of 32 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. Ten (10) angled 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, and to review the access drive and internal circulation system. **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 approximately18 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 Angled Parking Spaces

Ten angled 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 four 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 ten parking spaces. Given the angle of the parking spaces, inbound access to the ten angled parking spaces will be provided via Princeton Avenue and outbound access from the ten angled parking spaces will be provided via Ardmore Avenue.

The angled parking, as opposed to perpendicular (90 degree) parking, should not pose any operational issues/concerns based on the following:

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

- With a four-foot buffer between the public alley and the parking spaces and the existing 15-foot-wide public alley (total width of 19 feet), vehicles will have sufficient area to efficiently enter and exit the angled parking spaces.

Further it is important to note that it is common to have angled parking on two-way roads.

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 angled 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 ten 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 four-foot buffer between the public alley and the angled parking spaces, the public alley/buffer is wide enough to accommodate both the inbound and outbound parking maneuvers in one maneuver.

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 angled 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 bock northbound traffic if they need to wait for a gap in the southbound traffic steam.

Impact of the Proposed Development

The impact of the development on the area roadway system 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 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

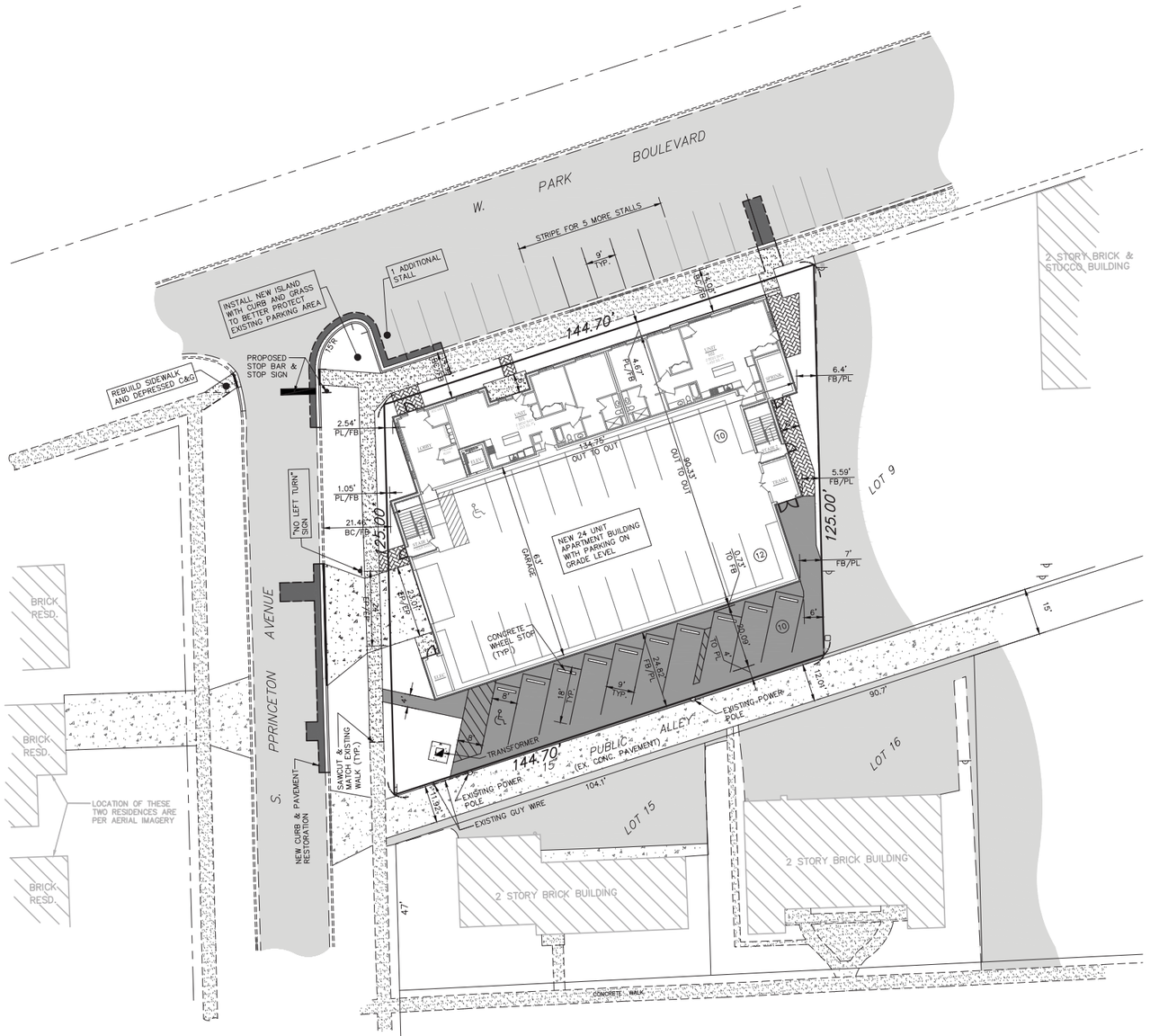
The development is proposed to provide 24 units and 32 parking spaces for a parking ratio of 1.33 parking spaces per unit. Of the 24 units, 10 are proposed to be one-bedroom units and 14 are proposed to be two-bedroom units. The Village of Villa Park's zoning ordinance requires one parking space per one-bedroom unit and two parking spaces per two-bedroom unit. Based on the proposed unit mix, the development requires 38 parking spaces per the Village's requirements, which is six 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 38 bedrooms, the development is estimated to have a peak parking demand of 25 to 31 vehicles.

As such, the 32 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



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.

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

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 04/26/22
SCALE 1"=20'
PROJ. MGR. RWG
PROJ. ASSOC. RWG
DRAWN BY TLM

SHEET
3 OF 7

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May 26, 2022 2:56:14 p.m. AcadVer:22.0s (LMS Tech)
Drawing: S:\66419521 – VILLA PARK APTS – ROSS\300_ENGINEERING\310_CADD\FINAL\664_BASE.DWG

BOUNDARY AND TOPOGRAPHIC SURVEY

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

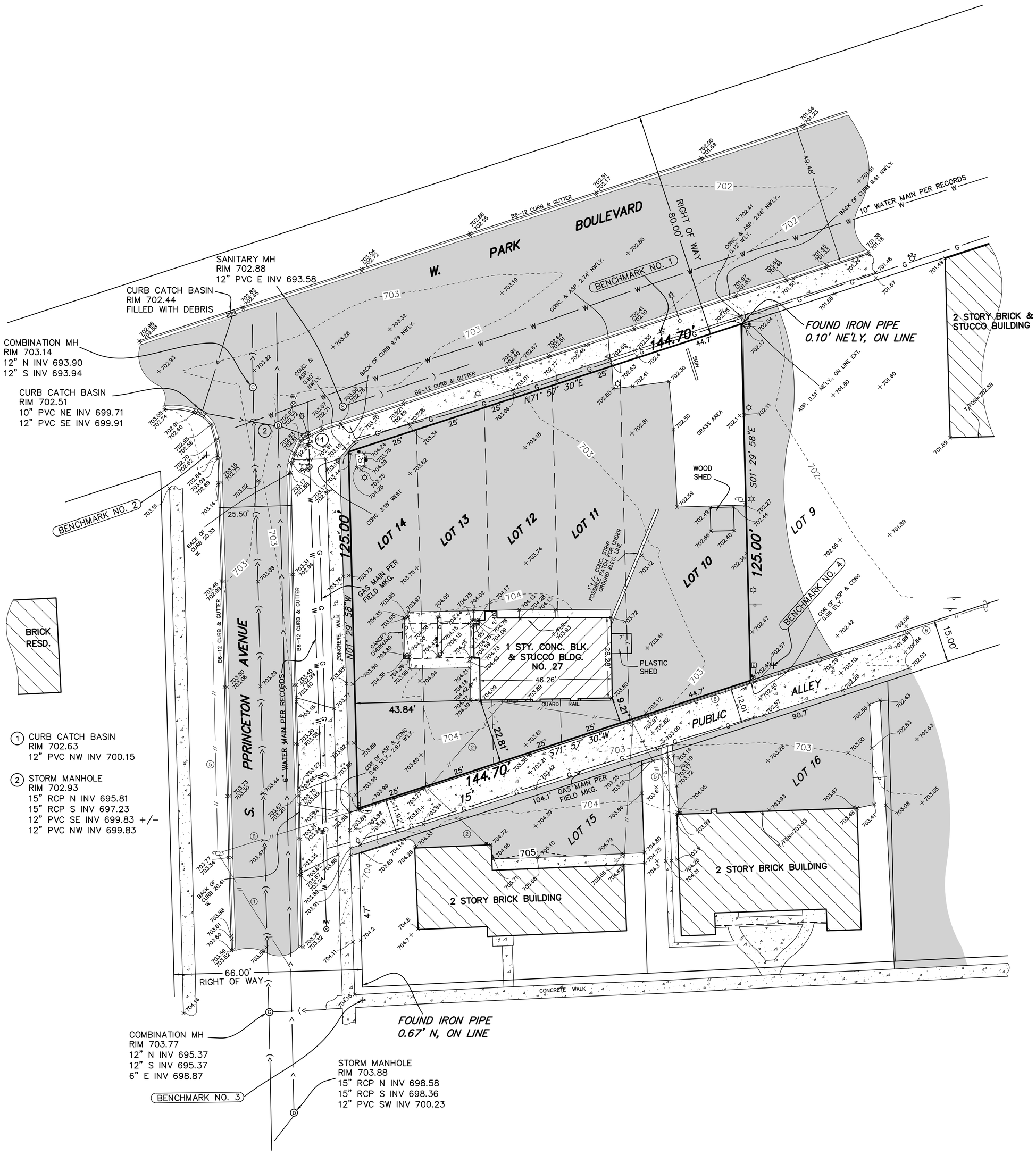
Graphic Scale
20 10 5 0 20 40 60
(In Feet)
1"=20'

BY
GENTILE AND ASSOCIATES, INC.
PROFESSIONAL LAND SURVEYORS

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

TABLE OF CONTENTS

PARCEL LOCATION 4
LAND COVER IN THE EARLY 1800'S 5
NATIONAL WETLAND INVENTORY (NWI) 6
DUPAGE COUNTY WETLANDS 7
FLOODPLAINS 8
WATERSHEDS AND STREAMS 9
AQUIFER SENSITIVITY 10
TOPOGRAPHY AND OVERLAND FLOW 11
STORMWATER MANAGEMENT 12
SOIL EROSION 12
HIGHLY ERODIBLE LAND (HEL) 13
SOILS & SOIL INTERPRETATIONS 14
SOIL SURVEY 15
SOIL MAP UNIT DESCRIPTIONS 16
SOIL INTERPRETATIONS – DWELLINGS WITHOUT BASEMENTS 17
SOIL INTERPRETATIONS – SHALLOW EXCAVATIONS 18
SOIL INTERPRETATIONS – LOCAL ROADS AND STREETS 19
WATER TABLE 20
HYDRIC SOILS 21
REGULATORY INFORMATION 22
REGULATORY AGENCIES 22
CONTACTS 23
REFERENCES 24
EXECUTIVE SUMMARY 25
SITE INSPECTION 28
SITE INSPECTION PHOTOS 29

TABLE OF FIGURES

FIGURE 1: PLAT MAP WITH AERIAL BACKGROUND AND PARCEL BOUNDARY 4
FIGURE 2: LAND COVER OF ILLINOIS IN THE EARLY 1800'S 5
FIGURE 3: NATIONAL WETLAND INVENTORY (NWI) MAP 6
FIGURE 4: DUPAGE COUNTY WETLAND MAP 7
FIGURE 5: FLOODPLAIN MAP - FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) 8
FIGURE 6: AQUIFER SENSITIVITY TO CONTAMINATION MAP 10
FIGURE 7: TOPOGRAPHIC MAP SHOWING CONTOUR LINES 11
FIGURE 8: HIGHLY ERODIBLE LAND MAP 13
FIGURE 9: SOIL SURVEY 15
FIGURE 10: SOIL INTERPRETATIONS FOR DWELLINGS WITHOUT BASEMENTS 17
FIGURE 11: SOIL INTERPRETATIONS FOR SHALLOW EXCAVATIONS 18
FIGURE 12: SOIL INTERPRETATIONS FOR LOCAL ROADS AND STREETS 19
FIGURE 13: MAP SHOWING THE DEPTH TO A SEASONAL HIGH-WATER TABLE 20
FIGURE 14: HYDRIC SOILS MAP 21
FIGURE 15: LOCATION OF SITE INSPECTION PHOTOS 28

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

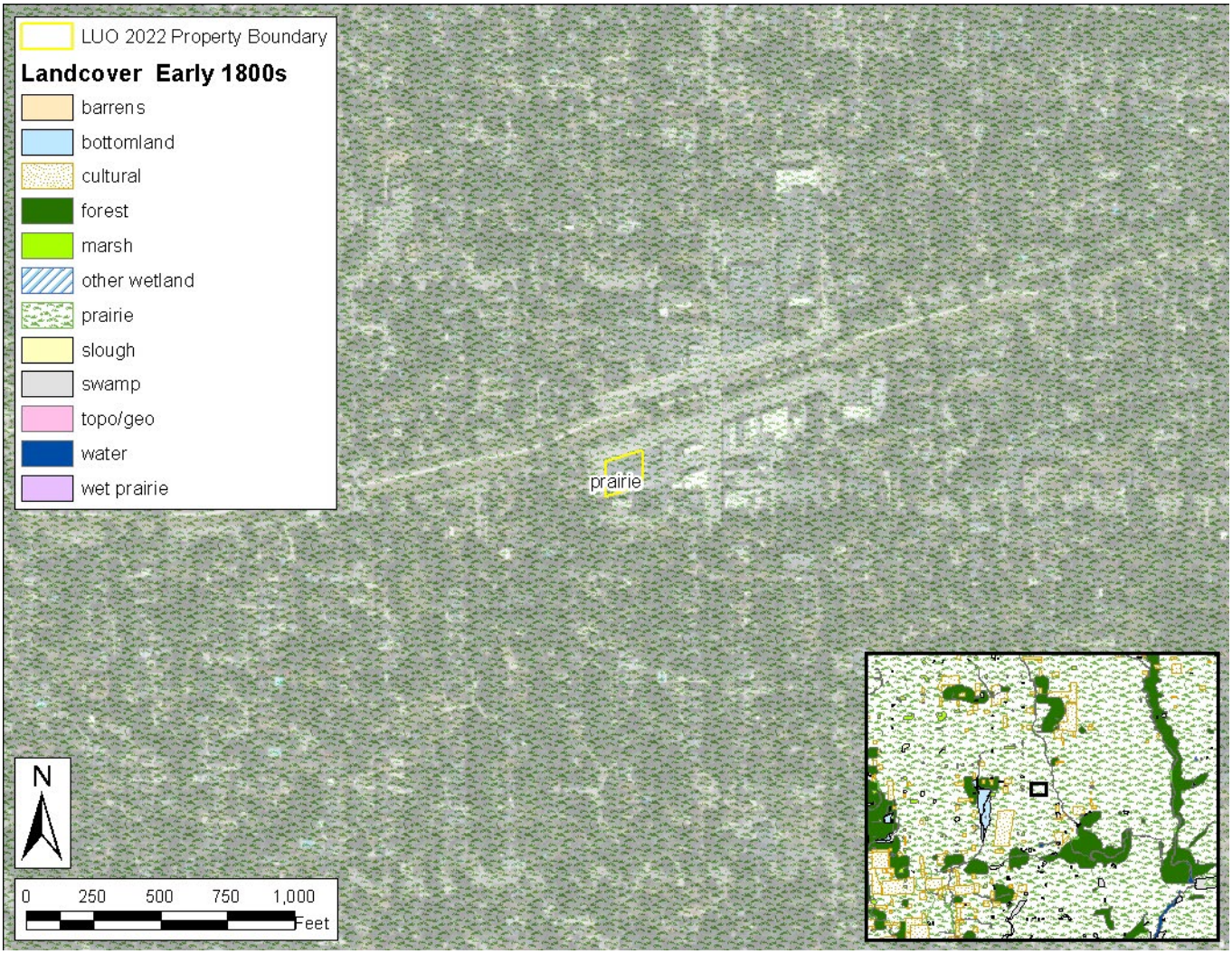


Figure 2: Land Cover of Illinois in the Early 1800's

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)

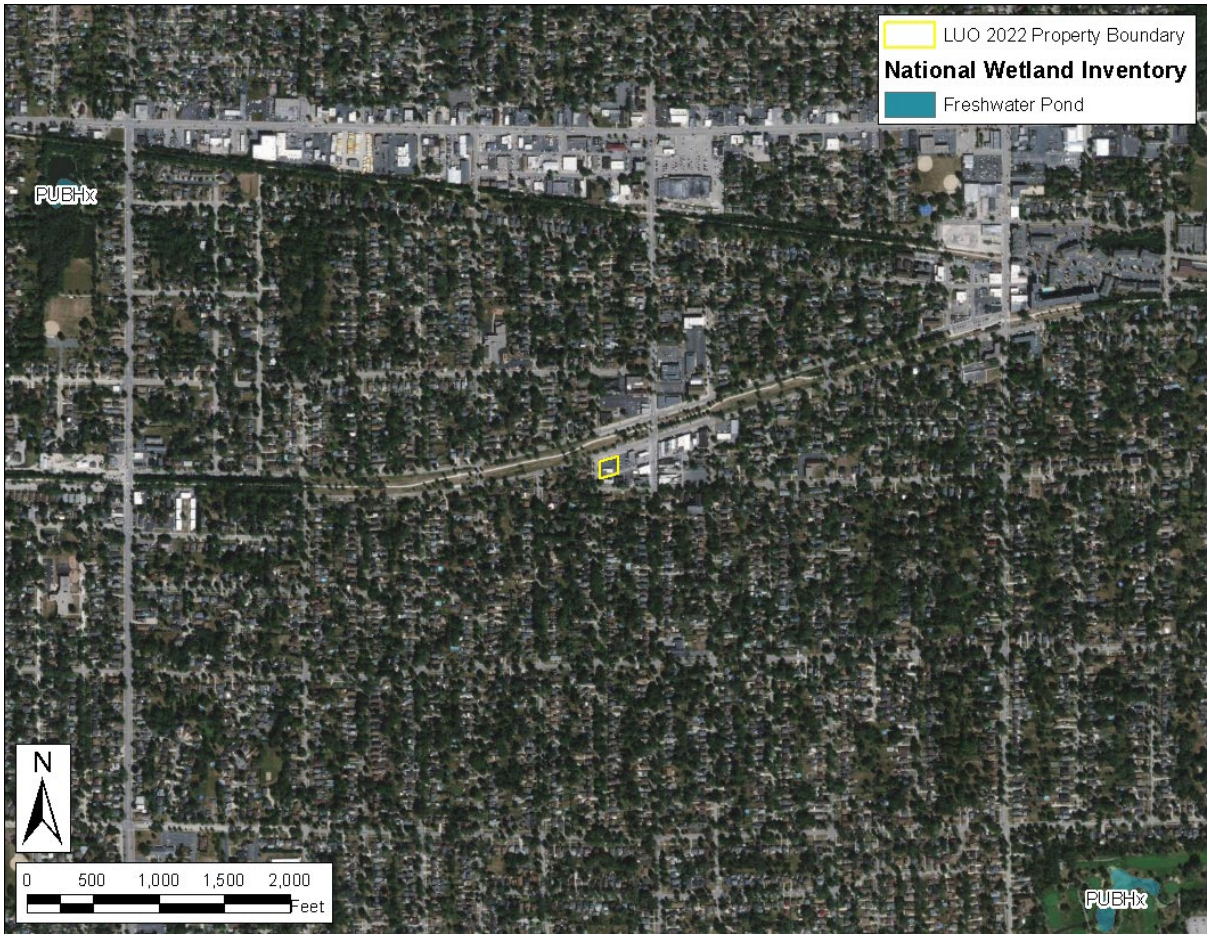


Figure 3: National Wetland Inventory (NWI) Map

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

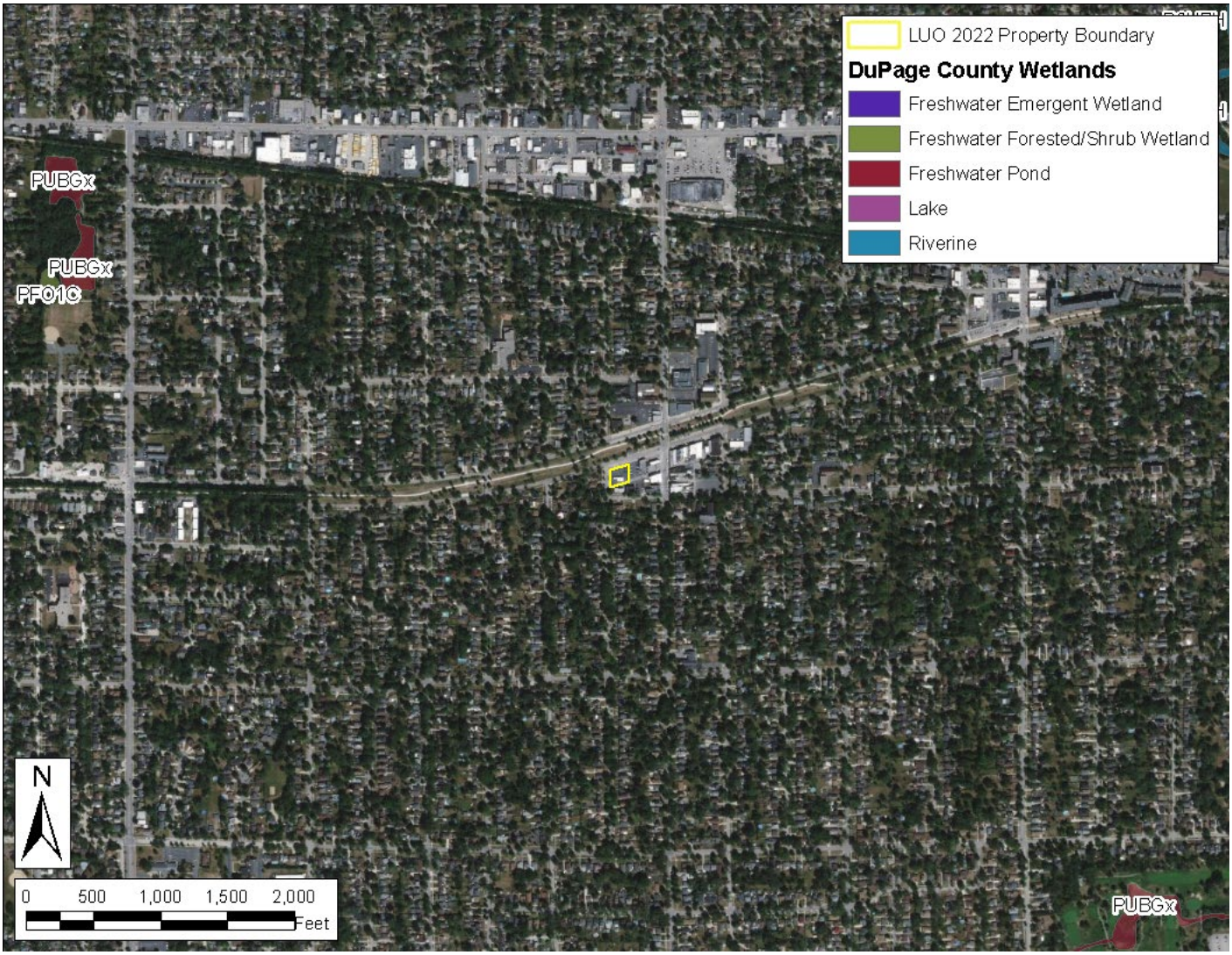


Figure 4: DuPage County Wetland Map

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

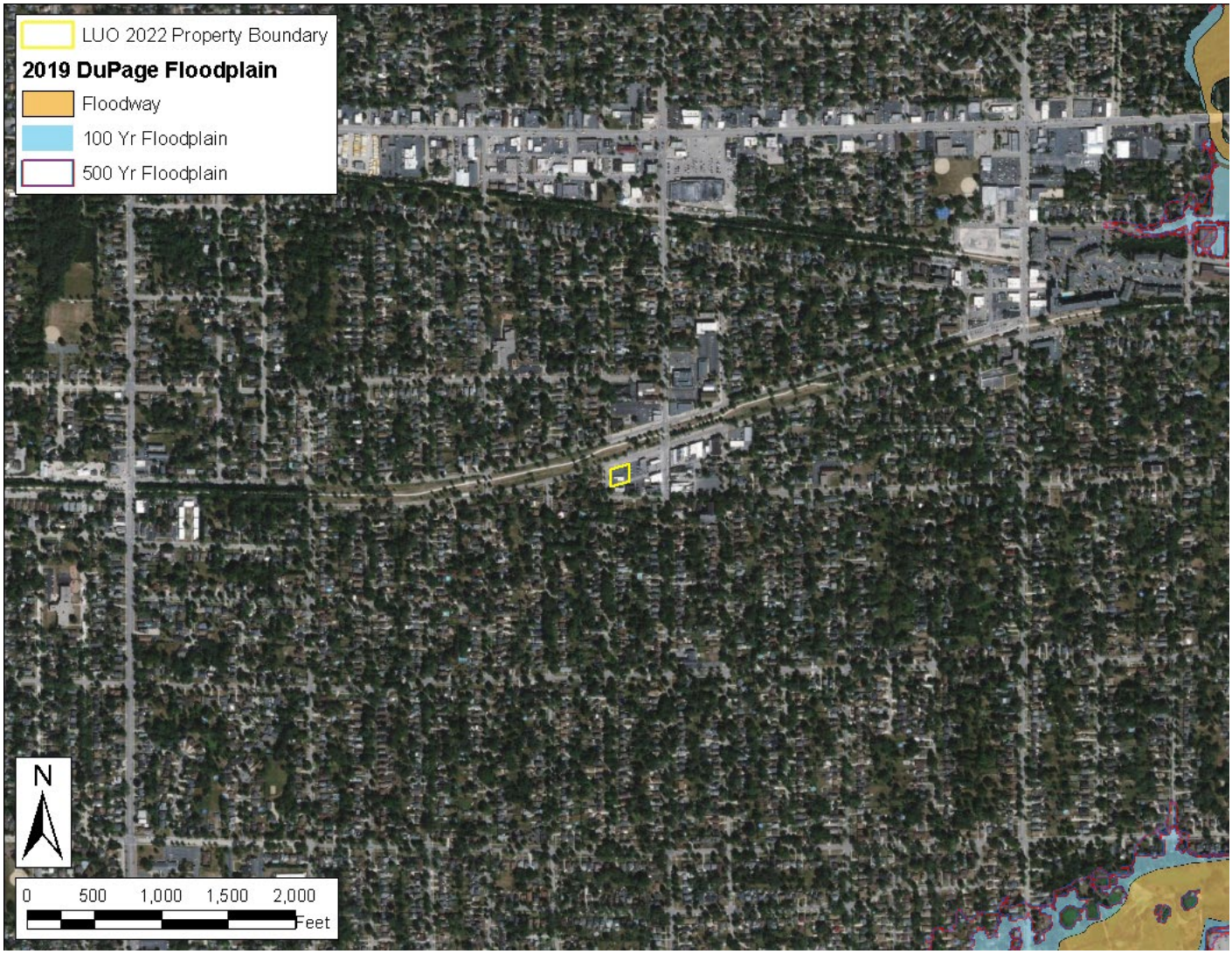


Figure 5: Floodplain map - Federal Emergency Management Agency (FEMA)

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/

REFERENCES

Berg, Richard C, Aquifer Sensitivity Classification for Illinois Using Depth to Uppermost Aquifer Material and Aquifer Thickness, Cir. 560, 2001, Illinois State Geological Survey

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

Illinois Department of Natural Resources, Ecological Compliance Assessment Tool.

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Illinois Environmental Protection Agency, Nonpoint Source Pollution – What's It All About, 2015

Soil Survey Staff, Natural Resources Conservation Service, United States Department of Agriculture. Web Soil Survey. Available online at the following link: https://websoilsurvey.sc.egov.usda.gov/. Accessed on the date of this report

U.S. Dept. of Homeland Security, Federal Emergency Management Agency, National Flood Insurance Program, Q3 Flood Data, 2011

U.S. Dept of the Interior, Fish and Wildlife Service, National Wetlands Inventory, Photo Year 1983- 1984, Digitized 1985-1986

U.S. Geological Survey, Illinois Digital Orthophoto Quadrangles, 2006 photos, Published: Champaign, Illinois State Geological Survey, 2006

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.)

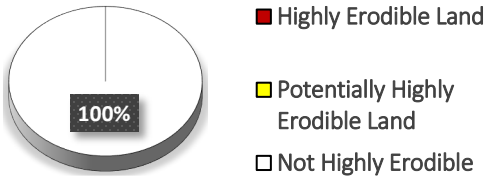
Topography and Overland Flow: Please refer to page 11 for information regarding site topography and drainage. The high point of this property is in the center portion of the site at an elevation of approximately 704 feet above sea level. The property generally drains to the north via overland flow. The 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

Weber, Ellen

From: Mary Ann [redacted]
Sent: Thursday, 022 6:41 PM
To: Weber, Ellen
Subject: 27 W Park Notice of Public Hearing

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Ellen,

I am responding to the "Notice of Public Hearing" for the property at 27 W. Park, Ardmore Flats.

I am against the building of a 4 story structure on that property. 3 stories would be much more suitable for the neighborhood and the integrity of the Prairie Path and the businesses and buildings within the area. Adding a brick facade all the way around would add to the warmth of the building and would fit in with the surrounding buildings. Future builds on the 4 corners of Ardmore & Prairie Path (MX-2) allowing for 1-4 stories will also intrude on the integrity of the Prairie Path. This build at 27 W. Park will set a precedent for the area regardless in the difference of the zoning. As we know, builders can ask for a variance.

Variances:

Parking - Short 6 Spaces. Eliminating the 2 units on the ground floor would give the project enough parking which would include parking for guests because guest parking isn't being addressed.

Garage Entry on side yard - Consider the above and it would allow for the parking garage entry to be from the alley as stated in zoning code. (Loosing parking was the concern of the garage entry on Princeton)

90% of Lot Coverage instead of the 70%

Streetscape from 0' to 10', Minimum 13' is required

Relief from Exterior Lighting (Very vague) ????? WHY Code 9.4.

Relief from Visibility Triangle WHY????? The corner of Princeton turning onto Park needs the Visibility Triangle Code 9.3.1.

And then the last (Such other and Further Relief)???????

So, My Point, if all of these variances are in request, I would like to Request for the village to request Ross Builders to build a 3 Story Building with Brick facade around the 1st
floor for a better visual (OR Change The Code) (See attached picture of Downers Grove Fairview Project by Ross Builders, 18 - 2 bed units). This is a picture of the rear view. There is brick all the way around the building. This 3 story building looks like it fits into a residential area a lot more than a 4 story.

The Builders are requesting a lot of variances which sway from the Code.

I am confident that the Villa Park residents would be more than happy to have the Union Project (215 apt) and the Hawthorne Project (348 apt) be an addition to the residential needs. Having the Ardmore Project changed to a 3 story build will be happily accepted by the residents in the area to help keep the Prairie Path and it's integrity an Incredible asset of Villa Park while still advancing as a village.

Not sure if we are still labeled as 8th best place to live & 28th best place to raise a family, but wouldn't want to loose that status.

What are the requirements to change the code? Signed Petition?? What?? Or is it better or easier to just apply for variances?

Thank you for your consideration

Mary Ann [redacted]
[redacted]

Weber, Ellen

From: Larry Calvert [redacted]
Sent: Monday, June 6, 2022 10:03 AM
To: Weber, Ellen
Subject: Re: June 9th Meeting

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Ellen,

Thanks for the update. If possible, please share this information with the commission regarding the development at 27 W Park Bl and how it compares to a development currently under construction by the petitioner at 5117 Fairview in Downers Grove.

http://www.downers.us/public/docs/agendas/2020/10-06-20/ORD%202020-8672%20-%205117%20Fairview%20Avenue%20-%20PUD%20-%2010-6-2020_16631.pdf

1. The lot size in Downers Grove is .61 acre (26,709 square feet) in a transit oriented location. The building is adjacent to the metra parking lot at the Fairview train station. The lot in Villa Park is significantly smaller (17,339 square feet).

2. The Fairview development (on a larger lot) has fewer units. 18 2 bedroom units.

3. The Downers Grove location has multiple apartment buildings directly across the street and one of them is at least 6 stories high,but the 5117 Fairview development was limited to a 3 story 2 bedroom 18 unit development.

4. The Downers Grove building was proposed and being built as condo ready. Villa Park should request the same. Condo buyers will demand indoor parking. Lack of parking is the curse of any residential building and it will ultimately become an undesirable property without adequate indoor parking.

5. Downers Grove received $136,852 in impact fees for the park District and School District 58 & 99. Villa Park should demand the same.

On Mon, Jun 6, 2022 at 8:53 AM Weber, Ellen <[redacted]> wrote:

> Hi Larry,
>
> The case has been published for a Public Hearing on the 9th which could lead to a vote.

From: Larry Calvert [redacted]
Sent: Monday, J
To: Boksha, Pat [redacted]
Cc: Weber, Ellen
Subject: June 9th Meeting

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Pat & Ellen,

We are on vacation this week and I will not be able to attend the meeting on the 9th. I do want to clarify that regarding 27 W Park Bl that we are NOT voting on anything regarding this development on the 9th - is that correct?

Thanks,

Larry

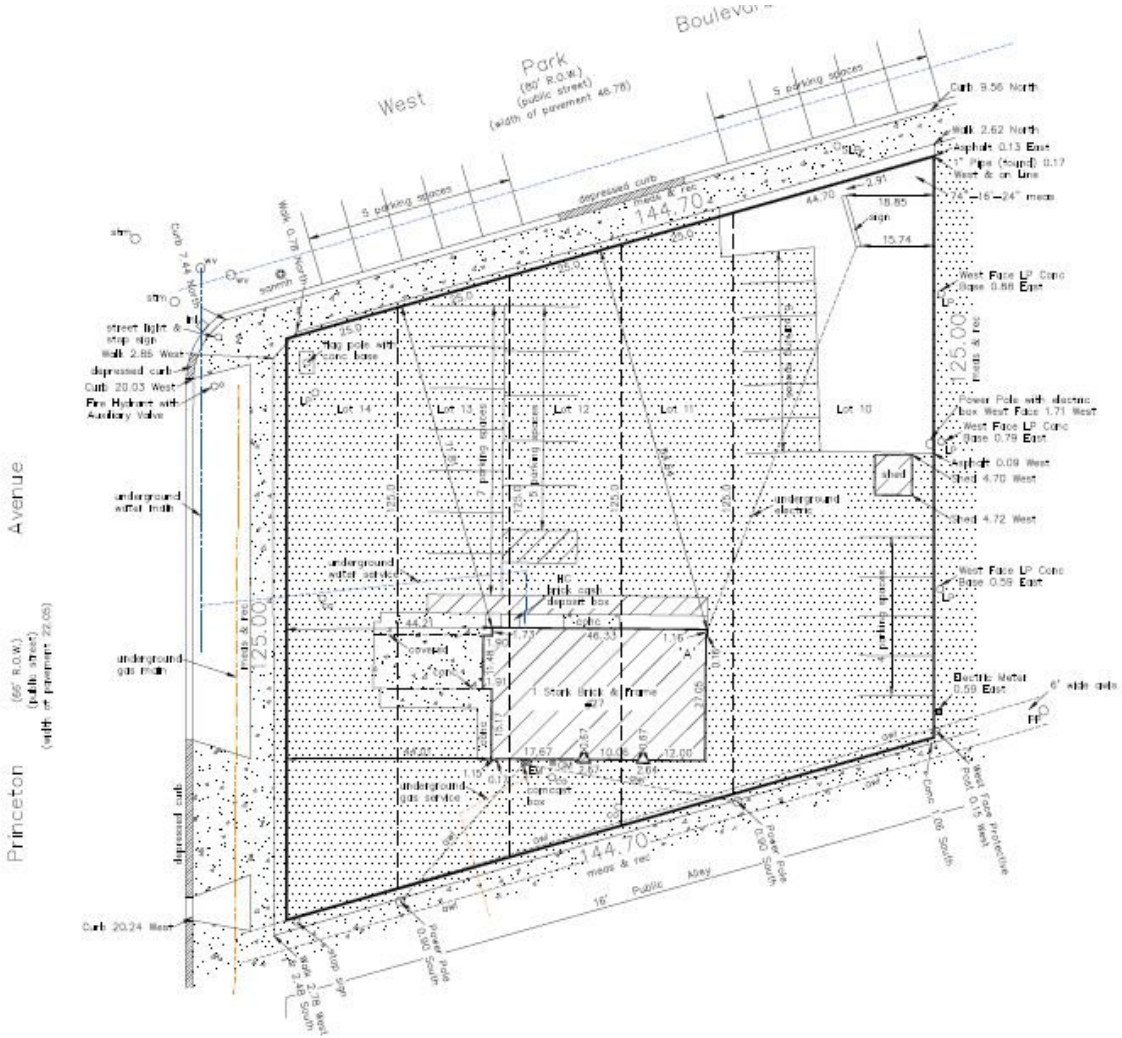
Ardmore Flats
27 W Park BL

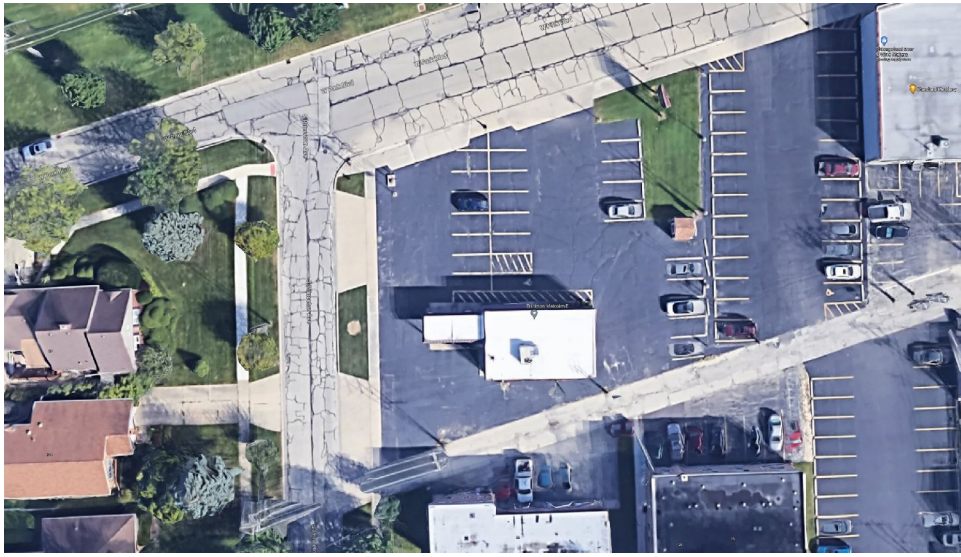
The property is located at the SE corner of the intersection of Park Boulevard and Princeton Avenue, one block west of Ardmore Avenue, and facing the Illinois Prairie Path to the north.

The property is located within the MX-T district which is Mixed Transitional (Office – Residential) District.

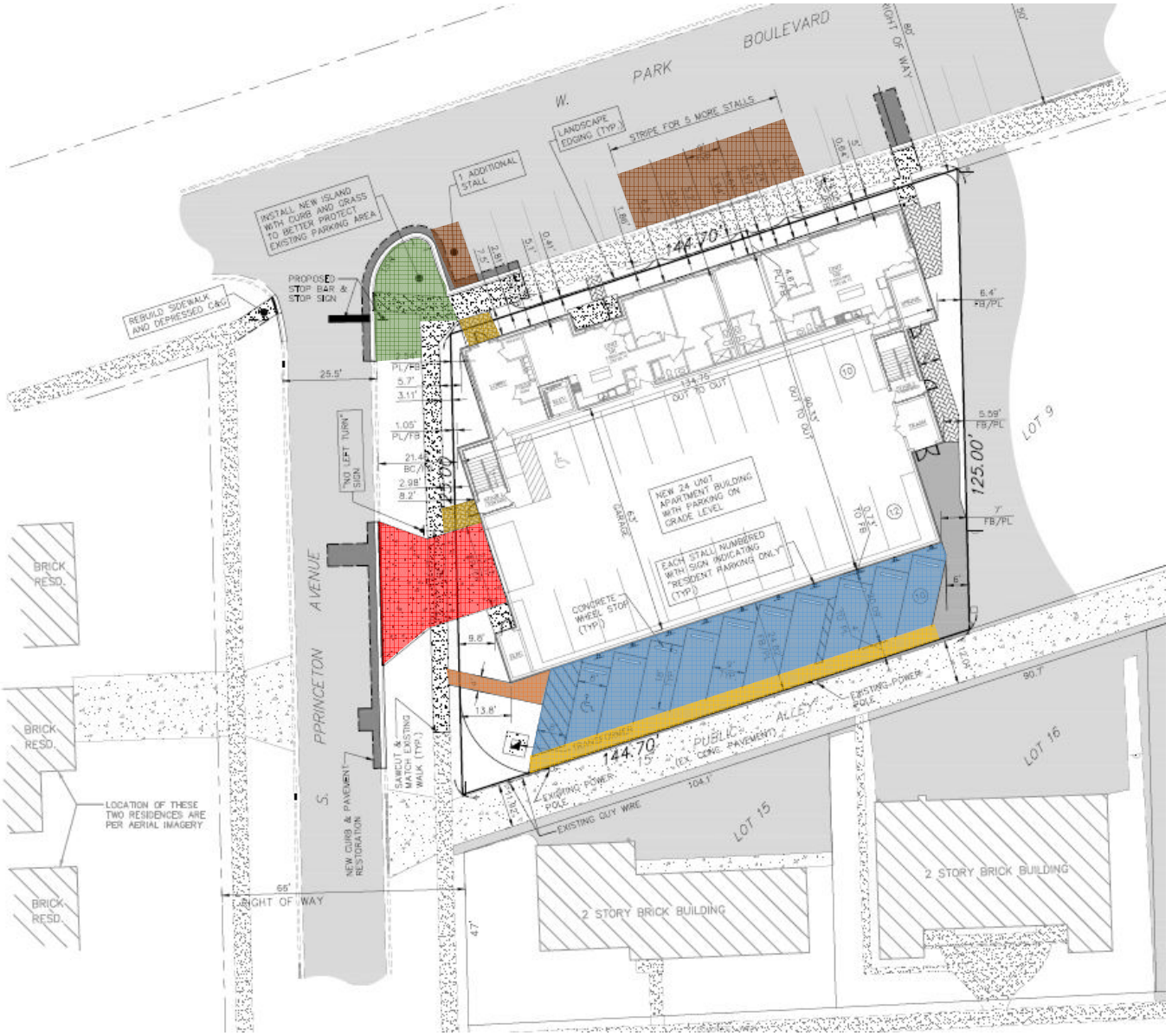
The proposed development is a multi-family building following under the “General Building” requirements of the Villa Park Zoning Ordinance.

Existing Conditions





Site Plan



4' walkway between alley edge and parking added per Village Staff recommendation.

10 outdoor parking spots accessed from alley. Tenant traffic will enter from Princeton and leave via Ardmore. (Not proposing a one-way alley, this is only to direct the development's traffic).

4' walkway provided from ADA space to public walk per Staff recommendation.

Driveway access to interior parking. Signage will be in place for "No Left Turn" leaving the garage to mitigate southbound traffic on Princeton.

Tenant entrances, main lobby entrance on Park BL, secondary entrance to stairwell near driveway on Princeton.

Extension of curb along Princeton to bring stop line further north for better visibility for traffic and pedestrians at intersection.

Curb cut eliminated and 6 new public parking spaces.

Revisions

- Increased space between the alley and parking spaces to 4’ (from 1.4’)
  - Allows for safer walkway for tenants
  - 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
- 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

Parking

- The building will have 10 one-bedroom, two bath plus den units, and 14 two-bedroom and two bath units and 32 parking spaces
- 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 past experience this proposal allows for enough parking

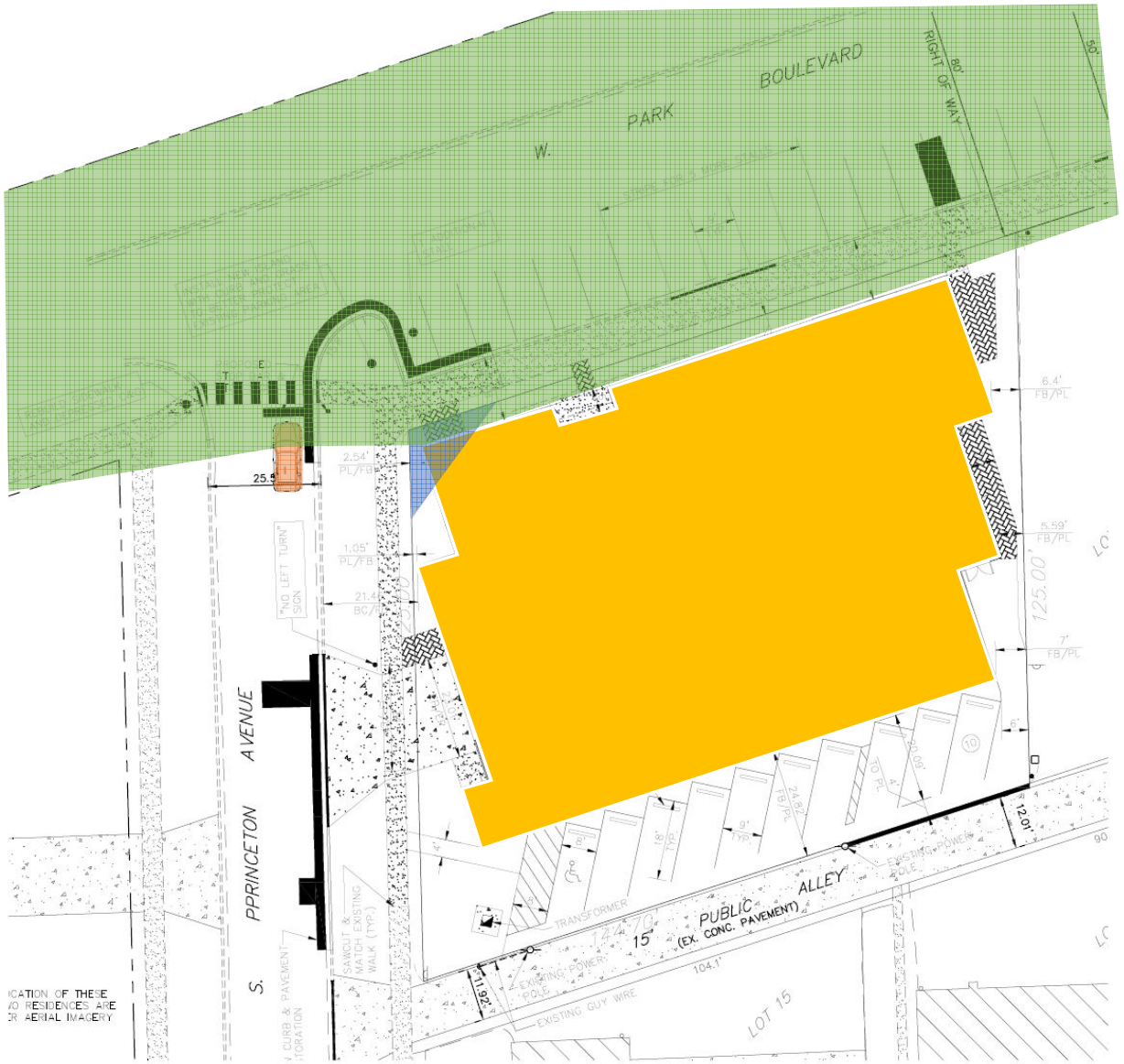
Garage Access

- “No Left Turn” sign as cars exit the garage and go onto Princeton AV
- 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

Visibility 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

Ardmore Flats
27 W Park Blvd



Visibility Triangle

Alley Parking

- Only 10 stalls in the alley
- All 10 would be assigned to tenants
- 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
- Neighbors prefer the angled parking over perpendicular since it forces the development's traffic away from Princeton AV
- 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