WHEATON CITY COUNCIL PUBLIC HEARING AGENDA

MAYOR PHILIP J. SUESS
COUNCILMAN MICHAEL BARBIER | **COUNCILWOMAN** ERICA BRAY-PARKER | **COUNCILMAN** SCOTT BROWN
COUNCILWOMAN SUZANNE FITCH | **COUNCILWOMAN** LYNN ROBBINS | **COUNCILMAN** SCOTT WELLER

WHEATON CITY HALL, COUNCIL CHAMBERS, 303 W WESLEY STREET, WHEATON, ILLINOIS 60187

City Council Chambers In-Person and Via Zoom at
https://us02web.zoom.us/j/81820566078 or Dial (312) 626-6799
Meeting ID: 818 2056 6078 Passcode: 310275
Monday, June 13, 2022
7:00 PM

I. Call to Order and Roll Call

II. Public Hearing - ZA # ZA 22-16/ Rezoning and PUD/ Block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west/ Willow Avenue Apartments, LLC

A. Presentation
B. Public Comment
C. Council Comment

III. Adjournment

CITY OF
WHEATON
Illinois

PLANNING & ECONOMIC DEVELOPMENT
303 W WESLEY STREET, WHEATON, IL, 60187
630.260.2008 | www.wheaton.il.us

June 9, 2022

Honorable Mayor and City Council
303 West Wesley Street
Wheaton, IL 60187

RE: ZA 22-16/ Rezoning and PUD/ Block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west/ Willow Avenue Apartments, LLC

Dear Honorable Mayor and City Council:

Attached to this memorandum is an application requesting a rezoning to the C-4 CBD Perimeter Commercial District with a special use permit for a planned unit development to allow the construction and use of an apartment complex on the block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west, following the demolition of the existing structures. The City Council, acting as a hearing body, will conduct a public hearing on Monday, June 13, 2022 to consider this application. The apartment complex is proposed with 334 units, 7-stories, 438 parking spaces, and 4,502 square feet of first-floor commercial (restaurant) space.

The Planning and Zoning Board (PZB) held a public hearing on a previous iteration of the current plan on April 24, 2022 and May 10, 2022, and on a 2-3 vote, the PZB failed to recommend approval of the application. The three dissenting board members had concerns with the impact that the apartment complex would have on the four adjacent corner properties that were excluded from the development, the proposed height of the building, and the proposed lack of green space.

The original zoning request reviewed by the PZB did not include 201 W. Willow Avenue (NWC of Hale Street and Willow Avenue) and 213 S. Wheaton Avenue, 221 S. Wheaton Avenue, and 223 S. Wheaton Avenue (NEC of Wheaton and Willow Avenues). After the PZB public hearing, the developer secured contracts to purchase these adjacent properties and they have incorporated them into the development.

The subject property now consists of the entire block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west. The property is 2.59 acres (112,820 square feet) in size and zoned a combination of C-2 Retail Core Business District and C-4 CBD Perimeter Commercial District. Planned Unit Development (PUD) approval is required for any project over one (1) acre in size in the C-4 District.

In order to incorporate the extensive evidence and testimony presented at the PZB public hearing into the record, staff recommends that the City Council make a motion to incorporate the evidence and testimony from the PZB public hearing on this request (that was held on April 26, 2022, and May 10, 2022) as part of the record of the City Council public hearing.

The applicant is further requesting the vacation of the existing public alley that runs east-west between Wheaton Avenue and Hale Street on the block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west. However, this component of the request will be discussed at a separate City Council Public Hearing that will be held on Monday, June 27, 2022.

Zoning Analysis

Proposal:	An application requesting a rezoning to the C-4 CBD Perimeter Commercial District with a special use permit for a planned unit development to allow the construction and use of an apartment complex on the block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west, following the demolition of the existing structures. The City Council, acting as a hearing body, will conduct a public hearing on Monday, June 13, 2022 to consider this application. The apartment complex is proposed with 334 units, 7-stories, 438 parking spaces, and 4,502 square feet of first-floor commercial (restaurant) space. This special use permit for the current zoning application is requesting the following variations: 1. Per Article 19.5A - A proposed height of 7 stories in lieu of the maximum 4 stories or 50 feet, whichever is greater. 2. Per Article 19.5.B - A proposed lot area of 338 square feet per dwelling unit in lieu of the minimum 2,000 - 3,000 square feet per dwelling unit. 3. Per Article 19.5D.a - A building setback on Liberty Drive ranging from 0.0 feet to 4.6 feet and a building setback on Willow Avenue of 0.0 feet in lieu of the required 5.0 feet.
Applicant:	The application has been submitted by Willow Avenue Apartments, LLC, 570 Lake Cook Road, Suite 325, Deerfield, IL 60015 on behalf of the following property owners: West Liberty LLC, 3 Grant Square, Unit 323, Hinsdale, IL 60521; Trust Number 12-2340-01, 1316 Sherman Avenue, Unit 234, Evanston, IL 60201; Lawrence F. Schab, 910 E. Indiana Avenue, Wheaton, IL 60187; Wheaton Commons LLC, 5409 Washington Street, Downers Grove, IL 60515; Eric Kelso, 221 S. Wheaton Avenue, Wheaton, IL 60187; John and Deanna Jackson, 539 E. Hawthorne Boulevard, Wheaton, IL 60187; and Vivian Bogdonoff, 201 W. Willow Avenue, Wheaton, IL 60187.
Subject Property:	Block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west.
Current Zoning Classification:	C-2 Retail Core Business District and C-4 CBD Perimeter Commercial District
Proposed Zoning Classification:	C-4 CBD Perimeter Commercial District

Surrounding Conditions:	North:	Commercial Properties/ C-2 and C-4 Commercial Districts
	East:	Commercial Properties/ C-2 and C-4 Commercial Districts
	South:	Commercial and Residential Properties/ C-4 Commercial District
	West:	Commercial and Residential Properties/ C-4 Commercial District

Planning Department Concerns and Comments

Site Plan

The proposed development is a roman numeral "II" shaped building occupying the entire block bounded by Liberty Drive on the north, Hale Street on the east, Willow Avenue on the south, and Wheaton Avenue on the west. The main pedestrian entrance to the building is proposed on Liberty Drive, with parking garage entrances proposed on both Wheaton and Willow Avenues. There are two garage levels, but they are not internally connected; the parking garage entrance for the ground level is on Willow Avenue and the parking garage entrance for the second level is on Wheaton Avenue. A proposed loading dock entrance is to be located on Hale Street. In this version of the plan, the parking garage entrance off Willow Avenue has been set-back from the Willow Avenue right-of-way line to improve pedestrian safety.

The applicant is proposing a building setback off Liberty Drive ranging from 0.0 feet to 4.6 feet and a building setback on Willow Avenue of 0.0 feet in lieu of the required 5.0 feet. The building setbacks proposed off Hale Street and Wheaton Avenue are code compliant.

The addition of the properties at 201 W. Willow Avenue (NWC of Hale Street and Willow Avenue) and 213 S. Wheaton Avenue, 221 S. Wheaton Avenue, and 223 S. Wheaton Avenue (NEC of Wheaton and Willow Avenues), allowed the applicant to add additional townhomes to the project, increasing the proposed number from 9 to 17 units. The applicant also extended five floors of apartments above the townhomes in these locations, dramatically increasing the bulk of the project along Willow Avenue and increasing the total number of units from 306 to 334 (including the 17 townhomes units) from the previous plan. Staff would recommend that some architectural modifications are made to the building in order to reduce the mass of the structure along Willow Avenue. Please see the current and previous perspectives below for comparison.

Current Perspectives:

Previous Perspectives:

Building Elevations, Floor Plans, and Construction Methods

The building is designed with a two-story concrete podium to house the private parking garage. Five floors of residential units are proposed to be constructed on top of the podium with a third floor amenity deck/ pool in the center of the building and two other open air amenity areas. The exterior of the building would feature a combination of facebrick, fiber cement board, fiber cement panels, metal panels, PVC windows and an aluminum storefront, with an aluminum railing system and metal coping and trim. While color elevations have been provided, exact exterior colors have not been determined to date. All the residential units would have private balconies facing either the street or the amenity deck/ pool.

The Zoning Ordinance requires that all rooftop installations are screened with a parapet (an extension of the facade walls above the roof line), a roof structure, or another physical design element that is integral to the overall appearance of the building. At the PZB public hearing, the applicant provided testimony that the AC units would be fully screened by the parapet.

Floor plans were provided for the entire building identifying the proposed unit mix of 54 studios, 135 one-bedrooms, 127 two-bedrooms, and 17 townhomes. The townhomes would have street access as well as interior access to the apartment building. The 4,502 square foot first floor commercial (restaurant) space is proposed at the northeast corner of the building. The applicant is proposing to include the following building amenities: A lobby, mail room, trash/ recycling room, and bike storage area on the first floor, and an amenity deck/ pool, amenity space, co-working space, dog deck facing east, dog lounge, and an additional roof deck facing west on the third floor.

Height

The applicant is proposing a 7-story building with a height of 79.33 feet from average grade to the highest point of the roof. The building height has been somewhat tempered by reducing the proposed height of the building to two-stories on the east and west facing elevations in the middle of the building. In addition, the architectural design on the first and second floors around the perimeter of the structure

allows the building to read as a 6-story building. Staff did notice, however, that in the current iteration of the plan, the third floor face brick has been eliminated on portions of the current elevations which makes the building appear taller.

While the proposal exceeds the base Zoning Ordinance height requirement of 4 stories or 50 feet, there are several newer buildings in the downtown area of similar heights. The Courthouse Square condominium building is 7-stories with a height of 70 feet, the Wheaton 121 apartment building is 6/7-stories with a height of 70 feet, and the First Trust building is 5-stories with a height of 82 feet.

Density

The applicant is proposing a density of 128.95 units/ acre. While the proposal exceeds the base Zoning Ordinance density requirement of between 33.96 and 50.95 units/ acre, there are several newer buildings in the downtown area with similar densities. The Courthouse Square condominium and apartment buildings have a density of 124.5 units/ acre, and the Wheaton 121 apartment building has a density of 117.7 units/ acre.

Buildings Setbacks

The subject property is a quadruple frontage lot, with streets on all sides. As previously stated, the applicant is proposing a building setback off Liberty Drive ranging from 0.0 feet to 4.6 feet and a building setback on Willow Avenue of 0.0 feet in lieu of the required 5.0 feet. The building setbacks proposed off Hale Street and Wheaton Avenue are code compliant.

The Zoning Ordinance requires private parking garages to be designed to a minimum Level of Service (LOS) C. Staff previously questioned whether the proposed parking spaces and/ or drive aisles in the parking garage could be reduced in size to shrink the foundation size of the building and provide a small setback along Willow Avenue, while still meeting the minimum required Level of Service (LOS) C. This would allow a small buffer for the adjacent properties to the south and would allow more of the proposed landscaping to be installed on the subject property instead of on the parkway area. At the PZB public hearing, the applicant stated that they were reluctant to do so.

Parking

For residential buildings within the Downtown Parking Overlay District, the Zoning Ordinance requires .78 parking spaces per 1,000 square feet of floor area. Based on approximately 367,000 square feet of residential and common space (not including interior parking or mechanical areas), 286 parking spaces are required. The applicant is proposing to construct 438 parking spaces or provide a parking ratio of 1.31 parking spaces per unit which the traffic and parking study states is adequate. The Courthouse Square condominium building has a parking ratio of 1.38 parking spaces per unit, the Courthouse Square apartment building has a parking ratio of 1.36 parking space per unit, and the Wheaton 121 apartment building has parking ratio of 1.36 parking spaces per unit. The current plan reserves 10 parking spaces in the garage for overnight guests.

For restaurant uses within the Downtown Parking Overlay District, the Zoning Ordinance requires 6.88 parking spaces per 1,000 square feet of floor area. Based on 4,502 square feet of restaurant space, 31 parking spaces are required.

The current Egg Harbor restaurant is 5,174 sf in size and is zoned C-2, which requires no off-street parking. They nevertheless have 29 off-street parking spaces in two private lots; 11 on the east side of Hale and 18 on the west side of Hale. Restaurants located in the C-4 zoning district would require 6.88 parking spaces per 1,000 square feet of floor area or 36 spaces. The proposed Egg Harbor restaurant

will be 4,500 sf in size. The entire property is to be zoned C-4, thus requiring 31 spaces. The parking garage has sufficient room to accommodate the 31 spaces, although the lack of a direct connection from the garage to the restaurant and the location of the garage entrances themselves would make use by customers awkward. The current plan reserves 17 parking spaces in the garage for Egg Harbor employees.

The on-street parking that exists around the perimeter of the site represents a mix of 2 hour, 3 hour and 4 hour time restrictions. Should the project be approved, the City will review the parking restrictions on this block and modify these restrictions, if necessary, to accommodate all downtown users.

Tree Preservation, Landscaping, and Signage

A tree preservation plan has not been submitted to date but would be required before any demolition permits could be issued for the project. The tree preservation plan must include the location, size, species, and quality of all trees located on the subject property with a trunk size of six (6) inches or greater. Depending on the species and quality of the trees to be removed, compensation through additional plantings or fee in lieu of plantings may be required.

A landscape plan has been submitted that shows the three existing parkway trees to remain on Liberty Drive. In addition, the plan shows the installation of new trees, shrubs, perennials, grasses, and groundcovers around the perimeter of the proposed apartment building, mostly in the parkway area. Staff recommends that the landscape plan be revised to eliminate new plantings in the parkway to maintain the new streetscape landscaping along Liberty Drive and Hale Street. Planters are shown adjacent to the building on the Willow Avenue facade, however based on the placement of the building on the proposed engineering plans, staff questions whether there is room to install these planters along this wall. At the public hearing, the applicant shall provide testimony as to the placement of the planters along the Willow Avenue facade.

A signage plan has been submitted that proposes minimal wall signage. A "Willow Avenue Apartments" wall sign and a stainless steel signage plate are proposed at the main entrance to the building on Liberty Drive. Four "Egg Harbor" wall signs are further proposed at the northeast corner of the building. No ground signs are proposed.

Comprehensive Plan and Downtown Strategic and Streetscape Plan

Wheaton's Comprehensive Land Use Plan, adopted in 1999, states that the subject property is located within Wheaton's Central Business District. The plan states that "Additional multiple family development should be encouraged within the Central Business District" (p. 28). The plan further states that "The need for additional multiple family housing to provide living alternatives for singles, empty nesters, and elderly persons is addressed through the designation of additional multiple family sites for condominium living in various locations in and near the Central Business District" (p. 33).

Wheaton's Downtown Strategic and Streetscape Plan, adopted in 2013 as an amendment to Wheaton's Comprehensive Land Use Plan, states that "Based upon regional numbers concerning residential units, Downtown Wheaton could attract another 1,000 residential units over the next 20 years, phased over time. The exact mixture of for-rent apartments versus the introduction of for-sale condos or apartments may depend on market and investment conditions in a given year during this time span. Given the framework of the existing downtown, these residential units may more likely fill in south of the tracks" (p. 56).

Downtown Design Review Guidelines
Wheaton's Downtown Design Review Guidelines, adopted in 2001, address both new construction and exterior renovation of existing buildings, because both have the potential to significantly impact the character of the downtown. These guidelines supplement the basic use, location, bulk, and other standards found within the Wheaton Zoning Ordinance. The proposed building design and exterior materials are consistent with these guidelines.

Downtown Wheaton Association (DWA)
The Board of the Downtown Wheaton Association (DWA) voted to express support for this project. A letter of support from the Executive Director of the DWA is attached to this report.

Special Use Permit Standards
According to Article 5.10D of the Wheaton Zoning Ordinance, the applicant must provide sufficient evidence at the public hearing that the special use permit standards will be met. The applicant has submitted a narrative statement addressing the special use standards as required by the Wheaton Zoning Ordinance and the applicant shall be responsible for addressing these standards at the public hearing. These special use standards include:

1. The establishment, maintenance, or operation of the special use shall not be detrimental to the public health, safety, morals, comfort, convenience, and general welfare.
2. The special use shall not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish property values within the neighborhood.
3. The establishment of the special use shall not impede the normal and orderly development and improvement of the surrounding property for uses already permitted.
4. Adequate utilities, access ways, drainage, and other necessary facilities shall be provided.
5. Adequate measures shall be taken to provide ingress and egress designed to minimize traffic congestion in the public streets.
6. The special use shall comply with the objectives of the Wheaton Comprehensive Plan.
7. The special use shall conform to the applicable requirements of the district in which it is located as well as any other applicable requirements of this ordinance, except as many be varied by the Planning and Zoning Board or City Council.

Planned Unit Development Public Benefit Factors
In addition to the special use standards, Article 5.11.C of the Wheaton Zoning Ordinance now requires all planned unit developments to demonstrate a public benefit commensurate with the degree of development flexibility proposed and proportional to the anticipated impact of the proposed planned unit development on adjacent land uses and the community at large. No single factor shall be controlling or determinative. The applicant has submitted a narrative statement addressing the public benefit factors as required by the Wheaton Zoning Ordinance and the applicant shall be responsible for addressing these factors at the public hearing. These public benefit factors include:

1. Public Benefits for Downtown Planned Unit Developments. All proposed Planned Unit Developments in the C-2 and C-4 Zoning Districts should enhance and support the character and vitality of the downtown area and provide improved pedestrian amenities and experiences.
2. Public Benefits for Sustainable Building and Site Design. Certification based upon the Leadership in Energy and Environmental Design (LEED) rating system or similar design or building certification system, architectural and landscape architectural elements, site plan features, or use of other technologies that are incorporated into the design of the proposed Planned Unit Development are

considered to promote sustainability.

3. Public Benefits for the Protection of Natural Resources. Enhanced protection of natural resource areas should provide for preservation and protection of environmentally sensitive areas, the preservation of structures and areas with architectural or historical significance, the provision of recreational and open space areas, and a development pattern which preserves and utilizes natural topography and geological features, scenic vistas, trees, and other vegetation.
4. Public Benefits for Increased Density. Where density greater than that allowed by the underlying zoning district is proposed, the applicant should demonstrate that any impact attributable to increased densities will not be detrimental to adjacent land uses or the City at large.
5. Public Benefits for a Range of Housing Types and/or Uses. Planned Unit Developments should provide for a range of housing options covering a variety of lifestyle choices for different age groups and household types, and complementary mix of residential and nonresidential uses, and range of land use types on a single parcel where applicable.
6. Comprehensive Plan. The manner in which the proposed PUD promotes the goals of the City's comprehensive plan as a public benefit.
7. Other factors. Any other factors as identified by City staff, the Planning and Zoning Board and the City Council which the Council deems pertinent to the specific proposed PUD and the purposes of this section.

As previously stated, the applicant is requesting three variations: A proposed height of 7 stories in lieu of the maximum 4 stories or 50 feet, whichever is greater; a density of 128.96 units/ acre in lieu of the maximum density of between 33.96 and 50.95 units/ acre; and a building setback on Liberty Drive ranging from 0.0 feet to 4.6 feet and a building setback on Willow Avenue of 0.0 feet in lieu of the required 5.0 feet.

Engineering Department Concerns and Comments

The subject site does not contain a floodplain or a wetland pursuant to the regulatory maps used for such determinations.

The proposed development triggers the City of Wheaton requirement to provide detention for the project. The applicant has provided a preliminary engineering plan and stormwater management plan for the development of the site which shows detention being provided as per City requirements. The proposed detention will be located underneath the structure in an underground storage system. Since detention is being provided the project will not impact downstream flooding conditions and instead will be an improvement compared to the existing condition. The proposed plan no longer has an emergency overflow shown on the preliminary plans. Further, the Willow Avenue garage entrance has been moved to a location where it will not be able to act as an emergency overflow which is a large concern. Staff recommends the garage entrance on Willow Avenue to be required to be located on the eastern half of the building.

The proposed development triggers the requirement for a Best Management Practice (BMP) to reduce pollutants in their stormwater discharge. The BMP is proposed to be provided in conjunction with the required detention as per the DuPage County Stormwater Ordinance by having the detention facility be an open bottom system which would allow infiltration into the ground.

A Traffic and Parking Study was provided for the development that shows that the level of service (LOS) for the area will remain mostly unchanged with the addition of the development. The proposed traffic flow for the development is spread out across all 4 of the adjoining City Streets (Liberty, Hale, Willow,

and Wheaton) with drive approaches, docks, and drop off areas spread out to decrease congestion. The development proposes to add five on street parking spaces to the block which is made possible by the elimination of numerous existing drive approaches, however, also proposes to eliminate the existing private 22 car onsite parking lot that serves Egg Harbor. The Traffic Study details that a 436 space parking structure is proposed as a part of the development and 17 of those spaces will be designated as employee parking for Egg Harbor. This is encouraged as employee parking is an identified concern of the City in the downtown area. All Egg Harbor patron parking will be reverted to public on street parking only. A parking lot was constructed by the owner of the building where Egg Harbor currently leases in 2015 on the east side of Hale Street due to demand for parking by the Egg Harbor facility. It is not known if this parking lot will continue to be available for use by Egg Harbor patrons as a part of this development.

Existing sanitary and storm sewer mains that exist in the public alley that is requested to be vacated are required to be eliminated.

Please note that it is a requirement that six inches of foundation exposure be provided and that slope away from the building must be provided. Currently it appears that some locations may not meet this requirement based on the provided finished floor. This will be further reviewed as a part of the site development permit.

The preliminary engineering plan shall be subject to further staff review prior to the issuance of a site development permit.

Recommendation

The proposed apartment building is consistent with the stated goals of Wheaton's Comprehensive Plan and Wheaton's Downtown Strategic and Streetscape Plan and the apartment building would represent a significant catalyst toward the continued revitalization of the downtown.

Assuming the applicant is able to sufficiently address the special use permit standards and the public benefit factors for the planned unit development at the public hearing, staff would recommend approval of ZA #22-16, subject to the following conditions:

1. Architectural modifications shall be made to the building in order to reduce the mass of the structure along Willow Avenue.
2. The landscape plan shall be revised to eliminate new plantings in the parkway to maintain the new streetscape landscaping along Liberty Drive and Hale Street.
3. At the public hearing, the applicant shall provide testimony as to the proposed placement of the planters along the Willow Avenue facade.
4. The garage entrance on Willow Avenue shall be required to be located on the eastern half of the building.
5. The existing sanitary and storm sewer mains in the public alley shall be eliminated.
6. The preliminary engineering plan shall be subject to further staff review prior to the issuance of a site development permit.

Respectfully submitted,

Joseph E. Tebrugge, PE
Director of Engineering

Tracy L. Jones, AICP
Staff Planner

Attachments

Project Narrative

The proposed project is on a 2.59-acre parcel on the southern portion of downtown Wheaton and is seeking a planned unit development under the C-4 zoning district to include a market rate multi-family building, which will also include a new Egg Harbor Café on a portion of the first floor. The development is bordered by Liberty Drive, Will Avenue, Hale Street and Wheaton Avenue. The proposed building is 7 stories high, with a 2-story concrete podium consisting of, among other things, a leasing office, indoor parking and a new Egg Harbor Cafe. On top of the podium is a 5-floor wood structure containing approximately 334 residential units (including 17 townhome apartments), plus an amenity space next to the outdoor courtyard in the middle of the site. The roof of the podium will be designed as an outdoor amenity deck with a variety of functions for the use of the residents. The building will consist of approximately 355,000 square feet of residential uses and 12,000 square feet of common area, while including an indoor parking garage with 438 parking spaces.

Standards Applicable to Planned Unit Developments

1. *The establishment, maintenance, or operation of the PUD shall not be detrimental to the public health, safety, morals, comfort, convenience, and general welfare;*

The proposed PUD, containing approximately 334 apartment and townhomes units and a new Egg Harbor Café restaurant, shall not have any detrimental effect on the public health, safety, morals, comfort, convenience or general welfare. The project will be built to the highest safety standards and is consistent with the uses in the nearby area and the trend of development to the south of the railroad tracks in downtown Wheaton. In fact, the development should increase the safety for those living in the area by bringing in more foot traffic to the area. Wheaton Comprehensive Plan, p. 33.

2. *The PUD shall not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, not substantially diminish property values within the neighborhood;*

The use of the Subject Property as residential and commercial is consistent with the uses immediately adjacent to and near the Subject Property. The building will be constructed in a first-class manner. Further, as can be seen in the renderings provided with the Application, the building will have an excellent appearance and is being designed to fit in with the neighboring properties not being acquired by the Applicant. Hence, there will be no diminution of the property values within the neighborhood. To the contrary, it is expected that these types of upgraded uses will increase the nearby property values and that of the whole downtown area by bringing additional people to the area, which will create additional foot traffic and business for the retail and service businesses located in downtown Wheaton. As the Comprehensive Plan indicates, higher density housing in the Central Business District provides a "natural 'walk-in' market for local downtown businesses and increases the safety and appearance of the downtown for those living there" (p. 33).

3. *The establishment of a PUD shall not impede the normal and orderly development and improvement of the surrounding property for uses already permitted;*

The PUD is consistent with the uses allowed in the area and on the Subject Property. Much of the area, including most of the Subject Property, is already zoned C-4, which currently allows both retail and multi-family dwelling type uses. This updated and new use of the Subject Property will not impede the normal and orderly development and improvement of the surrounding property but will invigorate the development of nearby properties by bringing in additional foot traffic so that the retail and restaurant uses can grow and be sustained. Further, the building of a project of this type will show that this type of mixed use, consistent with the current zoning ordinance and Comprehensive Plan, can flourish in the Central Business District.

4. *Adequate utilities, access ways, drainage, and other necessary facilities shall be provided;*

Utilities are available to the site and will be hooked up in accordance with all safety guidelines and regulations. Drainage will comply with all DuPage County stormwater regulations and be approved by the City at the building permit stage.

5. *Adequate measures shall be taken to provide ingress and egress designed to minimize traffic congestion in the public streets;*

The Subject Property shall contain a parking garage for its residential tenants with access to and from downtown Wheaton. Given the Subject Property's location near downtown and the proximity to the Metra train station, it is anticipated that many of the units will have limited need for parking. To alleviate traffic issues, each floor of the parking garage will have access on separate streets. One access will be on Wheaton Avenue, while the second access point to the parking garage will be on Willow Avenue. The loading dock will be on Hale Street.

The garage will contain 438 parking spaces for its residents which equals over 1.3 parking spaces per unit, which is very similar to Wheaton 121 Development at a parking ratio of 1.36 parking spaces per unit.

For residential buildings with the Downtown Parking Overlay district, the Zoning Ordinance requires a minimum of .78 parking spaces per 1,000 square feet of floor areas. Based on the approximate 367,000 square feet of residential and common space (not including interior parking, retail or mechanical areas), the proposed development has a parking ratio of 1.1 parking spaces per 1,000 square feet of residential floor area.

6. *The PUD shall comply with the objectives of the Wheaton Comprehensive Plan; and*

The proposed PUD helps implement the goals and objectives of the Wheaton Comprehensive Plan as it relates to the neighborhood. The Comprehensive Plan states that "additional multiple family development should be encouraged within the Central Business District" (p. 28), and proceeds to include many statements that are consistent with the implementation of this proposed development:

(a) The Comprehensive Plan reaffirmed the commitment "to revitalize the Central Business District as the center of civic and social life of Wheaton, with a compliment of retail, service, office and residential uses catering to the needs of residents" (p. 35).

(b) The Comprehensive Plan recognized the need for "additional multiple family housing to provide living alternatives for singles, 'empty nester' and elderly persons" and recommended that this type of housing occur within the downtown area (p. 33).
(c) One of the proposed strategies of the Comprehensive Plan is to "create a climate to encourage development of new quality housing for all income levels of residents and workers in Wheaton" (p. 27).
(d) Retail, entertainment, office and rail facilities benefit from proximity to residential uses. Comprehensive Plan, p. 11.

7. *The PUD shall conform to the applicable requirements of the district in which it is located, as well as any other applicable requirements of this ordinance, except as may be varied by the Board or City Council.*

The PUD conforms to almost all the applicable requirements of the C-2 and C-4 districts that it is currently located in. Further, the project will restore any construction effects on the streetscape plan previously implemented by the City and will install landscaping consistent with the streetscape previously constructed by the City on the streetscapes next to the property that have not been recently improved by the City.

The only portion of the PUD that is not consistent with the current C-2 and/or C-4 zoning districts is the height. The height requested is 7-stories and 79 feet, 4 inches (top occupied floor will be at 69 feet, 8 inches), while the allowable height in both underlying zoning districts is 4-stories or 50 feet. However, the City has previously approved heights up to 82 feet when it approved the PUD for the First Trust Building, and the Courthouse Square multi-family development was approved at 7-stories and 70 feet. Similarly, the Morningside PUD has a height of 6-stories and 70 feet.

Summary

Accordingly, the proposed development meets all the standards set forth in the City of Wheaton's Zoning Ordinance for Planned Use Developments.

PUBLIC BENEFIT ANALYSIS OF WILLOW AVENUE APARTMENTS, LLC

Pursuant to the City of Wheaton requirements related to the analysis of Planned Unit Developments, Willow Avenue Apartments will provide the following benefits for the City of Wheaton, other local governmental entities and the community at large:

1. Public Benefits for Downtown Planned Unit Developments. The project will enhance and support the character and vitality of the downtown area and provide improved pedestrian amenities and experiences by providing the following:
    - Development on downtown Wheaton's southern transit corridor currently lags behind the development of the north side of downtown Wheaton. This development can be a catalyst for further south end development, which is consistent with stated goals of Wheaton's long term Comprehensive Plan.
    - This is a significant proposed investment into a currently stagnant area, and the approval request is being proposed without the need for public TIF funding.
    - Improvement of pedestrian walkways. The City has implemented significant streetscape improvements on this block, and our proposed development intends to enhance and complete their vision.
    - Apartments that will allow people who currently work in downtown Chicago the ability to walk to the train, instead of driving to downtown Wheaton and parking downtown.
    - Residents of the property will be able to frequent downtown restaurants and stores without the need for additional parking in the area.

- Increases the number of parking spaces on street by 7 and reduces the number of curb cuts on the block from 7 to 3.
- Assisting the continued success of Egg Harbor.
- Replacing a large office building which had struggled after Wintrust left,[1] with a vibrant living area. Other office buildings on the block have also struggled to maintain full occupancy.

2. Public Benefits for Sustainable Building and Site Design. Project will help sustainability in the following ways:
   - The Banner team is dedicated to using best in class construction practices and is committed to sustainable building practices.
   - The building will use native and adapted plant species in public and private outdoor areas to slow and filter stormwater.
   - Planted amenity decks will improve energy efficiency by improving the insulating value of the property.
   - Electric car charging stations will be installed inside the parking garage for residents with electric vehicles.
   - High efficiency windows will reduce energy usage and bills.
   - Reduce heat island effect of the block. Roof membrane color will be calibrated to the climate to mitigate heat gain in summer and absorb heat in winter versus current use, which is a high intensity heat area that is primarily asphalt.
   - Use recycled materials in construction.

[1] After Wintrust moved, office building had an occupancy rate of 38% and currently has no tenants.

- Provision of recycling chutes on each floor.

3. Public Benefits for the Protection of Natural Resources. Project enhances protection of natural resources in the area by[2]:
    - Providing greater reduction of stormwater in the area with modern building and engineering techniques, which will improve stormwater controls compared to existing uses on the site.
    - A significant underground stormwater storage vault will be constructed as part of this development. Our engineering calculations estimate that the new system, once installed will result in an 80% reduction in stormwater demand over what currently exists on the site.
    - Reducing carbon footprint by allowing people who already take the train to move closer to train station and other public transportation.
    - Planting additional trees in pedestrian spaces, which will be in addition to the streetscape improvements already completed by the city.

4. Public Benefits for Increased Density. The Project will not be detrimental to adjacent land uses or the city at large while being able to deliver additional sources of income to the local governmental bodies, increased access to public transportation and additional housing options by providing the following:
    - Over $380,000 to schools and parks in form of fee in lieu contributions.

[2] It is important to note that there are no environmentally sensitive areas in the project location nor will it displace any structures with architectural or historical significance.

- Real estate taxes will increase over $1,600,000 in first year of operation. Approximately 70% of this amount will go to District 200, with a very limited increase in costs to schools due to demographic profile of residents.
- Apartment residents will provide foot traffic and customers for downtown Wheaton businesses, especially restaurants, thus increasing sales tax amounts.
- Additional living options for those who work downtown Chicago, need train or bus access, senior citizens and those residents who do not have access to vehicles or do not want to drive as much.
- Residents who are parishioners at St. Mike's Catholic Church will be able to walk to mass.
- Downtown location is perfect fit for increased density – the infrastructure is already established via proximity to public transportation. The Metra train station is less than a two block walk and Pace bus stop will be directly in front of the building.
- Higher density allows for multi-family units to be economically feasible without the addition of TIF funding, unlike other recent higher density developments such as Courthouse Square, Wheaton 121 and the First Trust project[3].
- Per the Urban Land Institute, Sierra Club, American Institute of Architects and the National Multi Housing Council:[4]

[3] The City of Wheaton provided approximately $8,400,000 in incentives for the First Trust development. Wheaton 121 received $1,368,110 for public improvement costs. Courthouse Square received approximately $7,600,000 under its Development Agreement.

[4] *Higher-Density Development: Myth and Fact*. Urban Land Institute.

a. Density contributes to sustainability due to efficient use of resources and land and less extensive infrastructure necessary to support it.

b. Higher-density development generates less traffic and makes walking and public transit more feasible; and

c. Higher-density development offers the best solution to protecting clean air and clean water.

- Will not increase amount of parking needed in area. All spaces currently in Egg Harbor lot are being provided in new parking garage, plus development will increase the net number of new street parking spaces by seven.
- Pedestrian safety will be increased by removing alley, as alleys are pedestrian traffic safety issue.
- Provide significant amenities such as pool and work out facilities; hence, creating little or no burden on park services.

5. Public Benefits for Range of Housing Types and/or Uses. The range of differing types of apartment units, along with a commercial restaurant component, will benefit the public in the following ways:

- Result in diverse residents, because apartment units will range from studios to 17 three-bedroom townhomes with direct access to the street, allowing multiple types of users: singles, young married couples, empty nesters, and seniors.
- Allow current residents of Wheaton to stay in Wheaton when down-sizing or moving out of parent's houses.
- Provide pool and workout facilities on site for those who want or need them.

- Maintain one of the most utilized Wheaton restaurants and gathering places, Egg Harbor, and provide Egg Harbor with an updated space. (Restaurant footprint is slightly reduced from approximately 5100 square feet to 4500 square feet at request of Egg Harbor.)

6. Comprehensive Plan. The project will promote the following goals, among others, set forth in the Comprehensive Plan (some of these concepts are mentioned in several places in the Comprehensive Plan):
   - The Comprehensive Plan reaffirms the commitment "to revitalize the Central Business District as the center of civic and social life of Wheaton, with a compliment of retail, service, office and residential uses catering to the needs of residents" (p. 35). The proposed facility will provide both retail and residential uses that will cater to the need of both current and existing residents of Wheaton.
   - The Comprehensive Plan recognizes the need for "additional multiple family housing to provide living alternatives for singles, 'empty nester' and elderly persons" and recommended that this type of housing occur within the downtown area (p. 33). That is exactly what this development is intended to and will provide.
   - One of the proposed strategies of the Comprehensive Plan is to "create a climate to encourage development of new quality housing for all income levels of residents and workers in Wheaton" (p. 27). The climate that Wheaton has built and the improvements it has made to its streetscape over the last several years has helped to attract this proposed development to provide that new quality

housing for different types of income levels of Wheaton residents, as well as keeping jobs in the community by continuing to provide jobs to Egg Harbor employees and those businesses that provide food, supplies and other services to Egg Harbor.

- The Comprehensive Plan recognizes that retail, entertainment, office and rail facilities benefit from proximity to residential uses (p. 11). The residential uses in the proposed facility will significantly benefit all these uses by providing over 400 additional people to be within walking distance of these facilities every day.

DOWNTOWN WHEATON
ASSOCIATION
Discover your favorite place.

Monday, June 13, 2022

Downtown Wheaton Association
130 W. Liberty Drive, Suite 200,
Wheaton, IL 60187

City Council, City of Wheaton
303 W. Wesley Street
Wheaton, IL 60187

Greetings,

On behalf of its Board of Directors and Staff, the Downtown Wheaton Association wishes to express its support of the apartment development as, proposed by Banner Multifamily LLC, on the block bordered by Liberty Drive on the North, Willow Avenue on the south, Hale Street on the East and Wheaton Avenue on the West.

We greatly appreciate the opportunity to provide an opinion on this matter.

Respectfully,

Allison Orr
Executive Director
Downtown Wheaton Association

SITE & TABULATION

Banner - Wheaton — 6/2/2022

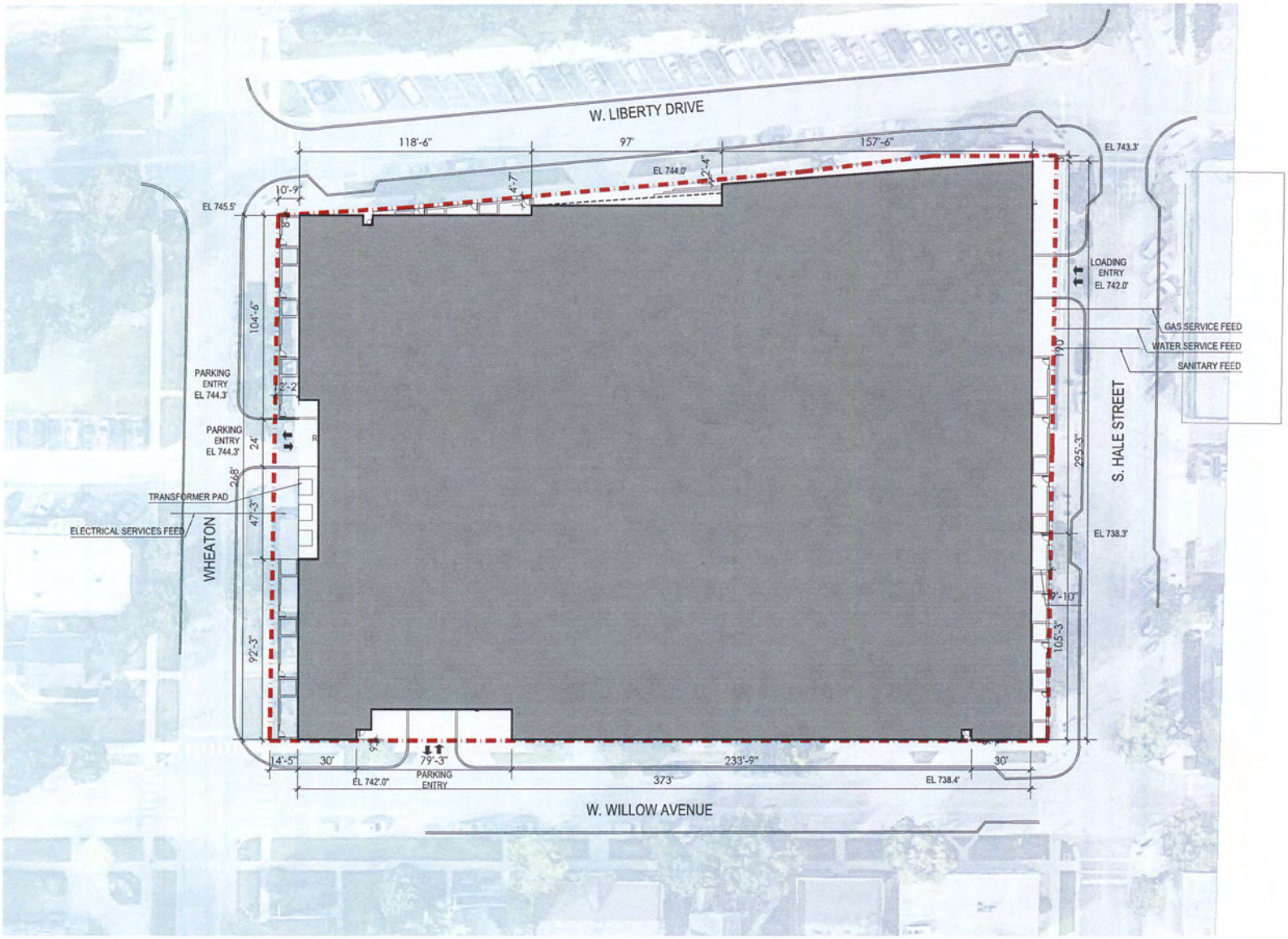
Unit Type	Level	STUDIO		1 BEDROOM			2 BEDROOMS			TOWNHOUSE		Total
		S		A			B			TH		
Area (SF)												
	G									17		17
	2											
	3	10		23			23					56
	4_7	11		28			26					65
Unit per Type		54		135			127			17		333
Parking Ratio		1.00	Per Bed	1.00		Per Bed	1.15		Per Bed	2.00	Per TH	
Parking Required		54	Stalls	135		Stalls	291		Stalls		Stalls	480
Total Parking Provided												436
Standard Parking												419
Tandem Parking												17
Total Unit		54		135			127					316
Total Bed		54		135			254					443
NRSF unit by Type												293,353
NRSF Ave. unit												928
Unit Mix		17.09%		42.72%			40.19%					100%
Townhouse count										17		17
Net Townhouse area per each												1,616
Townhouse Parking Required												

Amenities & Support							
Lobby/Leasing	Town homes	Retail	Amenity	MEP & Services	Loading & Trash	Parking Area	Parking Count
3,409	13,738	4,502		6,604	1,728	71,872	204
	13,738			3,681		74,607	232
			7,923	2,203			
				2,886			
3,409	27,476	4,502	7,923	24,032	1,728	146,479	436
						345	Area/space
						0.98	Parking Ratio
							(Per bed)

Tabulations			
Gross Building Area	GRSF	NRSF	Efficiency (NRSF / (GROSS BLDG - PARKING))
101,853			
92,026			
69,792	59,666	52,989	75.92%
69,792	66,906	60,091	86.10%
542,839	327,290	293,353	74.0%

112,799	Site Area	2.59 Acres
128.6	Density	= Total units / Acreage
0.90	Lot Coverage	= Ground Floor/Site Area
396,360	GFA	= Gross Bldg Area - Parking Area
3.51	FAR	= GFA / Site Area

SITE PLAN



Banner - Wheaton, IL1 #2277.15 | 06.02.2022

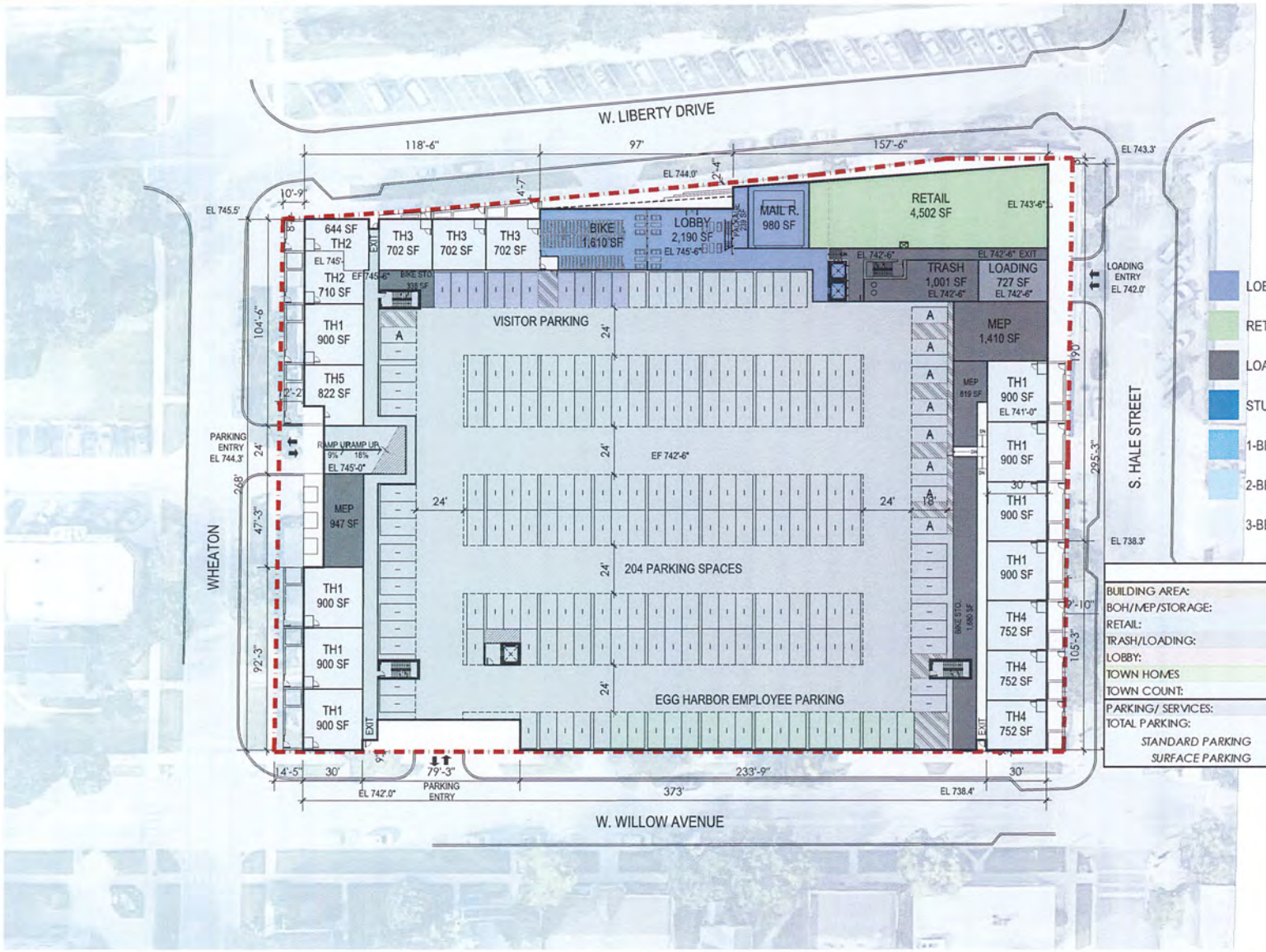
SCALE: 1" = 50' - 0"

0' 25' 50' 100' 150'

N

BKV GROUP

GROUND LEVEL



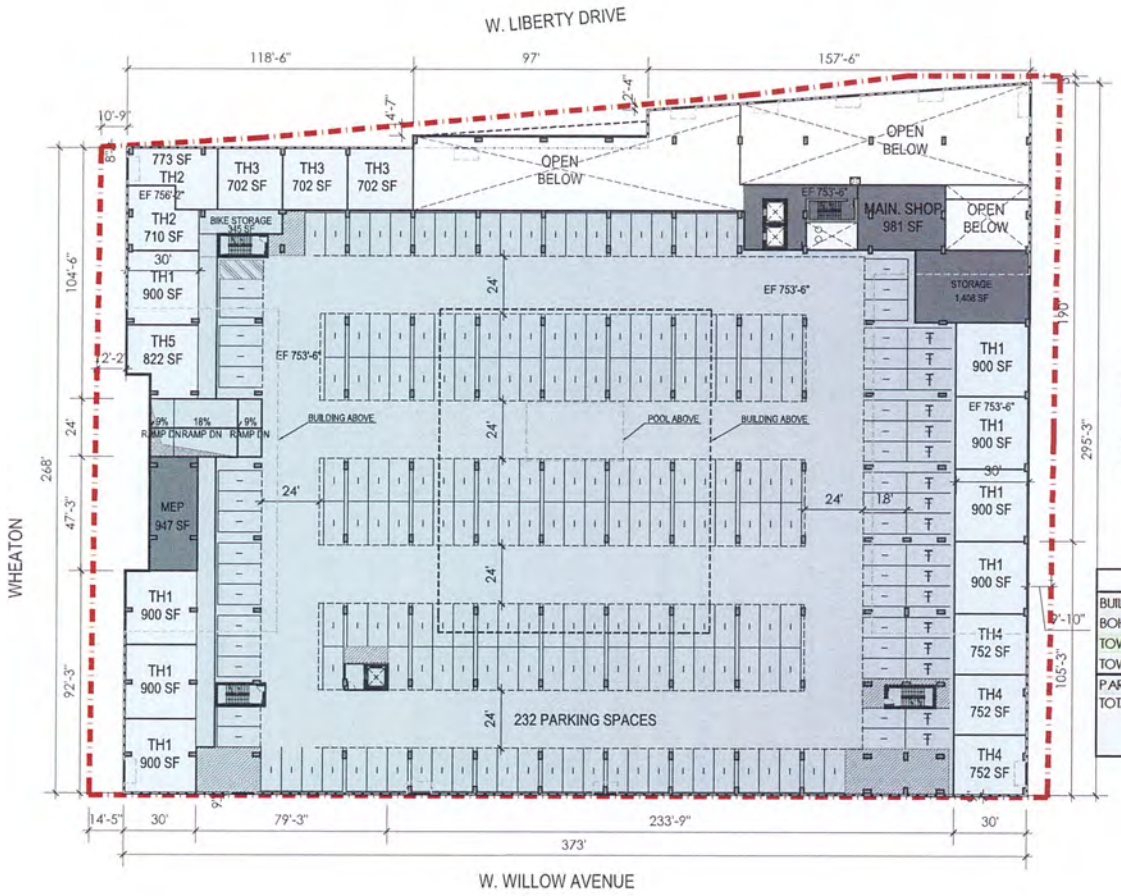
LOBBY/LEASING/AMENITY
RETAIL
LOADING/TRASH/BACK-OF-HOUSE
STUDIO UNIT
1-BEDROOM UNIT
2-BEDROOM UNIT
3-BEDROOM TOWNHOMES

	GROUND LEVEL
BUILDING AREA:	101,853 SF
BOH/MEP/STORAGE:	6,604 SF
RETAIL:	4,502 SF
TRASH/LOADING:	1,728 SF
LOBBY:	3,409 SF
TOWN HOMES	13,738 SF
TOWN COUNT:	17 UNITS
PARKING/ SERVICES:	71,872 SF
TOTAL PARKING:	204 SPACES
STANDARD PARKING	204 SPACES
SURFACE PARKING	SPACES

SCALE: 1" = 50' - 0"
0' 25' 50' 100' 150'

BKV GROUP

LEVEL 2



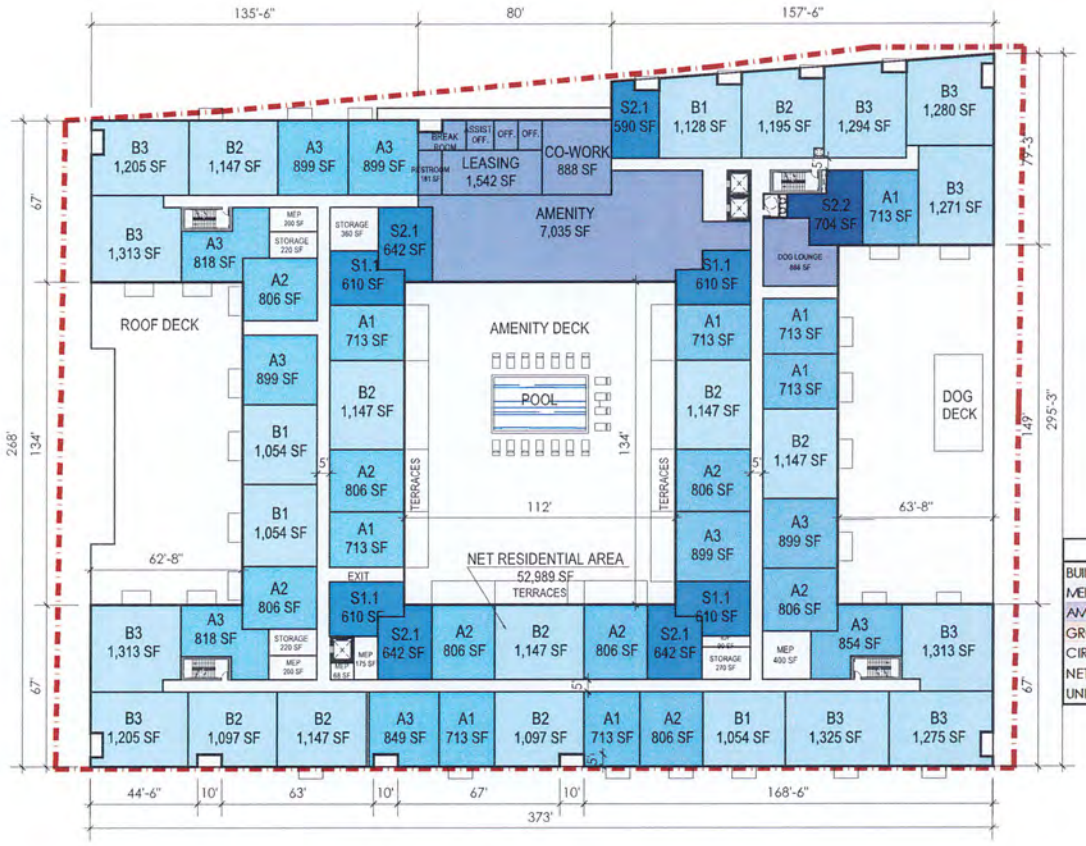
- LOBBY/LEASING/AMENITY
- RETAIL
- LOADING/TRASH/BACK-OF-HOUSE
- STUDIO UNIT
- 1-BEDROOM UNIT
- 2-BEDROOM UNIT
- 3-BEDROOM TOWNHOMES

	LEVEL 2
BUILDING AREA:	92,026 SF
BOH/STORAGE:	3,681 SF
TOWN HOMES	13,738 SF
TOWN COUNT:	
PARKING/ SERVICES:	74,607 SF
TOTAL PARKING:	232 SPACES
STANDARD PARKING	*215 SPACES*
TANDEM PARKING	*17 SPACES*

SCALE: 1" = 50' - 0"
0' 25' 50' 100' 150'

BKV GROUP

LEVEL 3



LOBBY/LEASING/AMENITY

RETAIL

LOADING/TRASH/BACK-OF-HOUSE

STUDIO UNIT

1-BEDROOM UNIT

2-BEDROOM UNIT

3-BEDROOM TOWNHOMES

LEVEL 3	
BUILDING AREA:	69,792 SF
MEP/STORAGE:	2,203 SF
AMENITY:	7,923 SF
GROSS RES. AREA:	59,666 SF
CIRCULATION:	6,677 SF
NET RES. AREA:	52,989 SF
UNIT COUNT:	56 UNITS

SCALE: 1" = 50' - 0"

0' 25' 50' 100' 150'

BKV GROUP

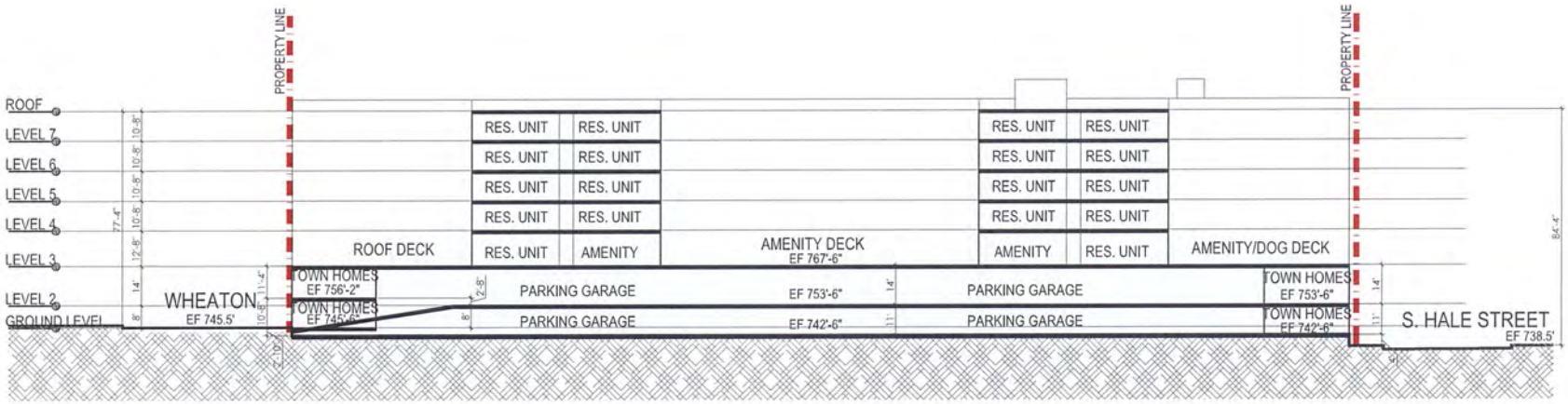
LEVELS 4-7

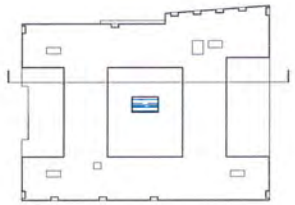
LEVELS 4-7 (4 LEVELS)	
BUILDING AREA:	69,792 SF
MEP/STORAGE:	2,886 SF
GROSS RES. AREA:	66,906 SF
CIRCULATION:	6,815 SF
NET RES. AREA:	60,091 SF
UNIT COUNT:	65 UNITS

SCALE: 1" = 50' - 0"
0' 25' 50' 100' 150'

BKV GROUP

SECTION





SCALE: 1" = 40' - 0"

0' 20' 40' 80' 120'

BKV GROUP

PERSPECTIVES

NORTHWEST AERIAL VIEW

NORTHEAST AERIAL VIEW

SOUTHEAST AERIAL VIEW

SOUTHWEST AERIAL VIEW

PERSPECTIVE

VIEW SOUTHEAST AT HALE AND LIBERTY

PERSPECTIVE

VIEW NORTHEAST ON WHEATON AND WILLOW

PERSPECTIVE

VIEW NORTHEAST ALONG WILLOW

HALE STREET PERSPECTIVE

PERSPECTIVE

PEDESTRIAN VIEW AT LIBERTY AND WHEATON

PERSPECTIVE

PEDESTRIAN VIEW AT LIBERTY AND WHEATON

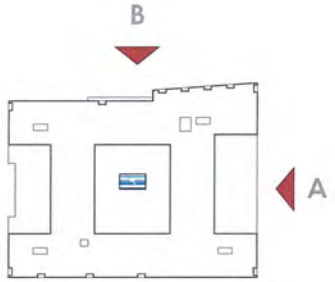
PERSPECTIVE

VIEW NORTHEAST ALONG WILLOW

ELEVATIONS

A - EAST ELEVATION ALONG HALE

1	FIBER CEMENT BOARD LIGHT COLOR	8	STEEL PVC WINDOW BLACK COLOR
2	FIBER CEMENT PANEL VINTAGE WOOD	9	STEEL PVC DOOR BLACK COLOR
3	FACEBRICK DARK COLOR	10	ALUMINUM STOREFRONT LIGHT COLOR
4	METAL PANEL BLACK COLOR	11	IVY SCREEN
5	METAL PANEL WEATHERING STEEL	12	ROLL UP DOOR DARK GREY COLOR
6	PERORATED METAL PANEL	13	ALUMINUM WIREMESH RAILING
7	EXTERIOR WALL SCONCE DARK COLOR	14	METAL COPING + TRIM BLACK COLOR
		15	CONCRETE BLOCK GREY COLOR



B - NORTH ELEVATION ALONG LIBERTY

SCALE: 1" = 40' - 0"

0' 20' 40' 80' 120'

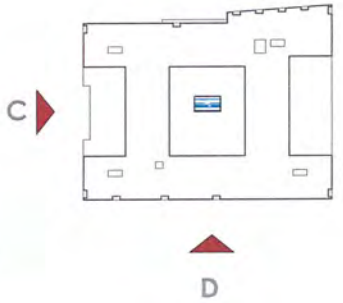
BKV GROUP

ELEVATIONS

C - WEST ELEVATION ALONG WHEATON

1	FIBER CEMENT BOARD LIGHT COLOR	8	STEEL PVC WINDOW BLACK COLOR
2	FIBER CEMENT PANEL VINTAGE WOOD	9	STEEL PVC DOOR BLACK COLOR
3	FACEBRICK DARK COLOR	10	ALUMINUM STOREFRONT LIGHT COLOR
4	METAL PANEL BLACK COLOR	11	IVY SCREEN
5	METAL PANEL WEATHERING STEEL	12	ROLL UP DOOR DARK GREY COLOR
6	PERORATED METAL PANEL	13	ALUMINUM WIREMESH RAILING
7	EXTERIOR WALL SCONCE DARK COLOR	14	METAL COPING + TRIM BLACK COLOR
		15	CONCRETE BLOCK GREY COLOR

D - SOUTH ELEVATION ALONG WILLOW

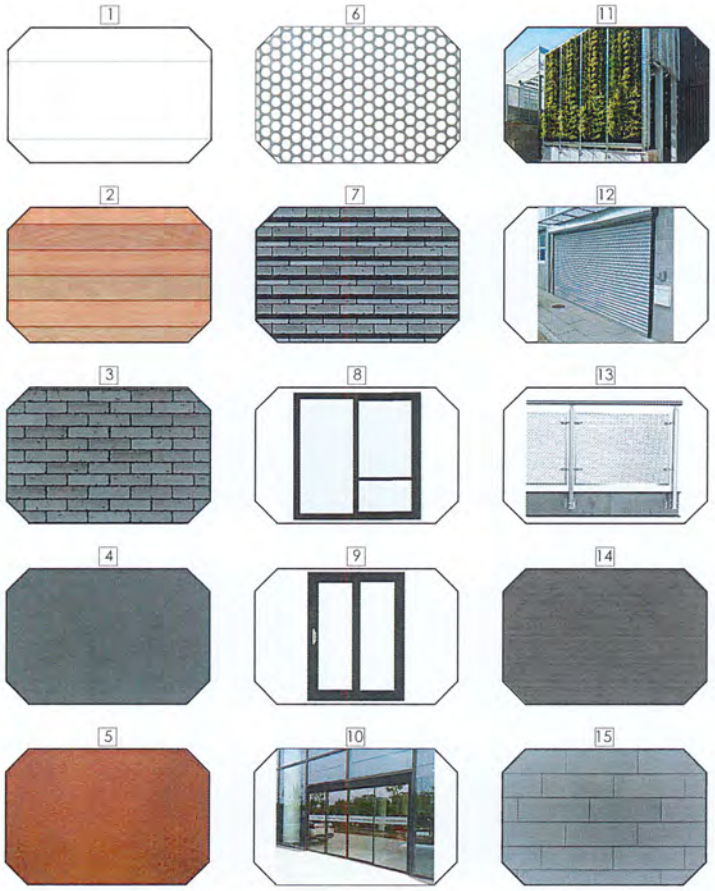


SCALE: 1" = 40' - 0"

0' 20' 40' 80' 120'

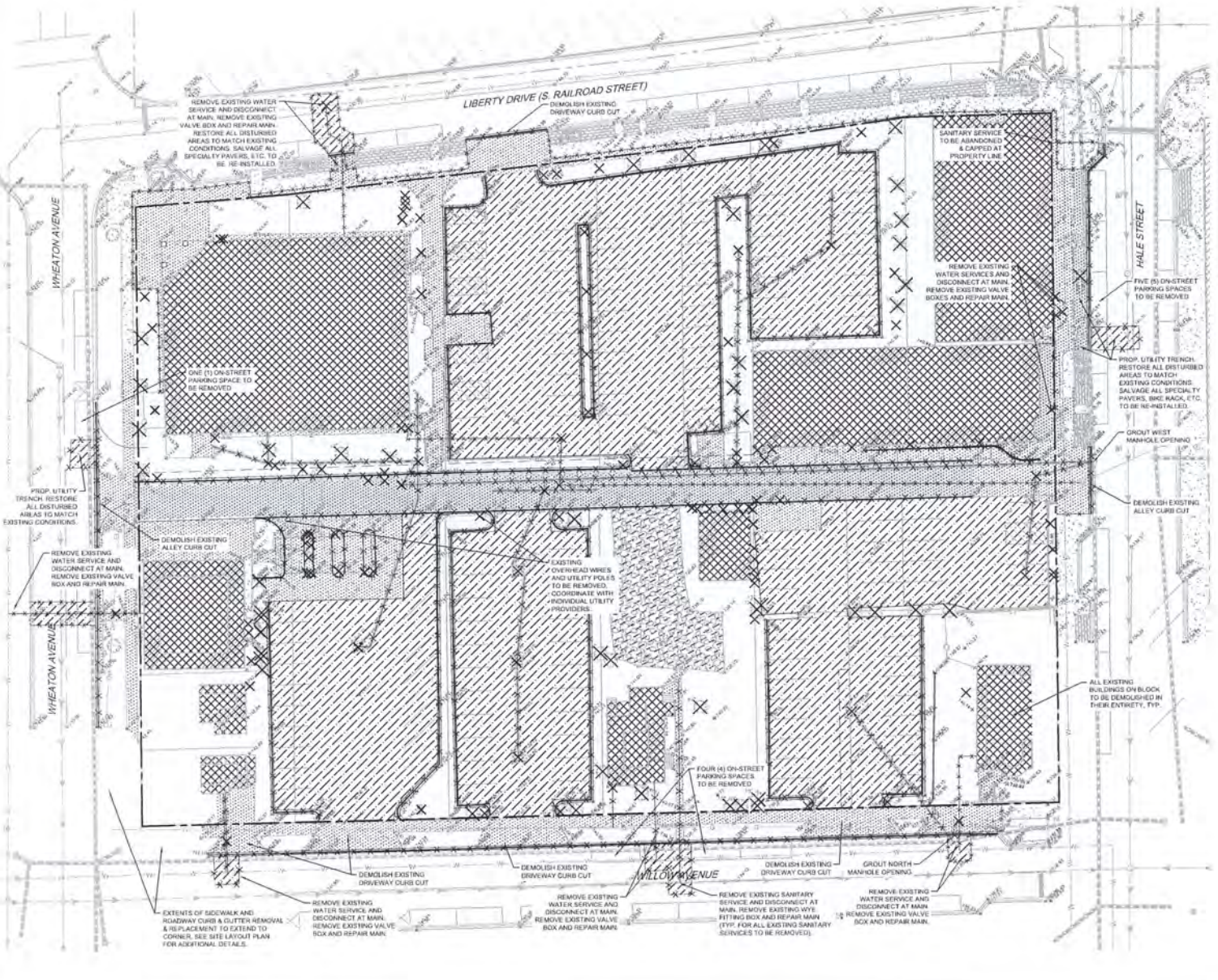
BKV GROUP

MATERIAL SAMPLE BOARD



MATERIALS / COLOR KEY NOTES

1	FIBER CEMENT BOARD LIGHT COLOR
2	FIBER CEMENT PANEL VINTAGE WOOD
3	FACEBRICK DARK COLOR
4	METAL PANEL BLACK COLOR
5	METAL PANEL WEATHERING STEEL
6	PERORATED METAL PANEL
7	EXTERIOR WALL SCONCE DARK COLOR
8	STEEL PVC WINDOW BLACK COLOR
9	STEEL PVC DOOR BLACK COLOR
10	ALUMINUM STOREFRONT LIGHT COLOR
11	IVY SCREEN
12	ROLL UP DOOR DARK GREY COLOR
13	ALUMINUM WIREMESH RAILING
14	METAL COPING + TRIM BLACK COLOR
15	CONCRETE BLOCK GREY COLOR



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REVISIONS △

PRELIMINARY ENGINEERING FOR:

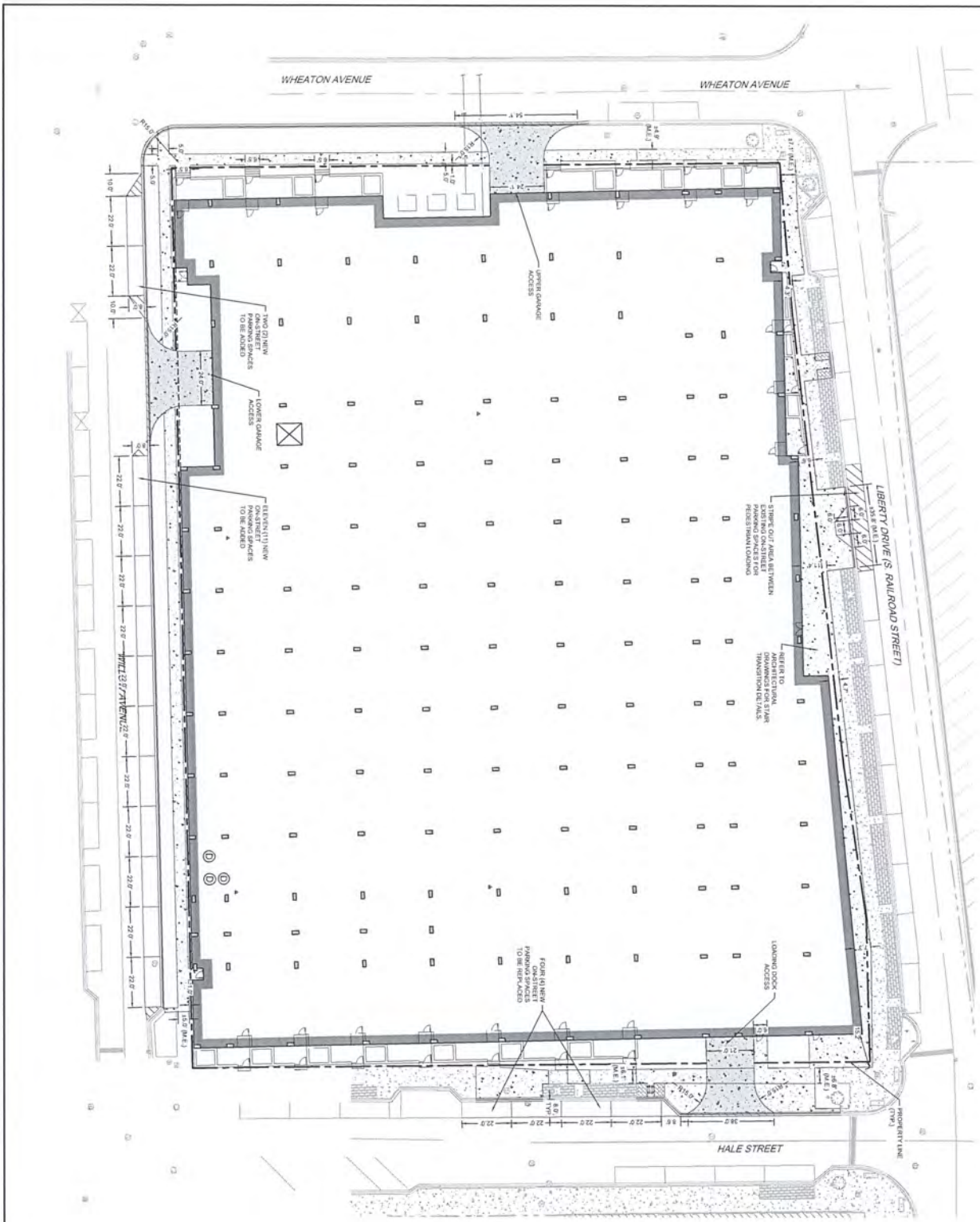
WILLOW AVENUE APARTMENTS

±220 W LIBERTY DR.
WHEATON, IL

PROJECT: 210256
ENG: AJM/SJS
DATE: 06.06.2022

SHEET TITLE:
DEMOLITION PLAN

SHEET NUMBER:
C1.0
1 OF 4



PRELIMINARY ENGINEERING FOR:

WILLOW AVENUE APARTMENTS

±220 W LIBERTY DR.
WHEATON, IL

SHEET NUMBER: C2.0 2 OF 4

SHEET TITLE: SITE LAYOUT PLAN

PROJECT NO: 210256
ENG: AJR/SJS
DATE: 06.06.2022

REVISIONS Δ

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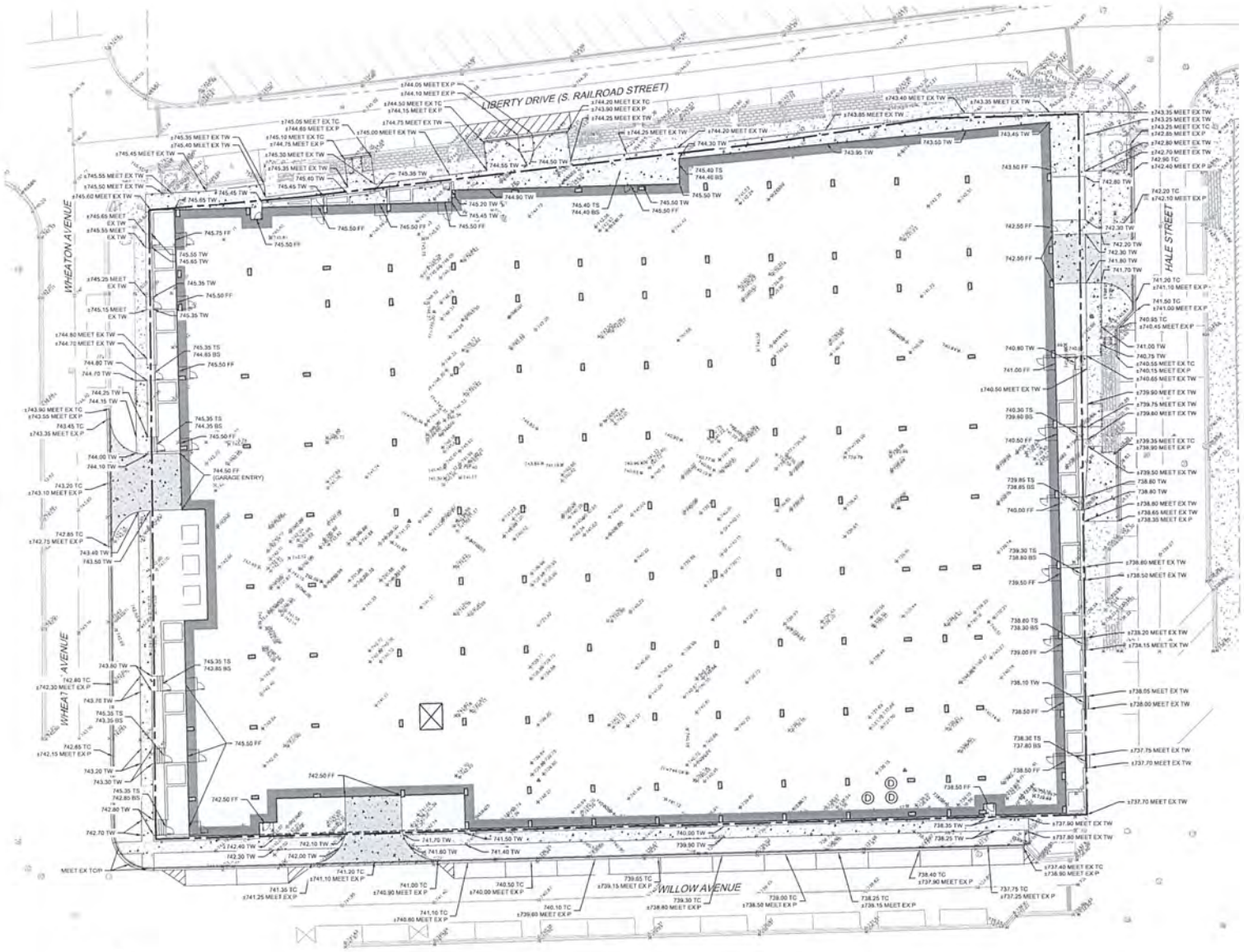

SHEET NOTES

1. ALL PAVING WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS DEPT. OF TRANSPORTATION (IDOT) STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, LATEST EDITION, AND THE APPLICABLE CITY OF WHEATON ENGINEERING & PUBLIC WORKS STANDARDS.

0 20' 40'
1" = 20' (HORIZONTAL)

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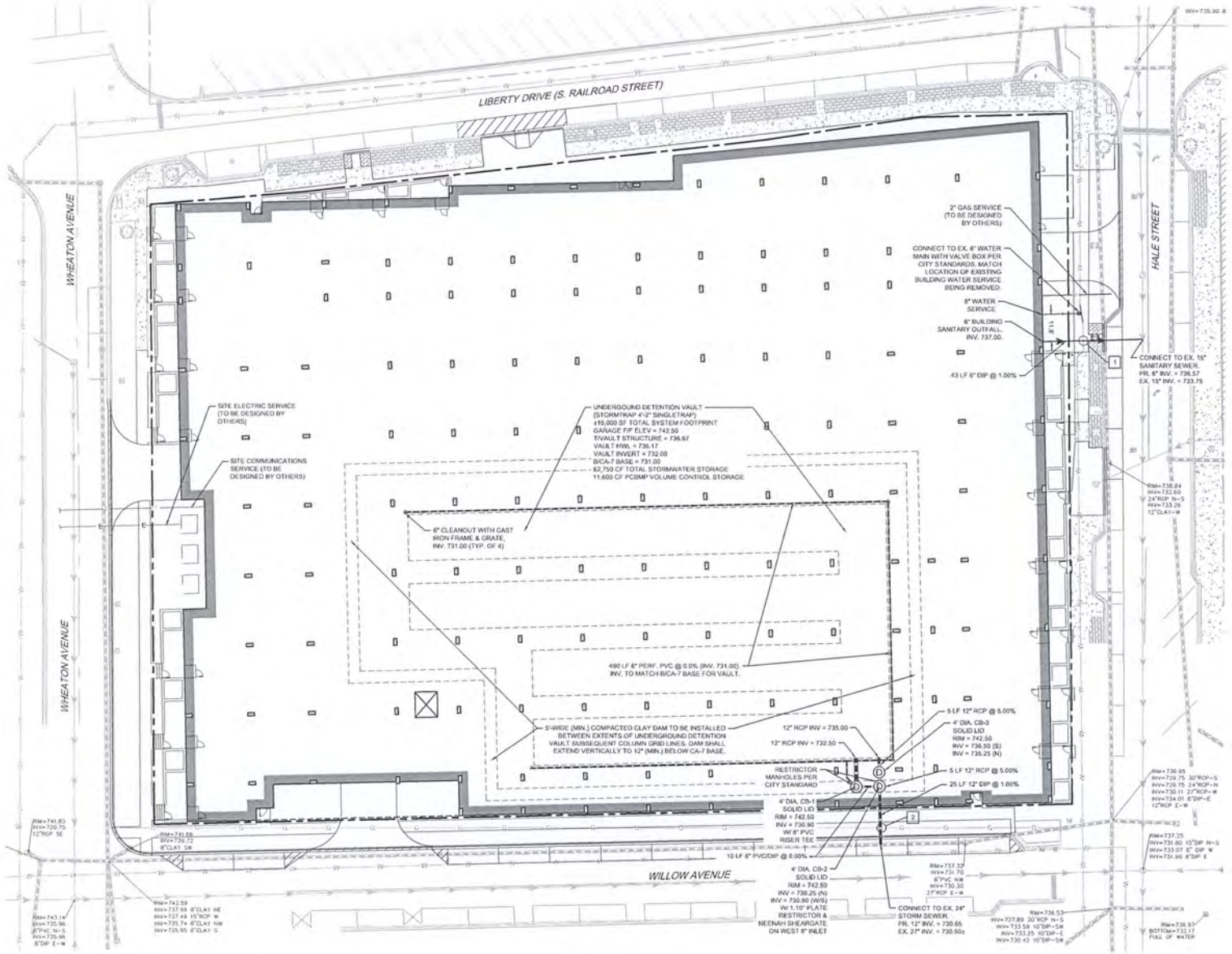
REVISIONS

PRELIMINARY ENGINEERING FOR:
WILLOW AVENUE APARTMENTS
±220 W LIBERTY DR.
WHEATON, IL

PROJ NO: 210256
ENG: AJB/SJS
DATE: 06.06.2022

SHEET TITLE:
GRADING PLAN

SHEET NUMBER:
C3.0
3 OF 4



UTILITY CROSSINGS:

1. 8" SA B/P = 736.75
   8" WM T/P = ±735.0 (V.I.F.)
2. GAS B/P = ±735.0 (V.I.F.)
   12" ST T/P = 731.95

SHEET NOTES

1. WATER SERVICE SHALL BE INSTALLED AT A MINIMUM DEPTH OF 5.5'
2. ALL UNDERGROUND UTILITY WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS STANDARD SPECIFICATIONS FOR WATER & SEWER CONSTRUCTION , LATEST EDITION, AND THE APPLICABLE CITY OF WHEATON ENGINEERING & PUBLIC WORKS STANDARDS.

0 20' 40'
1" = 20' (HORIZONTAL)

CAGE CIVIL ENGINEERING
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REVISIONS

PRELIMINARY ENGINEERING FOR:
WILLOW AVENUE APARTMENTS
±220 W LIBERTY DR.
WHEATON, IL

PROJ NO: 210256
ENG: AJB/SJS
DATE: 06.06.2022

SHEET TITLE:
UTILITY PLAN

SHEET NUMBER:
C4.0
4 OF 4

GENERAL NOTES

1. LANDSCAPE CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
2. LANDSCAPE CONTRACTOR SHALL VERIFY PLAN LAYOUT AND DIMENSIONS SHOWN AND BRING TO THE ATTENTION OF THE LANDSCAPE ARCHITECT DISCREPANCIES WHICH MAY COMPROMISE THE DESIGN AND/OR INTENT OF THE PROJECT'S LAYOUT.
3. LANDSCAPE CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
4. LANDSCAPE CONTRACTOR SHALL PROTECT EXISTING ROADS, CURBS/GUTTERS, TRAILS, TREES, LAWNS AND SITE ELEMENTS DURING CONSTRUCTION OPERATIONS. DAMAGE TO SAME SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE OWNER.
5. LANDSCAPE CONTRACTOR SHALL VERIFY ALIGNMENT AND LOCATION OF UNDERGROUND AND ABOVE GRADE UTILITIES AND PROVIDE THE NECESSARY PROTECTION FOR SAME BEFORE CONSTRUCTION / MATERIAL INSTALLATION BEGINS (MINIMUM 10'-0" CLEARANCE).
6. UNDERGROUND UTILITIES SHALL BE INSTALLED SO THAT TRENCHES DO NOT CUT THROUGH ROOT SYSTEMS OF ANY EXISTING TREES TO REMAIN.
7. EXISTING CONTOURS, TRAILS, VEGETATION, CURB/GUTTER AND OTHER ELEMENTS ARE BASED UPON INFORMATION SUPPLIED TO THE LANDSCAPE ARCHITECT BY OTHERS. LANDSCAPE CONTRACTOR SHALL VERIFY DISCREPANCIES PRIOR TO CONSTRUCTION AND NOTIFY LANDSCAPE ARCHITECT OF SAME.
8. ALIGNMENT AND GRADES OF THE PROPOSED WALKS, TRAILS AND/OR ROADWAYS ARE SUBJECT TO FIELD ADJUSTMENT REQUIRED TO CONFORM TO LOCALIZED TOPOGRAPHIC CONDITIONS AND TO MINIMIZE TREE REMOVAL AND GRADING. CHANGES IN THE ALIGNMENT AND GRADES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
9. LANDSCAPE CONTRACTOR SHALL REVIEW THE SITE FOR DEFICIENCIES IN THE PLANT MATERIAL SELECTIONS AND OTHER SITE CONDITIONS WHICH MIGHT NEGATIVELY AFFECT PLANT ESTABLISHMENT, SURVIVAL OR WARRANTY. UNDESIRABLE PLANT MATERIAL SELECTIONS OR SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK.
10. LANDSCAPE CONTRACTOR SHALL PREPARE AND SUBMIT REPRODUCIBLE AS-BUILT DRAWING(S) OF LANDSCAPE INSTALLATION, IRRIGATION AND SITE IMPROVEMENTS UPON COMPLETION OF CONSTRUCTION INSTALLATION AND PRIOR TO PROJECT ACCEPTANCE.
11. SOD AREAS DISTURBED DUE TO GRADING SHALL BE REPLACED, UNLESS NOTED OTHERWISE.
12. WHERE SOD ABUTS PAVED SURFACES, FINISHED GRADE OF SOD/SEED SHALL BE HELD 1" BELOW SURFACE ELEVATION OF TRAIL, SLAB, CURB, ETC.
13. SOD SHALL BE LAID PARALLEL TO THE CONTOURS AND SHALL HAVE STAGGERED JOINTS. ON SLOPES STEEPER THAN 3:1 OR IN DRAINAGE SWALES, SOD SHALL BE STAKED SECURELY.
14. PROPOSED PLANT MATERIAL SHALL COMPLY WITH THE LATEST EDITION OF THE AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1. UNLESS NOTED OTHERWISE, DECIDUOUS SHRUBS SHALL HAVE AT LEAST 5 CANES AT THE SPECIFIED HEIGHT. ORNAMENTAL TREES SHALL HAVE NO "V" CROTCHES AND SHALL BEGIN BRANCHING NO LOWER THAN 3' FEET ABOVE THE ROOT BALL. STREET AND BOULEVARD TREES SHALL BEGIN BRANCHING NO LOWER THAN 6' ABOVE FINISHED GRADE.
15. LANDSCAPE CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
16. LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR ONGOING MAINTENANCE OF NEWLY INSTALLED MATERIALS UNTIL TIME OF OWNER ACCEPTANCE. ACTS OF VANDALISM OR DAMAGE WHICH MAY OCCUR PRIOR TO OWNER ACCEPTANCE SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR.
17. LANDSCAPE CONTRACTOR SHALL WARRANTY NEW PLANT MATERIAL THROUGH ONE CALENDAR YEAR FROM THE DATE OF THE OWNER ACCEPTANCE. NO PARTIAL ACCEPTANCE WILL BE CONSIDERED.
18. PLANTING AREAS (NOT OVER STRUCTURE) RECEIVING GROUND COVER, PERENNIALS, ANNUALS, AND/OR VINES SHALL RECEIVE A MINIMUM OF 18" DEPTH OF PLANTING SOIL CONSISTING OF AT LEAST 45 PARTS TOPSOIL, 45 PARTS SCREENED COMPOST OR MANURE AND 10 PARTS SAND.
19. ANNUAL AND PERENNIAL PLANTING BEDS TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH WITH NO WEED BARRIER.
20. SHRUB BED MASSINGS TO RECEIVE 4" DEEP SHREDDED HARDWOOD MULCH WITH FIBER MAT WEED BARRIER.
21. STEEL EDGER TO BE USED TO CONTAIN SHRUBS, PERENNIALS AND ANNUALS WHERE PLANTING BED MEETS SOD UNLESS OTHERWISE NOTED.
22. REFER TO CIVIL FOR SITE DEMOLITION INFORMATION.
23. REFER TO CIVIL FOR ADDITIONAL SITE GRADING AND UTILITY INFORMATION.
24. IF A DISCREPANCY EXISTS BETWEEN THE NUMBER OF PLANTS SHOWN IN THE PLANT MATERIALS SCHEDULE AND THE PLANS, THE PLANS SHALL GOVERN.
25. CONTRACTOR SHALL STAKE OUT LOCATION OF ALL PROPOSED TREES FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

IRRIGATION NOTES

1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A PERFORMANCE IRRIGATION PLAN AND SPECIFICATIONS AS PART OF THE SCOPE OF WORK WHEN BIDDING. THESE SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO ORDER AND/OR INSTALLATION. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT SOD/SEED/SEED AND PLANTED AREAS ARE IRRIGATED PROPERLY, INCLUDING THOSE AREAS DIRECTLY AROUND AND ABUTTING BUILDING FOUNDATION.
2. LANDSCAPE CONTRACTOR SHALL PROVIDE THE OWNER WITH A WATERING/LAWN IRRIGATION SCHEDULE APPROPRIATE TO THE PROJECT SITE CONDITIONS AND TO PLANT MATERIALS GROWTH REQUIREMENTS.
3. LANDSCAPE CONTRACTOR SHALL INSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO INSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN ALL PLANTING AREAS.
4. COORDINATE IRRIGATION SLEEVING LOCATIONS WITH GENERAL CONTRACTOR.
5. RAIN SENSORS TO BE INCLUDED WITHIN THE IRRIGATION DESIGN.
5. IRRIGATION LIMITS TO EXTEND TO STREET BACK OF CURB.

SURVEY NOTES

1. ALL EXISTING CONDITIONS SHOWN ON THIS DRAWING ARE BASED ON AN OWNER-FURNISHED SURVEY. BKV GROUP OFFERS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, FOR THE ACCURACY OR RELIABILITY OF THE INDICATED EXISTING CONDITIONS.
2. THE CONTRACTOR SHALL FIELD VERIFY ALL CRITICAL EXISTING CONDITIONS INCLUDING, BUT NOT LIMITED TO, EXISTING BUILDING LOCATIONS, UTILITY LOCATIONS AND INVERT ELEVATIONS, AND EXISTING SITE GRADES PRIOR TO THE START OF WORK.
3. ANY OBSERVED DEVIATIONS FROM CONDITIONS INDICATED ON THE DRAWINGS SHALL BE BROUGHT TO THE ARCHITECT OR LANDSCAPE ARCHITECT'S ATTENTION IMMEDIATELY UPON DISCOVERY. NO WORK SHALL PROCEED IN THE AREAS OF ANY DISCOVERED DEVIATIONS UNTIL THE DIFFERENCES ARE RESOLVED.

SITE PLAN NOTES

- NO BUILDING SIGNAGE PROPOSED AT THIS TIME.
- NO EXISTING TREES ON SITE, NO PROPOSED EXISTING TREES FOR REMOVAL
- NO PROPOSE SITE TREE MITIGATION REQUIRED
- STREET TREE REQUIREMENTS NOT APPLICABLE AT THIS SITE AS NO STREET FRONTAGE CONDITION EXISTS
- QUANTITIES LISTED IN MATERIAL SCHEDULE AND PLANTING SCHEDULE ARE NOT FOR CONSTRUCTION AND TO BE USED AS BROAD ESTIMATION PURPOSES. CONTRACTOR SHALL VERIFY ALL PLANT AND MATERIAL QUANTITIES FROM PLAN DRAWINGS.

SHEET NUMBER	SHEET NAME	ISSUE 01	ISSUE 02	ISSUE 03	ISSUE 04	ISSUE 05	ISSUE 06
1 - STANDARD SHEETS							
L.000	LANDSCAPE TITLE SHEET	X					
L.101	SITE - GROUND LANDSCAPE PLANS	X					
L.102	AMENITY LANDSCAPE PLANS	X					
L.201	SITE - GROUND PLANTING PLANS	X					
L.202	AMENITY PLANTING PLANS	X					
L.301	PLANTING DETAILS	X					
L.302	LANDSCAPE DETAILS	X					
L.303	LANDSCAPE DETAILS	X					
L.304	LANDSCAPE DETAILS	X					
PTS1	GROUND	X					
PTS2	AMENITY	X					

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SHEET TITLE

LANDSCAPE TITLE SHEET

SHEET NUMBER

L000

1 / L101 GROUND LANDSCAPE REFERENCE PLAN
1" = 20'-0"

KEY NOTES:

GRAPHIC LEGEND:

CONCRETE PAVER #1 (SEE SPEC)
PAVER #2 TYP (SEE SPEC)
PAVER #3 TYP (SEE SPEC)
WOOD DECKING (SEE SPEC)
ROCK MULCH #1 (SEE SPEC)
ROCK MULCH #2 (SEE SPEC)
CONCRETE #1, TYP (SEE SPEC)
HARDWOOD MULCH, SHREDDED (SEE SPEC)
GROUNDCOVER (SEE SPEC)
PERENNIAL MIX (SEE PLANT SCHEDULE)
TURFGRASS SOD, IRRIGATED (SEE SPEC)
SYNTHETIC TURF (SEE SPEC)

A B C D

0' 10'-0" 20'-0" 40'-0" 80'-0"

PLAN NORTH

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SITE - GROUND LANDSCAPE PLANS

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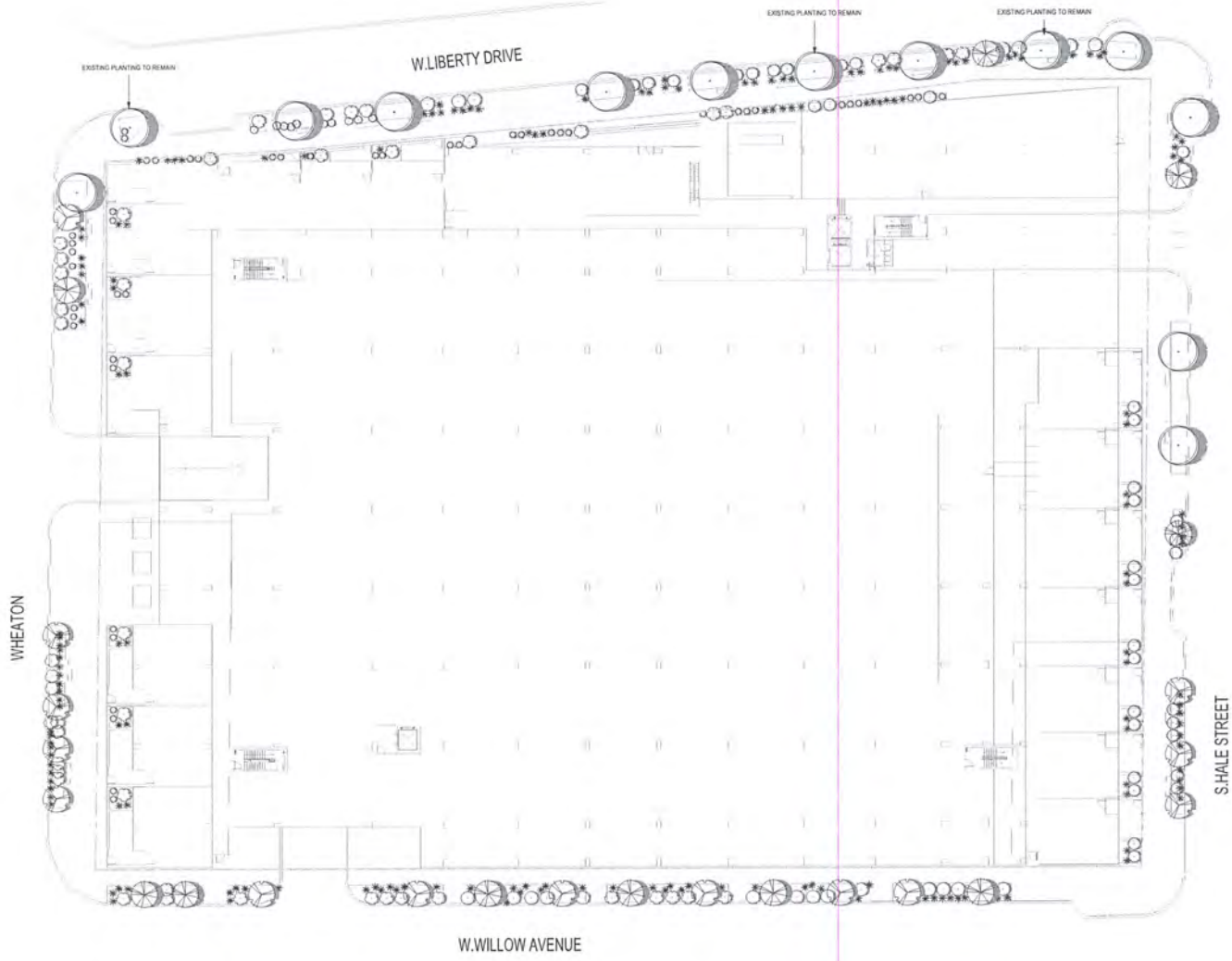

1 / L201 GROUND PLANTING PLAN
1" = 20'-0"

PROPOSED PLANT SCHEDULE:

IMG	COMMON NAME	SCIENTIFIC NAME	PLANTING SIZE	COMMENTS
TREES				
	EXISTING PLANTING TO REMAIN	Existing planting to remain	N/A	
	SWAMP WHITE OAK	Quercus bicolor	3" CAL.	
	HONEY LOCUST	Gleditsia triacanthos 'Sunburst'	3" CAL.	
	JAPANESE TREE LILAC	Syringa reticulata	3" CAL.	
	AUTUMN BRILLIANCE SERVICEBERRY	Amelanchier arborea	3" CAL.	
	FOREST PANSY REDBUD	Cercis canadensis 'Forest Pansy'	3" CAL.	
SHRUBS				
	ANNA'S MAGIC BALL ARBORVITAE	Thuja occidentalis 'Anna Van Visten'	30" HT. @ PLANTING	
	IVORY JADE WINTERGREEN	Euonymus fortunei 'Ivory Jade'	30" HT. @ PLANTING	
	LITTLE FLAMES LEUCOTHOE	Leucothoe fontanesiana 'Little Flames'	30" HT. @ PLANTING	
	WESTERN SWORD FERN	Polystichum munitum	30" HT. @ PLANTING	
	HOLMSTRUP ARBORVITAE	Thuja occidentalis 'Holmstrup'	30" HT. @ PLANTING	
	LITTLE LIME HYDRANGEA	Hydrangea paniculata 'Little Lime'	30" HT. @ PLANTING	
	HENRY'S GARNET SWEETSPIRE	Itea virginica 'Henry's Garnet'	30" HT. @ PLANTING	
	COMPACT AMERICAN VIBURNUM	Viburnum trilobum 'Bailey Compact'	30" HT. @ PLANTING	
	GOLD TIDE FORSYTHIA	Forsythia x 'Courtasol'	30" HT. @ PLANTING	
	AUTUMN MAGIC BLACK CHOKEBERRY	Aronia melanocarpa 'Autumn Magic'	30" HT. @ PLANTING	
Perennials/Grasses/Groundcovers				
	TRUMPET HONEYSUCKLE	Lonicera sempervirens 'Magnifica'		
	CINNAMON FERN	Osmundia cinnamomum		
	BLACK EYED SUSAN	Rudbeckia Hirta		
	PURPLE CONEFLOWER	Echinacea purpurea		
	LITTLE ZEBRA DWARF JAPANESE SILVER GRASS	Miscanthus sinensis 'Little Zebra'		
	BICKNELL SEDGE	Carex bicknelli		
	WILD GINGER	Asarum canadense		

A | B
C | D

0' 10'-0" 20'-0" 40'-0" 80'-0"

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SITE - GROUND PLANTING PLANS

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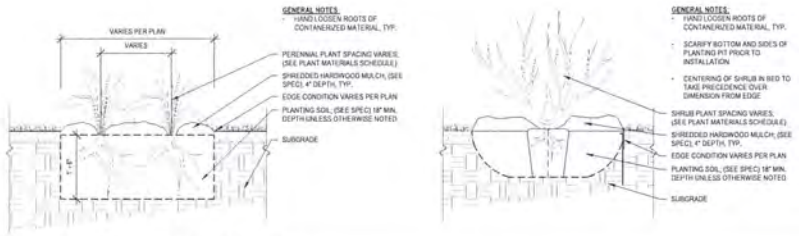
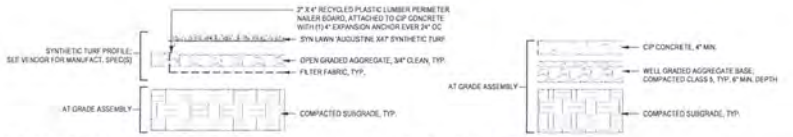
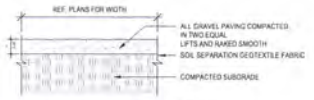


1 L301 SHRUB AND PERENNIAL PLANTING DETAILS-TYP.
3/4" = 1'-0"

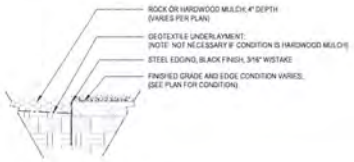


4 L301 SYNTHETIC TURF DETAIL PROFILE - TYP.
3/4" = 1'-0"

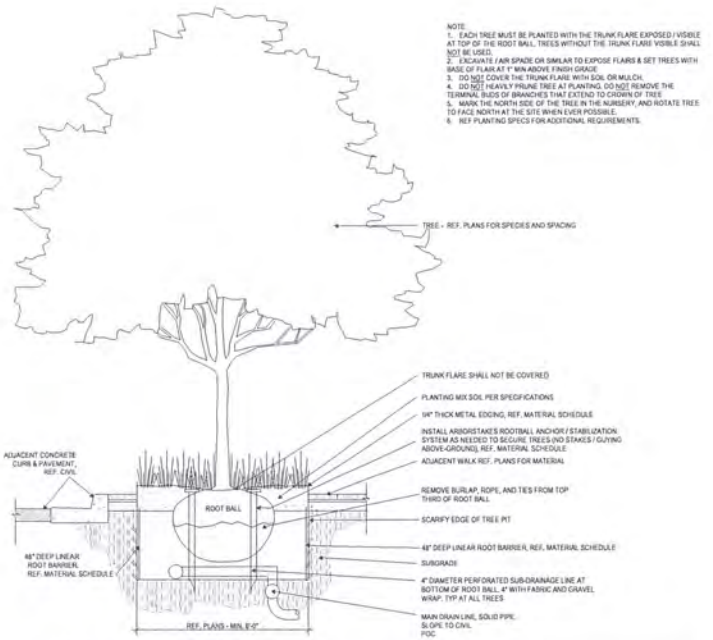
5 L301 CIP CONCRETE PROFILE - TYP.
3/4" = 1'-0"



6 L301 DECOMPOSED GRANITE - TYP.
3/4" = 1'-0"



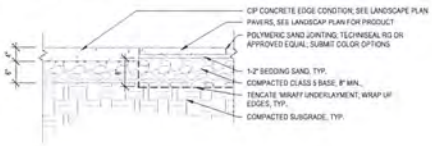
3 L301 STEEL EDGER DETAIL
3/4" = 1'-0"



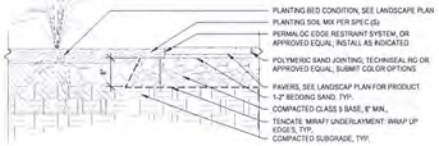
1 L301 SHADE TREE PLANTING DETAILS-TYP.
1/2" = 1'-0"

A. PAVER TO TURFGRASS CONDITION

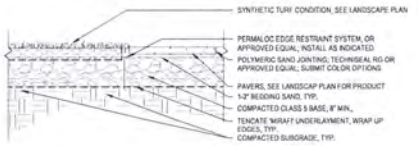
B. PAVER TO CIP CONCRETE CONDITION



C. PAVER TO AT GRADE PLANT BED CONDITION



D. PAVER TO SYNTHETIC TURF CONDITION



2 L301 PAVER PROFILE DETAILS - TYP. (ON-GRADE)
3/4" = 1'-0"

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PLANTING DETAILS

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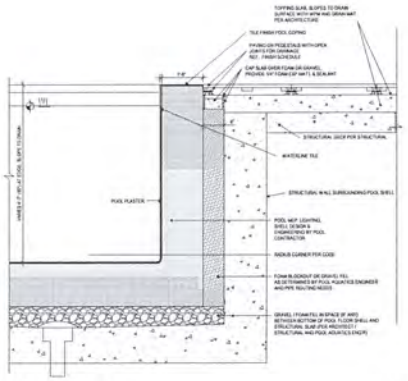
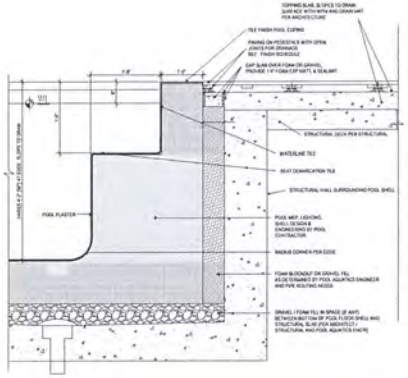
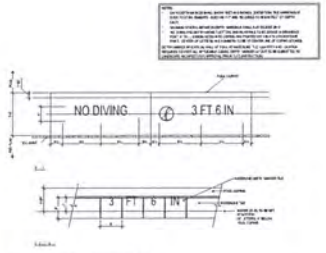


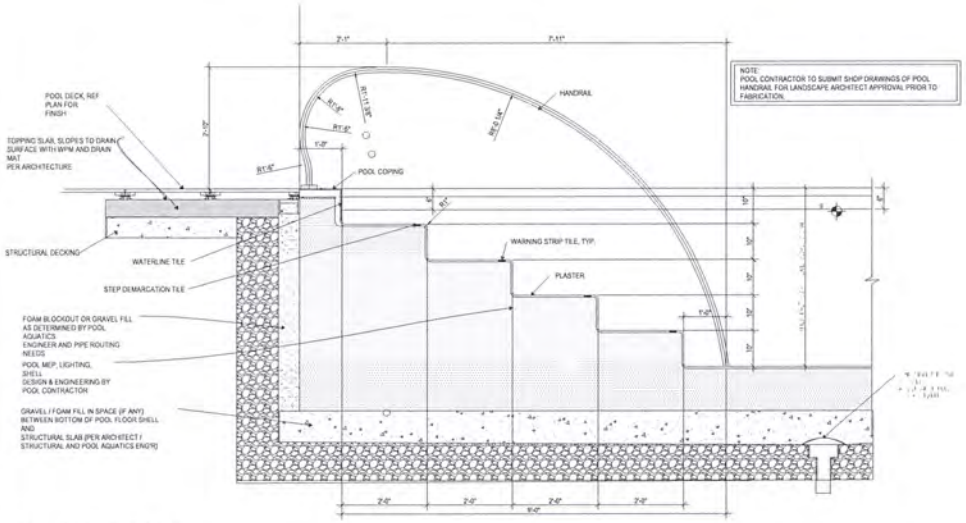
4 / L302 POOL EDGE TYP.
3/4" = 1'-0"



1 / L302 POOL BENCH TYP.
3/4" = 1'-0"



2 / L302 POOL DEPTH MARKER TYP.
3/4" = 1'-0"



3 / L302 POOL STEPS SECTION TYP.
3/4" = 1'-0"

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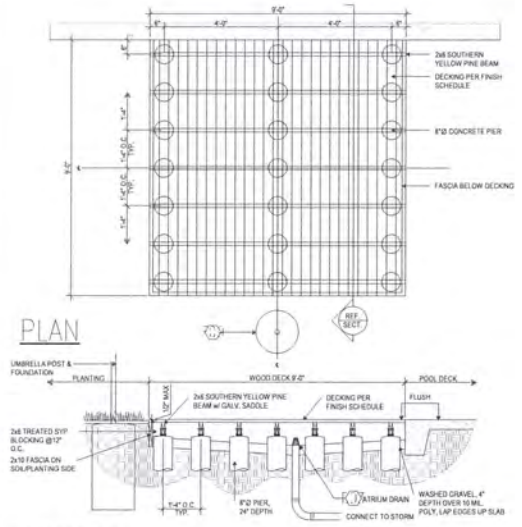
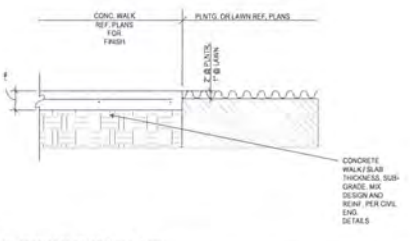
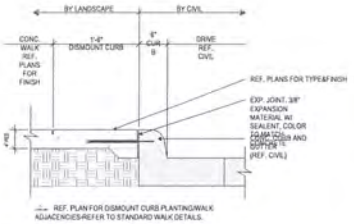


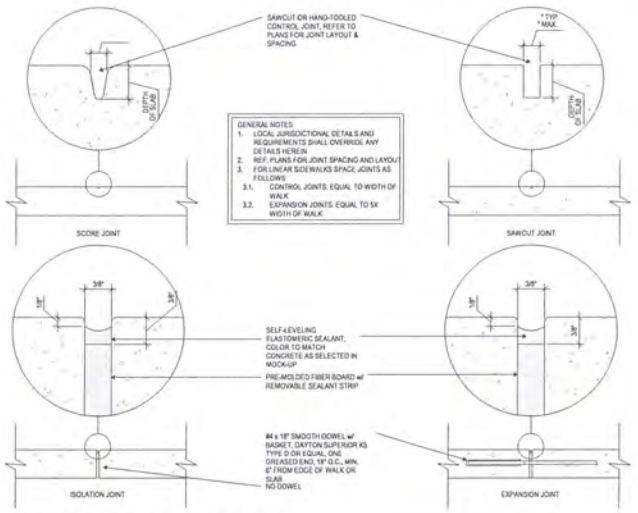
4 L303 WOOD DECK TYP.
1/2" = 1'-0"



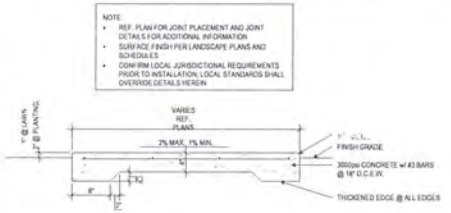
2 L303 SIDEWALK PLANTER TYP.
1" = 1'-0"



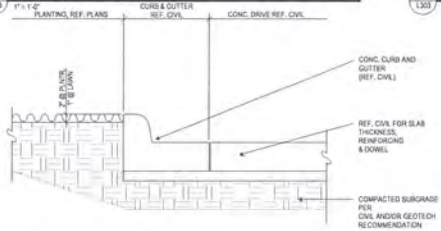
4 L303 DISMOUNT CURB TYP.
1" = 1'-0"



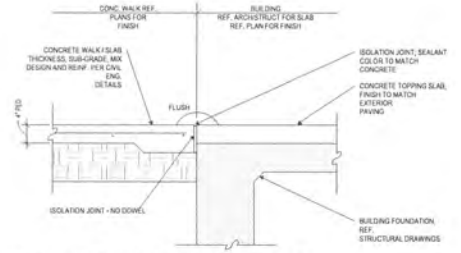
6 L303 CONC SIDEWALK JOINT DETAILS TYP.
1 1/2" = 1'-0"



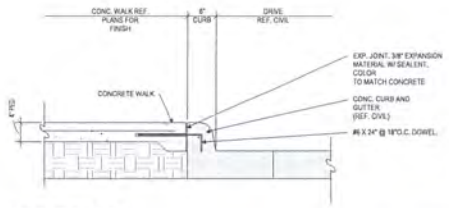
1 L303 SIDEWALK TYP.
1" = 1'-0"



3 L303 PLANTING AT CURB TYP.
1" = 1'-0"



5 L303 CONC TOPPING SLAB AT BLDG DROP SLAB TYP.
1" = 1'-0"



7 L303 CONC AT CURB TYP.
1" = 1'-0"

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TRAFFIC & PARKING STUDY

Willow Avenue Apartments – Wheaton, Illinois

June 06, 2022

Prepared for:
Cage Civil Engineering
3110 Woodcreek Drive
Downers Grove, Illinois 60515

Sam Schwartz

Table of Contents

01. Introduction

Sam Schwartz Consulting, LLC (Sam Schwartz) was retained by Cage Civil Engineering to conduct a traffic impact and parking study for a proposed redevelopment located in the downtown commercial district of Wheaton, Illinois. The site is located on the block bound by Liberty Drive, Willow Avenue, Wheaton Avenue, and Hale Street. An aerial view of the study area can be seen on ***Figure 1***.

As proposed, the subject site would be redeveloped to include a 7-story, 334-unit multi-family residential building. Additionally, the existing Egg Harbor restaurant located at the southwest corner of Liberty Drive and Hale Street would be incorporated into the retail space of the redevelopment's first floor. The redevelopment would replace all other existing uses on the block including an office building, a bank, and several other individual buildings, in addition to the associated surface parking. Access to the site would be provided via two full-access driveways to structured parking: one on Willow Avenue and one on Wheaton Avenue, labeled as Access 1 and Access 2, respectively, for the purposes of this study. A loading access would also be provided on Hale Street. A conceptual site plan can be found in the Appendix.

The following report documents Sam Schwartz's methodology regarding data collection, traffic forecasting, parking analysis, and capacity analyses performed for this study. Recommended improvements are documented to mitigate anticipated traffic-related impacts resulting from the proposed redevelopment, manage the redevelopment's parking demand, and to improve the functionality of the local transportation system.

N

Not to Scale

Sam Schwartz

Figure 1
Site Location Map

02. Baseline Conditions

Sam Schwartz conducted field visits to collect relevant information pertaining to the site, the surrounding street network, parking regulations, parking occupancy, traffic volumes, traffic controls, lane geometry, and infrastructure at the study intersections. Based on these characteristics, baseline intersection capacity and area parking capacity was evaluated to establish baseline conditions for the study area, as described in the following sections.

2.1. Area Land Uses & Connectivity

The site is the block bounded by Liberty Drive, Willow Avenue, Wheaton Avenue, and Hale Street in Wheaton, Illinois. The block is currently occupied by several uses including an office building, a drive-through bank, several businesses converted from single-family buildings, and an Egg Harbor restaurant estimated to be approximately 4,900 square feet based on aerial imagery. The site is located within Wheaton's downtown commercial district, with a mix of retail, office, and residential uses in close proximity.

St. Michael Catholic Church and Parish School neighbors the subject site to the southwest, diagonally across the intersection of Willow Avenue and Wheaton Avenue. The church and school occupy the block bounded by Willow Avenue, Wheaton Avenue, Illinois Street, and West Street. The site is also located immediately south of the Union Pacific West Metra line, which generally runs east and west through Wheaton between Front Street and Liberty Drive. The Wheaton Metra Station is located approximately 900 feet to the north and west of the site on foot. Based on schedules published on the Metra website, approximately four to five total trains are expected to stop at the Wheaton Metra stop during each morning and evening peak hour.

The subject site is located approximately 680 feet west of Main Street and approximately 1,600 feet west of Naperville Road, which provide connectivity to the north and south, respectively. Illinois Route 38 (Roosevelt Road) is located approximately 2,000 feet to the south of the site and provides regional east-west connectivity, including to a full interchange with Interstate 355 (I-355) approximately three and a half miles to the east.

Pace, a suburban transit provider, also provides regional connection to the study area daily, with three routes terminating near the Wheaton Metra Station. Pace Routes 301, 711, and 714 provide connections to the Chicago Transit Authority (CTA) Blue Line Forest Park Transit Center to the east, to Addison to the northeast, and to the College of DuPage to the south, respectively. A stop for Route 714 is provided immediately adjacent to the proposed site at the southwest corner of Liberty Drive and Hale Street, and an additional stop servicing the 714 and 301 Routes is provided on the northeast corner of this intersection. Based on the proximity and frequency of both rail and bus transit options, the proposed redevelopment is considered a Transit-Oriented Development (TOD).

2.2. Existing Street Characteristics

Field data collection was performed along the primary study roadways of Front Street, Liberty Drive, Willow Avenue, West Street, Wheaton Avenue, Hale Street, and Main Street. Unless otherwise noted, all roadways are under the jurisdiction of the City of Wheaton. Descriptions of these roadways are provided below.

Liberty Drive is an east-west, two-way Local Roadway that runs along the northern boundary of the subject site. At its signalized intersection with West Street, Liberty Drive provides a dedicated left-turn lane and a shared through/right-turn lane in each direction. Liberty Drive provides a single approach lane in each direction at its intersections with Wheaton Avenue (two-way stop controlled), Hale Street (all-way stop controlled), and Main Street (signalized). Between Wheaton Avenue and Main Street, Liberty Drive provides angled parking on the north side of the street and parallel parking on the south side of the street. A 20 MPH speed limit is posted on Liberty Drive.

Willow Avenue is an east-west, two-way Local Roadway that runs along the southern boundary of the subject site. At its western extent, Willow Avenue terminates at a T intersection with West Street, where it provides a dedicated left-turn lane and a dedicated right-turn lane on its minor-leg stop-controlled approach. At its all-way stop-controlled intersections with Wheaton Avenue and Hale Street, Willow Avenue provides a single approach lane in each direction. At its signalized intersection with Main Street, Willow Avenue provides a dedicated left-turn lane and a shared through/right-turn lane on the east and west legs. Parallel parking is provided on Willow Avenue on the north side of the street between West Street and Main Street, with additional parallel parking on the south side between Wheaton Avenue and Hale Street. Angled parking is provided on the south side of the street between Hale Street and Main Street. A 20 MPH speed limit is posted on Liberty Drive.

Wheaton Avenue is one-way southbound Local Roadway that runs along the western boundary of the subject site. At its two-way stop-controlled intersection with Liberty Drive, Wheaton Avenue provides dedicated left-turn, through, and right-turn lanes. At its all-way stop-controlled intersection with Willow Avenue, Wheaton Avenue was assumed to provide a shared through/left-turn lane and a shared through/right-turn lane based on the stop bar width. Between Liberty Drive and Willow Avenue, Wheaton Avenue provides parallel parking on the west side of the street and has a 20 MPH speed limit posted.

Hale Street is one-way northbound Local Roadway that runs along the eastern boundary of the subject site. At its all-way stop-controlled intersections with Liberty Drive and Willow Avenue, Hale Street provides a dedicated left-turn lane and a shared through/right-turn lane on the northbound approaches. This configuration was assumed at Willow Avenue based on the width of the stop bar. Between Liberty Drive and Willow Avenue, Hale Street provides parallel and angled parking on the west and east sides of the street, respectively. Hale Street has a posted speed limit of 20 MPH in the study area.

West Street is a north-south Major Collector that runs approximately 430 feet to the west of Wheaton Avenue. South of Front Street, West Street transitions from a three-lane section (one lane in each direction and a center median for left-turn lanes) to a four-lane section (two lanes in each direction with no median). At its signalized intersection with Front Street, West Street provides dedicated through and left-turn lanes on its southbound approach and dedicated through and right-turn lanes on its northbound approach. At its signalized and two-way stop-controlled intersections with Liberty Drive and Willow Avenue, West Street provides two travel lanes in each direction with shared turn lanes. On-street parking is generally prohibited on West Street. A 25 MPH speed limit sign is posted on West Street north of Front Street, with a 30 MPH speed sign posted south of Willow Avenue. For the purposes of this study, a 30

MPH speed limit was assumed south of Liberty Drive to match the posted speed limit on West Street south of Willow Avenue, which provides a similar cross-section.

Main Street is a north-south Minor Arterial that runs approximately 440 feet to the east of Hale Street. At its signalized intersection with Front Street, Main Street provides dedicated through and left-turn lanes on its southbound approach and dedicated through and right-turn lanes on its northbound approach. At its signalized intersections with Liberty Drive and Willow Avenue, Main Street provides a dedicated left-turn lane and a shared through/right-turn lane on each approach. Between Liberty Drive and Willow Avenue, Main Street provides parallel parking on both sides of the street and has a posted speed limit of 20 MPH.

Front Street is a one-way eastbound Major Collector that runs to the north of the Union Pacific West Metra Line. At both of its signalized intersections with West Street and Main Street, Front Street provides a shared through/left-turn lane and a shared through/right-turn lane. Between West Street and Hale Street, on-street parallel parking is provided on both the north and south sides of the street. Between Hale Street and Main Street, angled parking is provided along portions of the north and south sides of the street. A 25 MPH speed limit sign is posted on Front Street to the west of the study area.

2.3. Existing Parking Supply & Utilization

The public parking supply surrounding the block of the site is subject to a variety of restrictions, including municipal leased parking, four-hour, three-hour, and free, unrestricted customer parking. Surface parking lots for private use are also present within the study area and on the redevelopment site. The majority of this private parking supply is reserved for tenant use by the existing office buildings that would be redeveloped as part of the proposed project, but two surface lots (one on the redevelopment site and one to the immediate east on Hale Street) are reserved for use by Egg Harbor Restaurant. ***Figure 2*** illustrates the area parking supply reviewed as part of this study, including the nature of parking restrictions and the existing Egg Harbor surface lots located near the site. Since the private surface lots used for purposes other than Egg Harbor will be removed as part of the redevelopment project, along with the tenants who currently utilize those lots, these private lots were excluded from the parking analysis.

Parking inventory and sample utilization counts were conducted in the area immediately adjacent to the site on Saturday, March 5, 2022, from 9:00 to 11:00 AM in order to coincide with peak activity at the existing Egg Harbor restaurant. The results of the parking survey, along with the existing supply in each lot, are summarized in ***Table 1***. It should be noted that several parking facilities are available outside of this specific study area and within a three to five-minute walking distance of the site, including Municipal Lot #4 and two public parking structures.

Table 1. Existing Saturday Parking Demand by Area

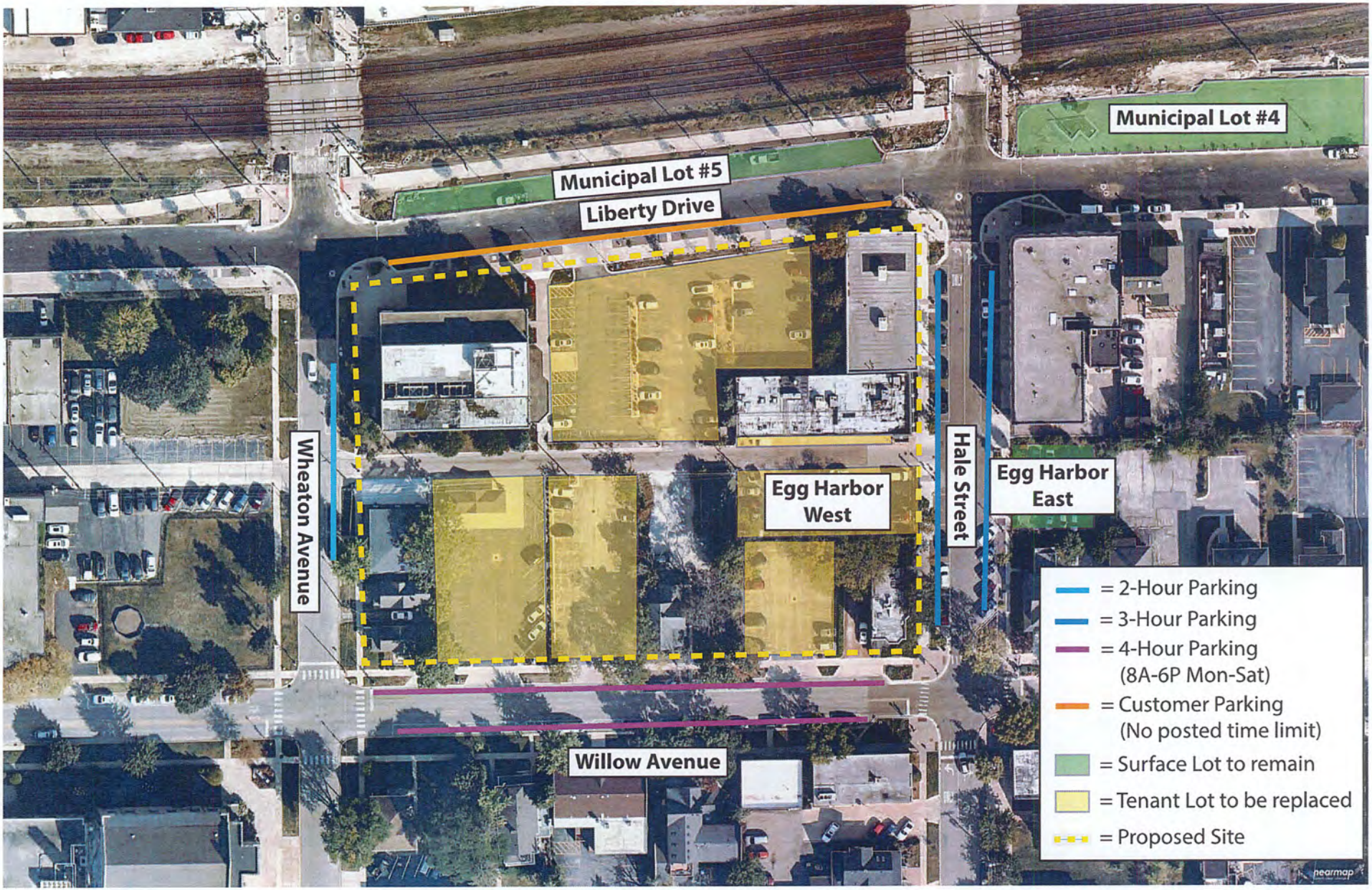
Location	Type	Parking Supply	Saturday AM	
			9-10	**10-11**
Willow Avenue	4-hr 8AM-6PM Mon-Sat	17	6	6
Wheaton Avenue	2-hr	5	-	1
Liberty Drive	Free Customer	13	7	7
Hale Street	3-hr Customer	19	17	16
Municipal Lot #5	Leased Mon-Fri, Public Sat-Sun	32	12	15
Egg Harbor Off-Street East	Reserved	11	9	8
Egg Harbor Off-Street West	Reserved	22	22	20
Total		*119*	*73*	*73*
Percent Occupancy			*61%*	*61%*

Source: Parking data collection by Sam Schwartz on Saturday, March 5, 2022, 9:00-11:00AM

As shown in the table, Saturday parking occupancy was recorded at 61 percent, with 46 parking spaces available at any given time on the block during the typical peak of Egg Harbor activity. It is noted that weekday parking demand in the overall area would be expected to be higher than typical Saturday demand, while Egg Harbor parking demand specifically would be expected to be lower on a weekday than a Saturday.

N

Not to Scale



Sam Schwartz

Figure 2

Existing Parking Supply

2.4. Baseline Traffic Volumes

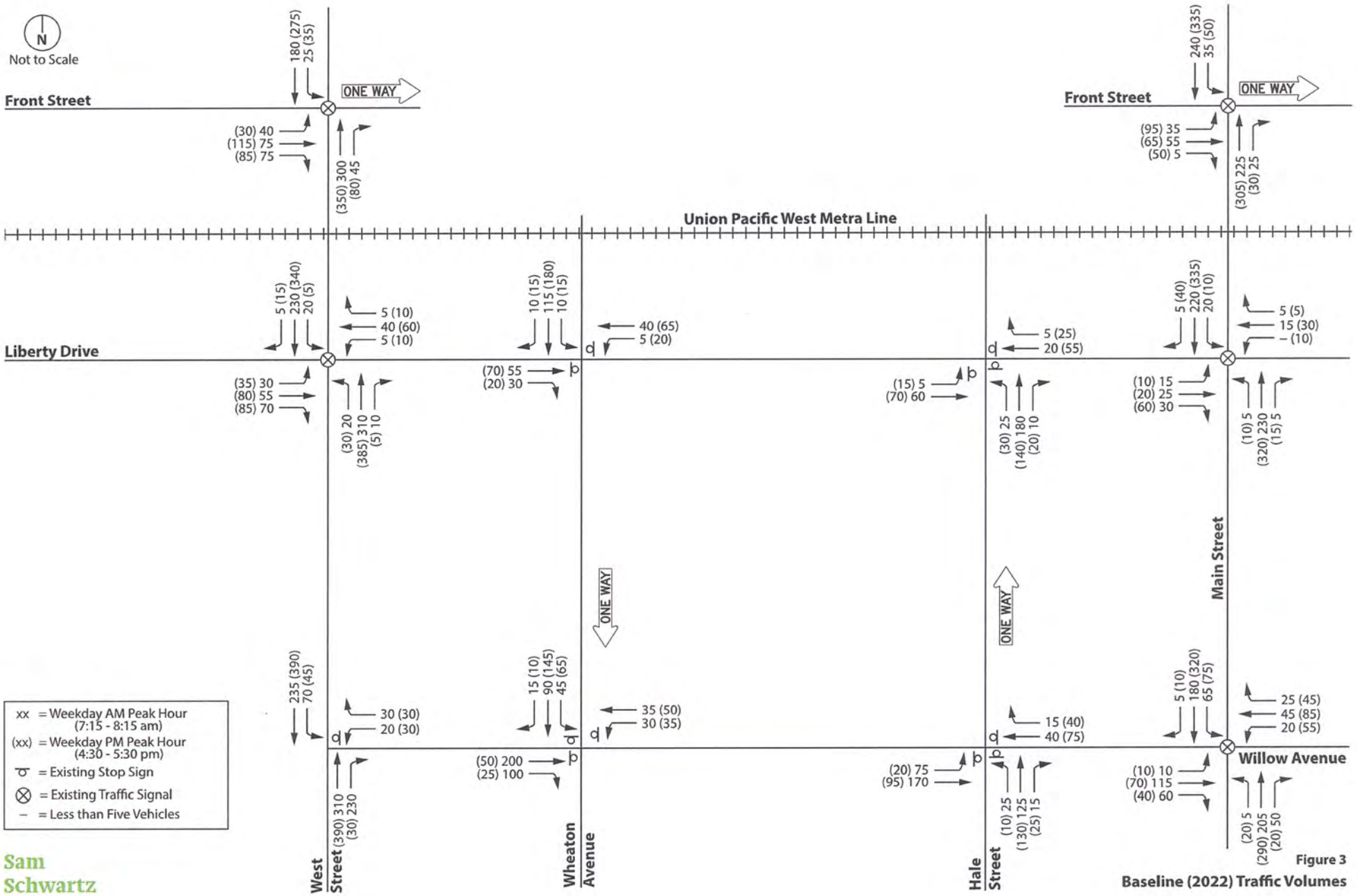
Sam Schwartz conducted intersection turning movement counts (TMCs) in January 2022 at the following locations in order to identify existing traffic volumes:

- Front Street and West Street
- Front Street and Main Street
- Liberty Drive and West Street
- Liberty Drive and Wheaton Avenue
- Liberty Drive and Hale Street
- Liberty Drive and Main Street
- Willow Avenue and West Street
- Willow Avenue and Wheaton Avenue
- Willow Avenue and Hale Street
- Willow Avenue and Main Street

Counts were performed during the weekday morning and evening peak periods (7:00-9:00AM and 4:00-6:00PM respectively) to coincide with the peak activity on the area roadway network. Based on the resulting count data, peak hours occurred from 7:15-8:15AM and from 4:30-5:30PM during the weekday morning and evening peak periods, respectively. It is important to note that the morning peak hour captures the peak student arrival times at St. Michael Parish School (approximately 7:20-7:40AM), while the evening peak hour occurs after school dismissal activity.

To supplement these peak period counts and account for the current COVID-19 pandemic, Sam Schwartz obtained historical Average Daily Traffic (ADT) data on West Street, Wheaton Avenue, Hale Street, Main Street, and Front Street from the Illinois Department of Transportation (IDOT) website for the most recent reporting year. Of these roadways, the most recent ADT value prior to the pandemic was provided for West Street (2019). Based on ADT values provided for 2019 and 2020, Sam Schwartz derived a growth factor of 1.35. For all roadways in the study network, morning and evening peak hour traffic volumes were adjusted to a pre-COVID-19 baseline condition based on this growth factor. It should be noted that this approach likely represents a conservative estimate of existing traffic in the evening peak hour, as anecdotal evidence has indicated that volumes have largely reverted to pre-pandemic conditions.

The volume network was then balanced throughout the study area, establishing a baseline Year 2022 volume network. The resulting traffic volumes for Baseline Year 2022 during the weekday morning and weekday evening peak hours are illustrated on ***Figure 3***. Summaries of the raw TMC counts are contained in the Appendix.



Sam Schwartz

Figure 3
Baseline (2022) Traffic Volumes

2.5. Baseline Intersection Operations

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A reflecting the lowest level of vehicular delay and LOS F being the highest. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions. During peak periods, it is not uncommon for heavily traveled suburban arterial roadways to operate at LOS E or LOS F due to a combination of heavy demand and physical constraints.

LOS at a signalized intersection is defined in terms of average control delay (measured in seconds per vehicle), which is portion of total delay experienced by a motorist that is attributable to the traffic signal. LOS A describes operations with minimal delays (up to 10 seconds per vehicle), while LOS F describes operations with delays in excess of 80 seconds per vehicle. At intersections with long cycle lengths, the quantity of red time that is allocated to an approach or movement may near or exceed that 80-second threshold, increasing the likelihood of poor LOS. The LOS criteria for signalized intersections, as defined in the Highway Capacity Manual, Sixth Edition (HCM), are provided in ***Table 2***.

Table 2. LOS Criteria for Signalized Intersections

Level of Service (LOS)	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 20.0 seconds
C	> 20.0 and ≤ 35.0 seconds
D	> 35.0 and ≤ 55.0 seconds
E	> 55.0 and ≤ 80.0 seconds
F	> 80.0 seconds

Transportation Research Board. Highway Capacity Manual, Sixth Edition.

It should be noted that peak hour signal timings at all signalized study intersections were based on field observations performed during the evening peak period, since signal timing plans were not available from the City of Wheaton at the time of analysis. The cycle lengths and split timings observed during the evening peak period were also assumed for the morning peak hour.

For unsignalized intersections, total delay is defined as the total elapsed time from the moment a vehicle stops at the back of the queue until the vehicle departs from the stop bar on the stop-sign-controlled approach. This includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The LOS thresholds for unsignalized intersections, which differ from those for signalized intersections, are summarized in ***Table 3***.

Table 3. LOS Criteria for Unsignalized Intersections

Level of Service (LOS)	Average Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds

Transportation Research Board. Highway Capacity Manual, Sixth Edition.

Capacity analysis was performed to analyze the study intersections for the weekday peak hours using Synchro 11 capacity analysis software. Synchro's *Lanes, Volumes, and Timings* report was used to evaluate intersection capacity at the signalized intersections. For unsignalized study intersections, the *HCM 6th Edition* report was referenced. The results of these analyses are summarized below in ***Table 4*** and are discussed below. The Synchro worksheets containing the intersection analyses are included in the Appendix.

Table 4. Baseline (Year 2022) Levels of Service

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Front Street / West Street[1]				
Eastbound	40.5	D	41.1	D
Northbound	2.0	A	1.9	A
Southbound	34.1	C	37.5	D
Intersection	*20.8*	*C*	*22.6*	*C*
Front Street / Main Street[1]				
Eastbound	45.5	D	49.4	D
Northbound	3.8	A	4.0	A
Southbound	32.4	C	36.0	D
Intersection	*22.9*	*C*	*27.5*	*C*

Table 4. Baseline (Year 2022) Levels of Service (Continued)

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Liberty Drive / West Street[1]				
Eastbound	22.5	C	26.5	C
Westbound	31.1	C	31.5	C
Northbound	25.9	C	27.2	C
Southbound	0.7	A	0.4	A
Intersection	*17.5*	*B*	*18.3*	*B*
Liberty Drive / Wheaton Avenue[2]				
Eastbound	10.3	B	11.2	B
Westbound	10.8	B	11.9	B
Southbound (Left)	7.2	A	7.3	A
Liberty Drive / Hale Street[3]				
Eastbound	8.1	A	8.3	A
Westbound	8.1	A	8.1	A
Northbound	9.5	A	9.1	A
Intersection	*9.1*	*A*	*8.7*	*A*
Liberty Drive / Main Street[1]				
Eastbound	32.1	C	20.1	C
Westbound	44.3	D	45.9	D
Northbound	23.1	C	28.2	C
Southbound	0.8	A	1.0	A
Intersection	*15.4*	*B*	*16.2*	*B*
Willow Avenue / West Street[2]				
Westbound	14.6	B	13.3	B
Southbound (Left)	9.3	A	8.4	A
Willow Avenue / Wheaton Avenue[3]				
Eastbound	14.3	B	8.1	A
Westbound	9.3	A	8.5	A
Southbound	10.3	B	9.2	A
Intersection	*12.5*	*B*	*8.8*	*A*

Table 4. Baseline (Year 2022) Levels of Service (Continued)

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Willow Avenue / Hale Street[3]				
Eastbound	11.8	B	8.9	A
Westbound	8.5	A	8.3	A
Northbound	10.6	B	9.5	A
Intersection	*11.0*	*B*	*9.0*	*A*
Willow Avenue / Main Street[1]				
Eastbound	15.3	B	12.0	B
Westbound	12.8	B	13.7	B
Northbound	17.2	B	17.9	B
Southbound	14.1	B	16.8	B
Intersection	*15.3*	*B*	*16.0*	*B*

[1]Signalized Intersection
[2]Two-Way Stop-Controlled Intersection
[3]All-Way Stop-Controlled Intersection

As shown, all approaches in the study area are shown to operate acceptably at LOS D or better during both the morning and evening peak hours. It was noted that trains run through the study area north of Liberty Drive, including the Union Pacific West Metra line which is scheduled to stop at the station four to five times during each of the peak hours. The capacity analysis model prepared for this study reflects expected traffic operations during the busiest 15 minutes of each peak hour absent the presence of train activity. It was also previously noted in this report that St. Michael Parish School traffic is captured during the morning peak hour analyzed, while school dismissal activity occurs before the evening peak hour and is not specifically captured in the capacity analysis. To better understand the impact of school traffic on the surrounding public street network, Sam Schwartz conducted field observations during the school arrival and dismissal periods.

During the morning peak hour, parent vehicles related to St. Michael Parish School dropped off using a counterclockwise circulation within the school's Willow Avenue parking lot. Parent drop-off activity primarily occurred from 7:20-7:40AM along the west side of the school as school officials managed traffic to approach the school from the south using West Street to Willow Avenue. Northbound queues were noted in the right lane on West Street extending past Illinois Street; however, through traffic was able to bypass in the left lane. Buses dropped off on Wheaton Avenue between Willow Avenue and Illinois Street prior to 7:20AM according to school officials. Throughout the morning peak hour, four trains passed through the study area according to Metra timetables, stopping at the Wheaton Metra station. Vehicle queues related to train activity were not observed to extend beyond the immediately adjacent signalized intersections.

Observations were also conducted at St. Michael during the afternoon leading up to an approximate 2:15PM dismissal. During this time, school officials were stationed around the school actively managing parent pick-up activity which followed the same counterclockwise circulation within the parking lot as

morning drop off. Northbound queues were noted in the right lane on West Street from Willow Avenue and extending past Evergreen Street, breaking such that the queue did not block intersections. Northbound through traffic on West Street was able to bypass the staged vehicles using the left lane, as in the morning. Parents were also observed parking in available spaces within the study area and walking to pick up students. Buses staged primarily on Wheaton Avenue between Willow Avenue and Illinois Street. Wheaton Avenue was temporarily closed via traffic cones south of Willow Avenue from approximately 2:05-2:15PM to allow students to cross at the intersection. During this time, southbound traffic was forced to turn right or left at the intersection of Wheaton Avenue with Willow Avenue. School traffic cleared by approximately 2:25PM. Similar to most schools, afternoon dismissal is a time of more intensive activity than morning drop off, but it does not coincide with the typical peak hour of the street. Overall, the school's traffic plan resulted in traffic activity that was organized, well managed, and limited in duration.

During observations in the evening peak period (noted previously to occur from 4:30 to 5:30PM), no school related traffic was noted. Three to four trains were observed stopping at the station. Trains dwelled for approximately one to two minutes and queuing was observed at signalized study intersections adjacent to the railway. Queuing was observed to dissipate within one signal cycle length and was not observed to extend to adjacent intersections.

03. Future Conditions

In order to evaluate future intersection operations, traffic volumes were forecasted for a "Build-plus-five" design year to account for additional background growth. With the expectation that the proposed redevelopment would be completed by Year 2024, a Year 2029 design year was utilized. Future traffic forecasting was based on two main factors: background traffic growth and trips generated by the proposed redevelopment. Based on the resulting projections, capacity analyses were prepared to evaluate future operational conditions with and without completion of the proposed redevelopment. The findings and resulting recommendations are discussed in this section of the report.

3.1. Area Improvement Plans

Based on communication with the City of Wheaton, there are no planned improvements affecting the study area intersections. As such, no improvements other than those recommended as a part of this study are included in Future Year 2029 conditions.

3.2. Site Development Plan

As proposed, the subject site would be developed to include a 7-story, 334-unit multi-family residential building. Additionally, the existing Egg Harbor restaurant located at the southwest corner of Liberty Drive and Hale Street would be incorporated into 4,502 square feet of the redevelopment's ground floor, slightly smaller than the estimated 4,900-square-foot building currently occupied by the restaurant. The redevelopment would replace all other existing uses on the block including an office building, a bank drive-through, several other individual commercial uses, the existing east-west alley, and the surface parking lots serving these uses.

The redevelopment plan for the subject site includes the construction of a total of 436 structured parking spaces split between the first two levels of the building. Of those 436 spaces, 17 spaces will be reserved for Egg Harbor employees to help offset the loss off surface parking spaces immediately south of the existing Egg Harbor building currently reserved for Egg Harbor use.

Access to parking would be provided via two full-access driveways: one on Willow Avenue and one on Wheaton Avenue, labeled as Access 1 and Access 2, respectively, for the purposes of this study. On Willow Avenue, Access 1 would replace five existing curb cuts. A third access driveway serving the loading dock would be located on the east side of the redevelopment to Hale Street, replacing the existing alley entrance. Additionally, according to the site geometric layout plan (*C2.0 Site Layout Plan*), a 40-foot loading zone on the south side of Liberty Drive would be provided for drop-off/pick-up activity at the main residential lobby. Also, according to the site geometric layout plan, it is expected that there would be a net gain of approximately seven additional on-street parking spaces on the block with the consolidation of existing curb cuts along the proposed site's frontage. The layout plan is included in the Appendix.

3.3. Projected Parking Demand

To assess the adequacy of the residential parking supply after completion of the proposed redevelopment, Sam Schwartz analyzed typical weekday and weekend conditions. While traffic activity for residential uses is typically highest during weekday morning and evening periods due to the concentration of commuting patterns during these hours, parking demand is typically highest on weekends when residents are off work and at home more. Using the Institute of Transportation Engineers

(ITE) Parking Generation Manual, 5th Edition, site-generated peak parking projections were calculated for the 334-unit building according to data provided for the relevant ITE Land Use Code (LUC). The parking characteristics of the residential portion of the redevelopment were assumed to be best represented by the Multifamily Housing (Mid-Rise) category (ITE LUC 221) which corresponds to residential buildings that are between three and ten stories tall. Within LUC 221, the ITE manual provides data for a range of settings, from General Urban/Suburban to Dense Multi-Use Urban and Center City Core. Given the presence of good pedestrian connectivity and its proximity to the Wheaton Metra Station, the study area best fits the ITE definition of General Urban/Suburban (<1/2 mile to rail transit); as such, data for this setting was utilized for the purposes of this evaluation. ITE parking demand data is shown in ***Table 5***, and excerpts from Parking Generation are included in the Appendix.

Table 5. ITE Parking Generation Data

Land Use	Unit (X)	Peak Parking Demand (T)	
		Weekday	Saturday
Multifamily Housing – Mid-Rise (LUC 221)	Dwelling Units	T = 1.22(X) – 31.38	T = 1.15(X)

Using the above ITE data, peak parking demand, including residents and guests, was estimated and is summarized below in ***Table 6*** compared to the provided supply.

Table 6. Projected Residential Parking Demand

Land Use	Unit (X)	Peak Parking Demand (T)	
		Weekday	Saturday
Multifamily Housing – Mid-Rise (LUC 221)	334 Dwelling Units	377	385

As mentioned, within the 436-space parking structure, 17 spaces will be reserved for Egg Harbor employees leaving 419 spaces for use by residents and guests. This provides residential parking at a ratio of approximately 1.25 spaces per dwelling unit. This structure would be expected to sufficiently accommodate the projected peak demand of 385 vehicles, representing 92 percent parking occupancy. Parking industry standards typically consider parking lots with familiar users (such as residents) at functional capacity if peak occupancy is 95 percent or higher, and so the 92 percent peak occupancy projected for the residential garage exceeds this standard.

Most of this redevelopment currently falls within the Downtown Parking Overlay District which requires 0.78 parking spaces per 1,000 square feet of residential floor area according to the City of Wheaton's Zoning Ordinance. Assuming a gross residential floor area of 392,608 square feet (gross building area minus parking area minus retail space), the proposed parking capacity would equate to approximately 1.07 spaces per 1,000 square feet of GFA, exceeding the city's ordinance. The portion of the site along Hale Street that would accommodate Egg Harbor falls within the C2 Zoning District where no off-street parking is required by ordinance.

Considering full accommodation of resident and guest parking within the structure, demand for off-site parking spaces was calculated excluding residential demand. Under proposed conditions, parking for Egg Harbor would be include 17 reserved (employee) spaces in the new parking structure, as well as available on-street parking in the study area and the 11-space surface parking lot located on the east side of Hale Street across from the site, which is to remain. Redevelopment of the site would result in a net loss of five reserved Egg Harbor parking spaces (22 surface parking spaces eliminated immediately south of the existing Egg Harbor building and 17 replaced within the new structure). The parking utilization survey indicated that those 22 surface parking spaces were fully occupied during a peak Saturday morning condition (9:00-10:00AM). On weekend mornings when Egg Harbor parking demand is typically highest, it was documented during field data collection that at least 46 parking spaces were available on-street immediately adjacent to the site and within the Egg Harbor lot to remain to accommodate the displaced demand (up to 5 vehicles). In addition, several parking facilities are available outside of this specific study area and within a three to five-minute walking distance of the restaurant.

3.4. Trip Generation

Based on the anticipated land use, site-generated trips were projected using the ITE manual Trip Generation, 11th Edition according to data provided for the relevant LUC. The trip generation characteristics of the residential portion of the redevelopment were assumed to be best represented by the Multifamily Housing (Mid-Rise) category (ITE LUC 221) which corresponds to residential buildings that are between three and ten stories tall. This LUC matches that utilized in parking generation in Section 3.3 of this report.

As previously stated, the existing Egg Harbor restaurant located at the southwest corner of Liberty Drive and Hale Street would be relocated to occupy the first-floor retail space of the proposed redevelopment. As such, vehicular demand associated with the Egg Harbor restaurant was assumed to be accounted for in the baseline traffic volumes described in Section 2.4 (Baseline Traffic Volumes). However, to provide a conservative estimate of future area traffic, Sam Schwartz also estimated site-generated auto trips associated with the restaurant use according to the High-Turnover Sit-Down Restaurant category (ITE LUC 932). Based on Egg Harbor's current opening hours (with closing at 2:00PM), site-generated trips were calculated only for the morning peak hour. Based on these assumptions, the corresponding trip generation rates and equations used from Trip Generation are shown below in ***Table 7***.

Table 7. ITE Trip Generation Data

Land Use	Independent Variable	Weekday		
		Daily	Morning Peak	Evening Peak
Multifamily Housing Mid-Rise (LUC 221)[1]	Dwelling Units	T = 4.77(X) – 46.46 50% in / 50% out	T = 0.58(X) – 16.32 23% in / 77% out	T = 0.49(X) + 5.76 59% in / 41% out
High-Turnover Sit-Down Restaurant (LUC 932)	1,000 SF	T = 107.2(X) 50% in / 50% out	T = 9.57(X) 55% in / 45% out[1]	N/A[2]

[1]Peak hour trips are Person Trips.
[2]Evening peak hour trips were not calculated based on the restaurant's projected hours of business.
T = Trips Generated
X = Independent variable

Given the site's location within a downtown area and in close proximity to transit, the estimated person trips developed according to ITE data were adjusted to reflect the varying modes of travel utilized by area residents. Based on average Census data for the Census Tract including the study area from years 2015-2019, approximately 30 percent of residents travel to and from work via non-auto modes of transportation. While Trip Generation provides a means for applying non-automotive reductions through the General Urban/Suburban (<1/2 mile to rail transit) subcategory for this land use, Sam Schwartz opted to reduce vehicular trips using the more area-specific Census data. This level of non-auto mode split is likely attributable to the nearby Metra station. To conform to these mode share trends, the projected trips for the residential use were reduced by 30 percent in order to estimate auto trips for the proposed redevelopment. Census tract data is included in the Appendix.

Based on the proposed restaurant's location within a walkable downtown area and as a part of a residential redevelopment, some portion of site trips would be expected to access the site via non-auto methods. However, to provide a conservatively high estimate of traffic, no reductions to account for mode split or internal capture were incorporated into projections for the restaurant use. The resulting vehicular trip generation projections for the proposed site are shown in ***Table 8***. Vehicles were rounded to the nearest multiple of five for the purposes of this study.

Table 8. Weekday Trip Generation Estimates

Land Use		Daily	AM Peak			PM Peak		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Multifamily Housing Mid-Rise (LUC 221)	334 Dwelling Units	1,550	40	135	175	100	70	170
	Minus Non-Auto Mode Share (30%)	-470	-10	-40	-50	-30	-20	-50
	Subtotal	*1,080*	*30*	*95*	*125*	*70*	*50*	*120*
High-Turnover Sit-Down Restaurant (LUC 932)	4,500 SF	480	25	20	45	-	-	-
	Total	**1,560**	**55**	**115**	**170**	**70**	**50**	**120**

3.5. Site Trip Assignment

The directional distribution of site-generated traffic is a function of several variables, including existing travel patterns, characteristics of the area street network and traffic control, and peak hour congestion within the study area. The assumed trip distribution percentages are a best estimate using engineering judgment, familiarity with the area, and logical travel paths to likely origins and destinations for site users. The anticipated directional distribution for vehicle trips to and from the residential portion of the site are shown on ***Figure 4***. The anticipated distribution for restaurant-related trips is shown on ***Figure A1*** in the Appendix.

Using the distributions and routing patterns, site-generated trips were assigned to the study intersections. Half of all inbound and outbound vehicles were assigned to each access based on a roughly even

distribution of parking spaces on each level and no available cross-access. Trips associated with the restaurant use were assumed to utilize street parking on Liberty Drive between Wheaton Avenue and Hale Street for the purposes of a simplified assignment. A full discussion of parking supply and demand is included in Section 3.3. The resulting peak hour trip assignments for site-related traffic are illustrated on ***Figure 5***.

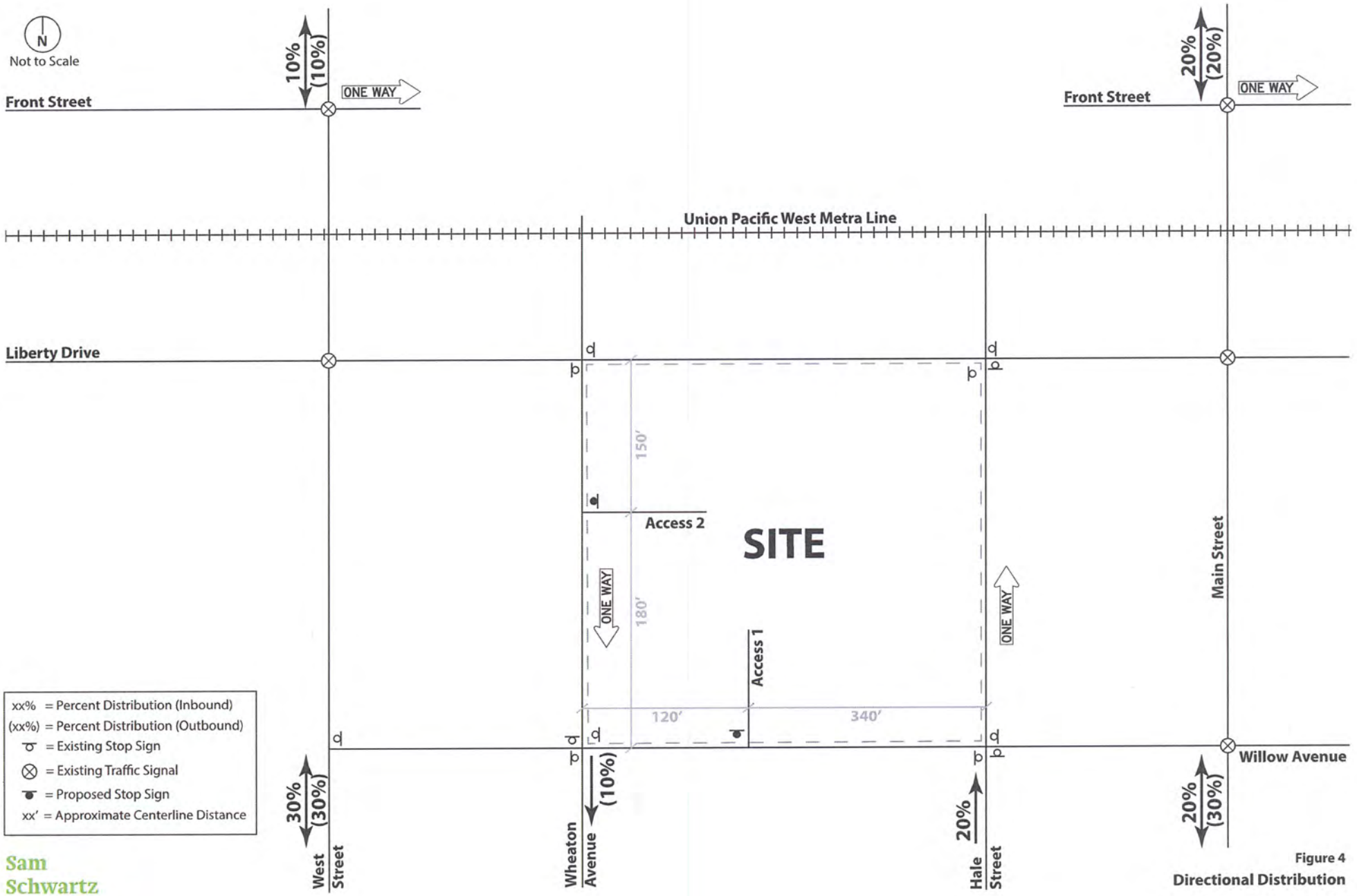


Figure 4
Directional Distribution

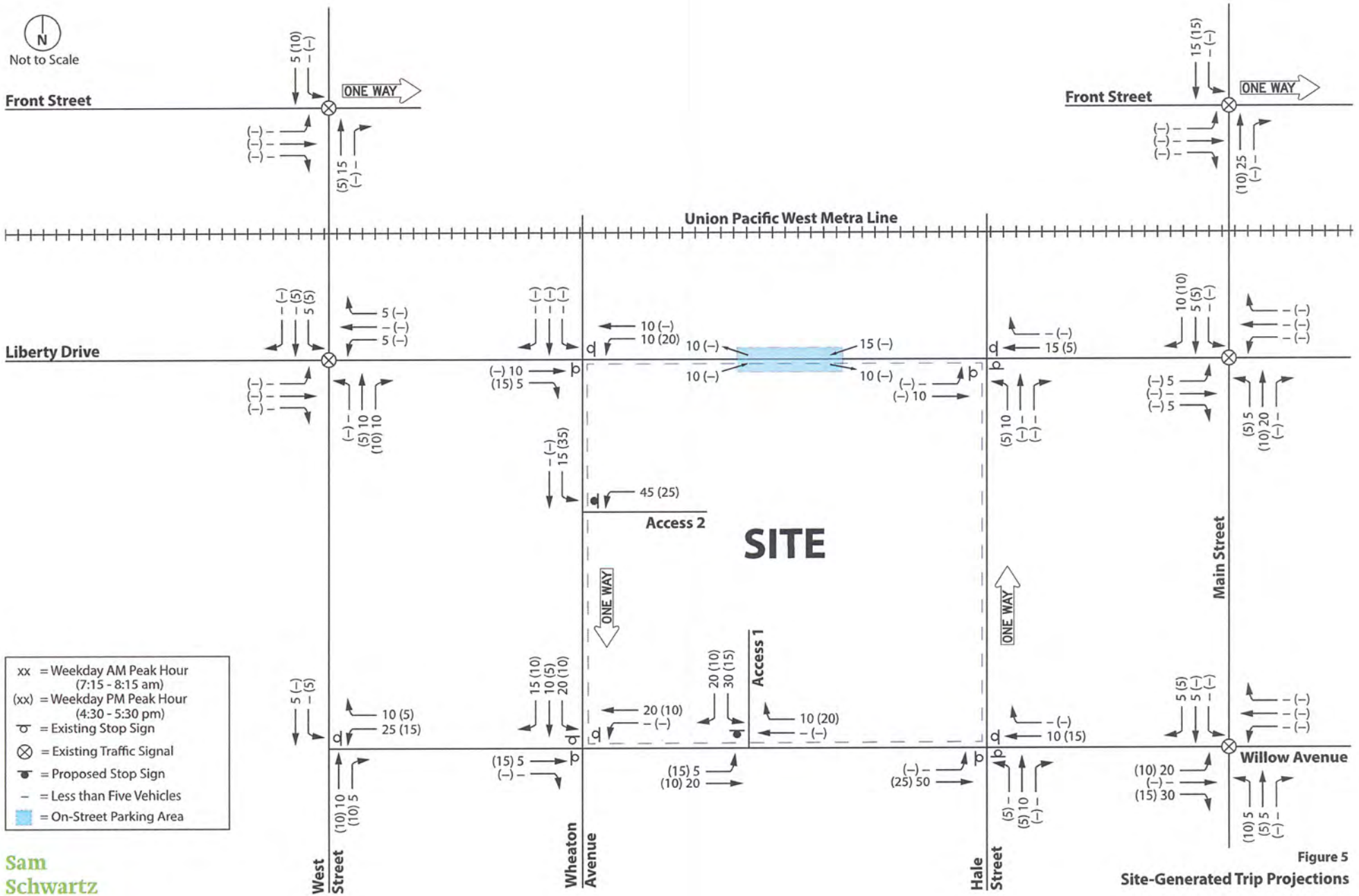


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Figure 5
Site-Generated Trip Projections

3.6. Future Traffic Projections

Future analysis was performed for Year 2029, reflecting Build-plus-five conditions given the proposed site's anticipated completion in Year 2024. In order to estimate future background traffic for the Year 2029 design horizon, Year 2050 ADT projections were obtained from the Chicago Metropolitan Agency for Planning (CMAP) for the major study roadways. Based on the projections provided, compounded annual growth rates were derived for each roadway, as summarized below:

- Front Street: 1.30%
- West Street: 1.30%
- Wheaton Avenue: 0.50%
- Hale Street: 0.50%
- Main Street: 0.50%

To provide a conservative estimate of growth, the 1.30 percent compounded annual growth rate projected for Front Street and West Street was applied to all baseline (Year 2022) traffic volumes in the study area. The resulting volumes were balanced across the study area and added to baseline volumes to yield Year 2029 Future No-Build traffic projections, illustrated on ***Figure 6***. Site-generated trips were then added to the study network, resulting in the Year 2029 Future Build traffic projections shown on ***Figure 7***.

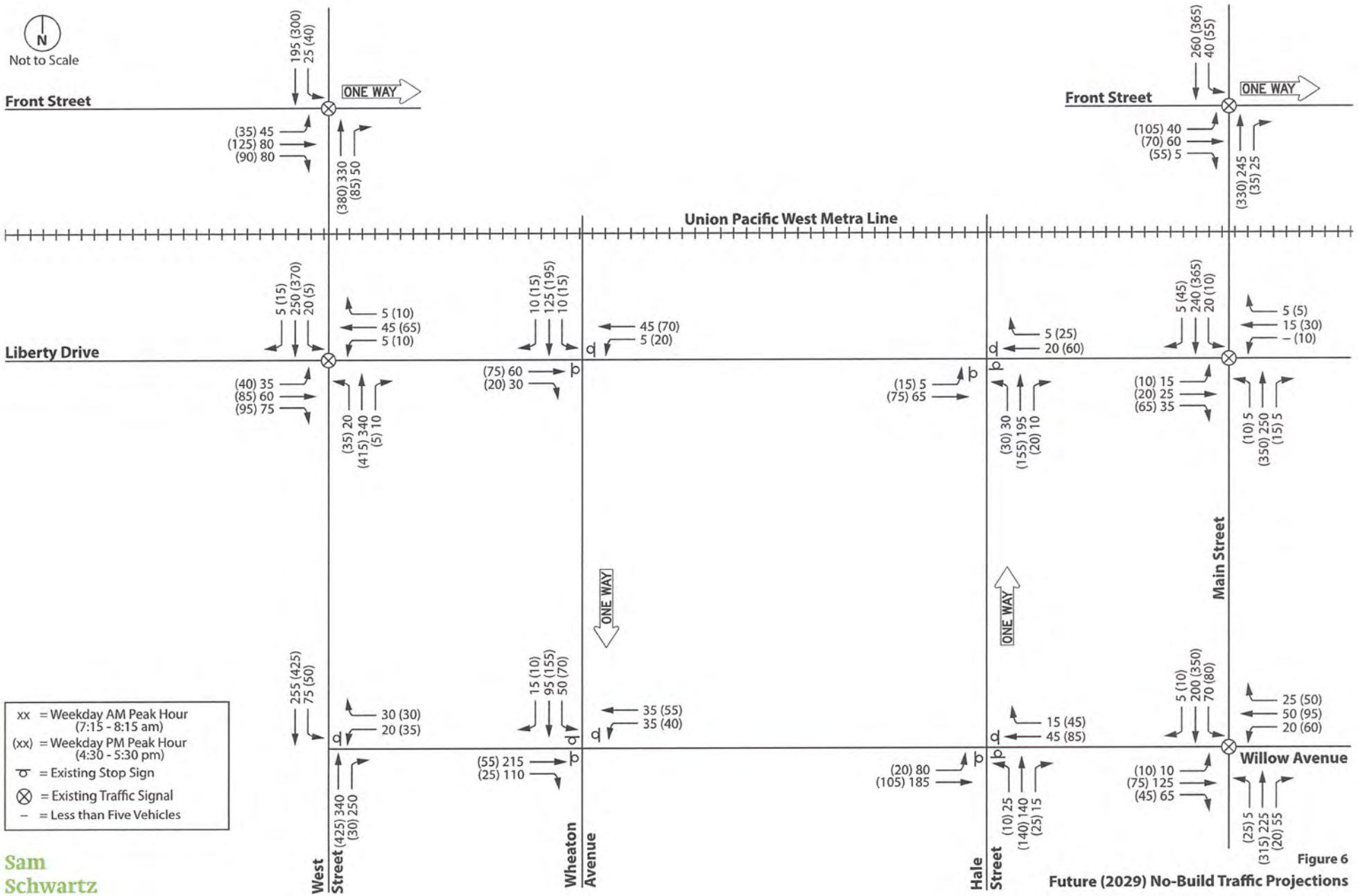

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Figure 6
Future (2029) No-Build Traffic Projections

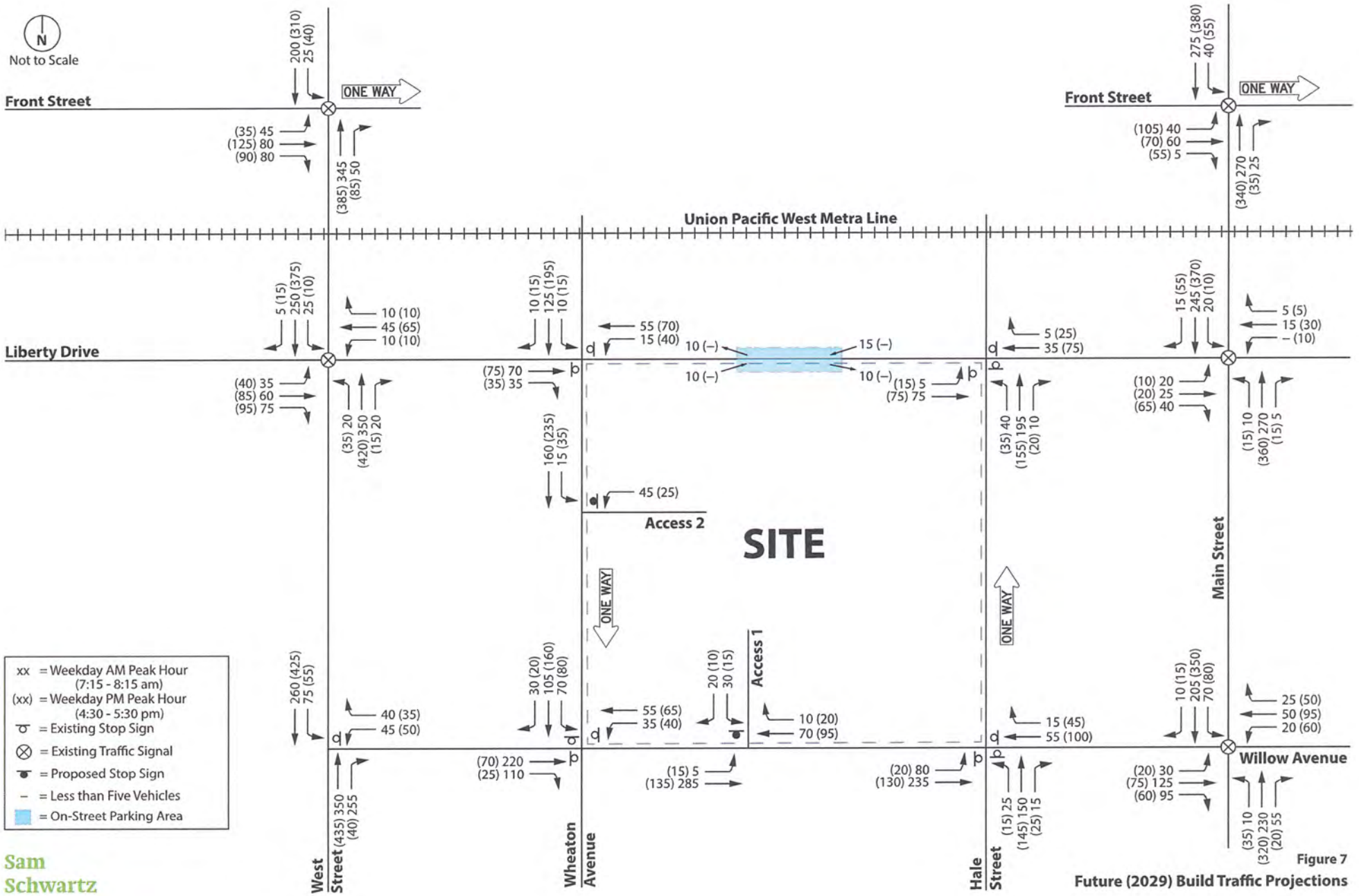

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Figure 7
Future (2029) Build Traffic Projections

3.7. Future Intersection Operations

Capacity analyses were conducted using Synchro 11 software to assess future traffic operations during the weekday morning and evening peak hours for the Future No-Build and Build conditions. The results of these analyses are detailed in the following sections.

Future No-Build Conditions

To assess the impact of background traffic on operations within the study area, capacity analyses were performed for the Year 2029 No-Build conditions. As noted previously, there are no planned improvements in the study area, and so no improvements were incorporated into the analysis of Future No-Build conditions. Based on this assumption, area traffic operations for this scenario are projected as shown in ***Table 9***.

Table 9. No-Build (Year 2029) Levels of Service

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Front Street / West Street[1]				
Eastbound	40.8	D	41.5	D
Northbound	2.1	A	2.0	A
Southbound	34.6	C	38.8	D
Intersection	*20.9*	*C*	*23.2*	*C*
Front Street / Main Street[1]				
Eastbound	45.7	D	50.2	D
Northbound	3.9	A	4.0	A
Southbound	33.1	C	37.6	D
Intersection	*23.4*	*C*	*28.3*	*C*
Liberty Drive / West Street[1]				
Eastbound	23.7	C	27.0	C
Westbound	31.3	C	31.6	C
Northbound	26.4	C	27.9	C
Southbound	0.7	A	0.5	A
Intersection	*18.0*	*B*	*18.7*	*B*
Liberty Drive / Wheaton Avenue[2]				
Eastbound	10.5	B	11.4	B
Westbound	10.9	B	12.1	B
Southbound (Left)	7.2	A	7.3	A

Table 9. No-Build (Year 2029) Levels of Service (Continued)

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Liberty Drive / Hale Street[3]				
Eastbound	8.2	A	8.4	A
Westbound	8.2	A	8.2	A
Northbound	9.6	A	9.4	A
Intersection	*9.2*	*A*	*8.9*	*A*
Liberty Drive / Main Street[1]				
Eastbound	31.1	C	19.6	B
Westbound	44.3	D	45.9	D
Northbound	23.9	C	31.3	C
Southbound	0.8	A	1.2	A
Intersection	*15.5*	*B*	*17.3*	*B*
Willow Avenue / West Street[2]				
Westbound	15.7	C	14.5	B
Southbound (Left)	9.7	A	8.6	A
Willow Avenue / Wheaton Avenue[3]				
Eastbound	16.3	C	8.3	A
Westbound	9.6	A	8.7	A
Southbound	10.8	B	9.3	A
Intersection	*13.9*	*B*	*9.0*	*A*
Willow Avenue / Hale Street[3]				
Eastbound	12.8	B	9.1	A
Westbound	8.7	A	8.6	A
Northbound	11.3	B	9.8	A
Intersection	*11.8*	*B*	*9.2*	*A*
Willow Avenue / Main Street[1]				
Eastbound	15.9	B	11.9	B
Westbound	13.1	B	14.2	B
Northbound	18.2	B	18.4	B
Southbound	14.5	B	17.9	B
Intersection	*15.9*	*B*	*16.7*	*B*

[1]Signalized Intersection, [2]Two-Way Stop-Controlled Intersection, [3]All-Way Stop-Controlled Intersection

As the table shows, intersection approaches are expected to operate at similar levels of delay under Future No-Build conditions as they do under baseline conditions, with all approaches operating at LOS D or better.

Future Build Conditions

To assess the impact of the proposed site on traffic operations within the study area, capacity analyses were performed for the Year 2029 Build conditions. Consistent with No-Build conditions, no background improvements were included in the Future Build analysis. Several improvement measures identified to accommodate site traffic, however, were included, as detailed below.

As stated previously, the proposed site would be served by proposed full-access driveways on Willow Avenue (Access 1) and Wheaton Avenue (Access 2). Each driveway should provide a single outbound lane and a single receiving lane and operate under minor-leg stop control. Since sidewalks are present along both Wheaton Avenue and Willow Avenue at the access locations, it is preferred that the new access drives be designed with a continuous sidewalk crossing the intersecting access drives, indicating its designation as pedestrian space. In addition, the driveway width that crosses the sidewalk should be limited to 24 feet to minimize the crossing distance for pedestrians. Stop bars and detectable gates should be positioned so that drivers would come to a full stop before encroaching on the pedestrian space, and building design should accommodate clear sight lines. Each intersection adjacent to the site block should continue to provide high-visibility crosswalks to accommodate the increase in pedestrian activity. Additional pedestrian improvements to consider should include curb extension/bump-outs at the intersection of Willow Avenue and Wheaton Avenue to shorten the pedestrian crossing distance.

Additionally, parking would be prohibited to provide an approximately 40-foot loading zone on the south side of Liberty Drive to accommodate drop-off/pick-up activity at the main residential lobby. This would be expected to accommodate two passenger vehicles or one delivery truck. Curbside activity within the loading should be monitored to confirm that adequate staging space is provided.

Based on these assumptions, a summary of the capacity results for the Year 2029 Build scenario is presented below in ***Table 10***.

Table 10. Build (Year 2029) Levels of Service

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Front Street / West Street[1]				
Eastbound	40.8	D	41.5	D
Northbound	2.1	A	1.9	A
Southbound	34.8	C	39.3	D
Intersection	*20.7*	*C*	*23.4*	*C*
Front Street / Main Street[1]				
Eastbound	45.7	D	50.2	D
Northbound	3.9	A	4.0	A
Southbound	33.7	C	38.4	D
Intersection	*23.2*	*C*	*28.6*	*C*
Liberty Drive / West Street[1]				
Eastbound	23.7	C	27.0	C
Westbound	31.4	C	31.6	C
Northbound	26.6	C	28.2	C
Southbound	0.7	A	0.5	A
Intersection	*18.4*	*B*	*18.8*	*B*
Liberty Drive / Wheaton Avenue[2]				
Eastbound	10.6	B	11.4	B
Westbound	11.3	B	12.7	B
Southbound (Left)	7.2	A	7.3	A
Liberty Drive / Hale Street[3]				
Eastbound	8.4	A	8.4	A
Westbound	8.5	A	8.5	A
Northbound	9.9	A	9.4	A
Intersection	*9.4*	*A*	*9.0*	*A*

Table 10. Build (Year 2029) Levels of Service (Continued)

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Liberty Drive / Main Street[1]				
Eastbound	33.0	C	19.6	B
Westbound	44.3	D	45.9	D
Northbound	24.6	C	32.5	C
Southbound	0.8	A	1.3	A
Intersection	*16.3*	*B*	*17.7*	*B*
Willow Avenue / West Street[2]				
Westbound	19.5	C	16.1	C
Southbound (Left)	9.7	A	8.7	A
Willow Avenue / Wheaton Avenue[3]				
Eastbound	19.8	C	8.6	A
Westbound	10.4	B	9.0	A
Southbound	11.9	B	9.6	A
Intersection	*15.9*	*C*	*9.3*	*A*
Willow Avenue / Hale Street[3]				
Eastbound	15.6	C	9.5	A
Westbound	9.2	A	8.9	A
Northbound	12.2	B	10.2	B
Intersection	*13.7*	*B*	*9.6*	*A*
Willow Avenue / Main Street[1]				
Eastbound	15.8	B	11.4	B
Westbound	13.1	B	14.2	B
Northbound	18.2	B	18.4	B
Southbound	14.7	B	18.0	B
Intersection	*15.9*	*B*	*16.6*	*B*
Willow Avenue / Access 1[2]				
Eastbound (Left)	7.5	A	7.5	A
Southbound	12.4	B	10.1	B
Wheaton Avenue / Access 2[2]				
Westbound	10.5	B	11.0	B

[1]Signalized Intersection, [2]Two-Way Stop-Controlled Intersection, [3]All-Way Stop-Controlled Intersection