Madison and Gunderson Place
435 Madison Street
Oak Park, Illinois 60302

Developer:	Michigan Avenue Real Estate Group, Chicago, IL
Architect:	Space Architects, Chicago, IL
Builder:	Vivify Construction, Chicago , IL
Leasing Consultant:	AvenueOne, Forest Park, IL
Civil Engineer:	Bono Consulting, Chicago, IL
Traffic Consultant:	Gewalt Hamilton, Vernon Hills, IL
Approvals:	JCSA Chicago, River Forest, IL
Date:	December 10, 2019 February 24, 2020 revised February 27, 2020 revised

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Madison and Gunderson Place
435 Madison Street
Oak Park, Illinois

PD Application - amended
Item 1

NARRATIVE - revised 2/27/20

Project Narrative

In response to resident's comments and comments and direction from Plan Commission members, the Applicant and the Developer's Design Team have revised and amended the Application for Plan Development in the following manner:

1. Redesign of the proposed building
   See the revised architectural plans, elevations and rendering.

2. Vehicle entrance moved to Madison Street
   See the revised site plan and landscaping plan.

3. Building massing refinements at the South building façade
   See the revised rendering and elevations.

4. Addition of green space and landscaping
   See the revised Landscaping Plan.

5. Additional traffic counts and Parking Studies
   See the revised Traffic Study and Parking Recommendations.

6. Addition of a building mural at street level
   See the revised rendering.

7. Correction to the Market Analysis Report
   See the Letter by HollyAnn Eageny from Tracy Cross and Associates.

Project Narrative, continued

8. Corrections to the Neighbor's Meeting Notes
   See the corrected Neighbor's Meeting Notes.

9. Adjustments to Alley closure forecasts during construction
   The Contractor will submit testimony providing details on how the east alley closures during construction have been greatly reduced.

10. The addition of photo-voltaic solar panels on the roof for additional energy efficiency.

11. Contribution to the Housing Fund
    See the Developer's statement about additional contributions to the Housing Fund.

PD Application
Item 1
NARRATIVE

Project Narrative

The proposed development consists of the construction of a five story building with forty eight (48) units and forty eight (48) parking spaces. The ground floor consists of the residential lobby, elevator, surface parking, waste and recycling center, bicycle storage, mechanical and other building support areas. The upper floors consist of one and two bedroom units – 12 units per floor. Each unit has a balcony for outdoor living. The balconies have been located around the building so as to minimize the impact on adjacent homes.

Pedestrian entrance to the building is located on Madison Street – the primary functional elevation for the building. The vehicular entrance to the building is located on Gurnderson Avenue – the street to the west of the proposed development. The decision to locate the vehicle entrance on Gunderson was a deliberate one based on internal traffic flow and input from Village Staff. During the Neighborhood meeting, many residents voiced concern over the location of this entrance. While, the Applicant still believes that the best location for the entrance is on Gunderson. In response to neighbor's concerns about southbound traffic from the development onto Gunderson, the developer and the Applicant submit an Alternate Site Plan with a traffic control device that routs the development's traffic in and out to Madison Street.

The proposed building is constructed of full masonry exterior walls with stone detailing recalling some of Madison districts original auto dealerships.

The Applicant and the Development Team believe that the proposed development is consistent with Oak Park's Envision Oak Park Plan and the Madison Street Corridor Plan and will be an asset to the Madison Street corridor and further support Oak Park's smart growth path.

zoning relief requested

In order to construct the proposed development, the following zoning relief is requested:

Building Height: from 50 feet to 63 feet

Building Setback: rear yard setback from 25 feet to 7 feet

Landscaping buffer from 7 feet to 3 feet

Maximum number of units: from 24 allowed to 48 proposed

Location of Loading Berth

For a more detailed zoning analysis, see Space Architects Zoning Analysis dated 12.20.19 as Exhibit M

compensating benefits – revised 2/24/20

Per the Village's Zoning Ordinance, the following are listed compensating benefits:

Section 14.5.E.2.a.b Affordable Housing Set-asides

The Developer proposes a contribution to the Village's Housing Fund in the amount of $50,000. This sum is in addition to the funds already deposited ($500,000) per Section 12-5-7 of the Village's Inclusionary Housing Ordinance.

Village Improvements - revised 2/24/20

The developer's civil engineer has submitted revised public improvement plans related to the public walks and the parkways around the proposed building and will continue to work with the Village Engineer so as to identify any additional Village Improvements as the approval process moves forward.

Public Art
Revised recommendation - revised 2/27/20

The Developer's Design Team is now proposing a mural that wraps around the building's corner at the first floor level so as to enhance the pedestrian experience. The Developer, through their design Team will, again, work with Oak Park's Arts Council in the design and implementation of the shadow boxes and display of local art.

PD Application
Item 6
REPORTS AND STUDIES

Environmental Assessment
Executive Summary

See the attached Environmental Assessment – phase one as prepared by E Cooney Associates dated July 18, 2019

Village Services Report

Market Feasibility Report - **revised 2/24/20**

Please see Market Feasibility Report prepared by Tracy Cross and Associates dated November 2019 has been corrected for a clerical error related to the cited parcel size. Additionally, certain recommendations have been clarified via the letter from HollyAnn Eageny dated January 17, 2020

TRACY CROSS & ASSOCIATES, INC.

January 17, 2020

Mr. Tom Meadow
Chief Executive Officer
Michigan Avenue Real Estate Group
1259 West Madison Street
Chicago, IL 60607

Dear Mr. Meador:

The following paragraphs are intended to clarify statements made in our Madison Gunderson Place Residential Market Analysis dated November 2019:

- The site description noted on Page 1-Introduction and Page 2-Subject Property sections of our report mis-stated the size of the 435 Madison Street parcel. The correct parcel size is 18,562 square feet. This clarification, however, *does not in any way impact* our conclusion that the proposed 48-unit apartment community is an *appropriate and viable* residential development initiative for the 435 Madison property.

- The second bullet on Page 11 of our report appears to have been misinterpreted. This paragraph was *solely* intended to address future marketing efforts for the community in what is and will remain a competitive environment in which some form of lease incentive is currently offered. As fully detailed in our analysis, the benchmark rent strategy *appropriately positions* the Madison Gunderson Place Apartments in the marketplace to reflect not only its Oak park location, but also the significantly larger unit sizes to be offered. This competitive positioning *fully supports* the projected stabilization period within a short six (6) months of initial occupancy in a marketplace where stabilization periods generally average 18 to 20 months.

Please do not hesitate to contact me if you have any questions or require anything further at this time.

Respectfully submitted,

TRACY CROSS & ASSOCIATES, INC.

HollyAnn Eageny
Vice President Client Services

cc: Mr. John Schiess

PD Application
Item 7
TRAFFIC AND PARKING STUDY - expanded
revised 2/24/20

Traffic Impact Study

Bill Grieve, from Gewalt Hamilton and Associates, is conducted additional traffic counts and rework traffic recommendations based on the relocation of the vehicle entrance of the proposed development from Gunderson to Madison Street. His report is dated February 21, 2020 and is part of this submittal.

Parking Impact Study

Bill Grieve, from Gewalt Hamilton and Associates, has undertaken addition surveys for visitor parking and has amended his earlier recommendations. His report is dated February 21, 2020 and is part of this submittal.

GHA GEWALT HAMILTON ASSOCIATES, INC.
CONSULTING ENGINEERS
625 Forest Edge Drive, Vernon Hills, IL 60061
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www.gha-engineers.com

Traffic Impact Study Summary Brief
Proposed Apartments
435 W. Madison Street – Oak Park, Illinois

Date: February 21, 2020

Gewalt Hamilton Associates, Inc. (GHA) conducted and prepared a Traffic Impact Study (TIS) dated October 31, 2019 for the proposed residential development with 48 apartments at 435 W. Madison street in Oak Park, Illinois. Based on input at the Plan Commission meeting held January 9, 2020 from both the commissioners and residents who attended, GHA made several additions and adjustments to the original TIS. The updated TIS of February 21, 2020 is included along with this Summary Brief.

The following summarizes the input received and how the various questions, comments, and concerns have been addressed.

Topic #1. The traffic counts were conducted on Wednesday, October 23, 2019 when Oak Park River Forest High School (OPRF) was not in session. In addition, Saturday counts would be helpful as Jewel-Osco is busy that day.

Response: As part of an independent project, GHA counted the Ridgeland Avenue / Madison Street intersection on Tuesday December 10, 2019 when OPRF was in session and on Saturday December 7, 2019. Additional counts were conducted on Wednesday February 5, 2020 and Saturday February 8, 2020. The alley intersection with Madison Street was included in the additional traffic counts. The new traffic and pedestrian / bike volumes for the weekday morning and evening and Saturday midday peak hours are provided in ***Exhibits 3a and 3b*** of the updated TIS.

> *Key Finding.* The updated traffic count data has similar volumes and travel patterns as the original data, with the December 2019 data slightly higher than the 2019 data along Madison Street. The Saturday volumes indicate that Jewel-Osco activity is busier, but that overall traffic in the site vicinity is consistent with weekday morning and evening volumes and travel patterns.

Topic #2. Access to the apartment building garage should be on Madison Street and not Gunderson Avenue.

Response: Access to the apartment building garage has indeed been moved to Madison Street. This relocation will help ensure that the site traffic impacts will be isolated along Madison Street and will not burden the neighborhood streets. Its location is approximately the same as the existing garage at the east end of the commercial building. Site traffic has been reassigned and the capacity analyses redone (see ***Exhibits 6, 7, and 8***) in the updated TIS.

> *Key Finding.* All intersections will operate at or better than the "acceptable" LOS D or better during all three peak hours tested. In fact, the Madison Street access will operate at the "design" LOS C. This means that turns in / out the drive will operate efficiently and not cause any undue congestion along Madison Street.

Topic #3. Will there be adequate parking for residents, employees, and visitors?

Response: Village code requires 48 resident parking spaces for the 48 apartments. The previous site plan showed 48 spaces. The revised site plan now has 49 parking spaces. The extra space can be assigned for employee use, such as the building manager.

Based on information published by the Urban Land Institute (ULI), a maximum of 7-8 visitors will be generated at any one time, with the busiest hours from 7-10 PM. There are about 6-7on-street parking spaces on the south side of Madison Street between Gunderson Avenue and Elmwood Avenue and about 9-10 spaces on the north side of the street. In addition, there are 11 metered parking spaces on the west side of Scoville Avenue in the block north of Madison Street. The metered spaces are available for use from 6 AM to 10 PM.

> *Key Finding.* Based on the above information, it can be concluded that visitor parking will be readily accommodated by the spaces along the site on Madison Street and in the immediate site area. This will help eliminate the need or desire to park along Gunderson Avenue and Elmwood Avenue.

* * * * * * * * * * * *

Concluding, we believe that the traffic generated by the proposed apartments and its parking demands can be readily accommodated without intruding on the neighborhood streets. This Traffic Impact Study Summary Brief was prepared by:

William C. Grieve, P.E., PTOE
Senior Transportation Engineer
bgrieve@gha-engineers.com

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Traffic Impact Study - *Update*

To: **Tom Meador**
Michigan Avenue Real Estate Group

Copy To: **John Schiess**
jcsa

From: Bill Grieve, P.E., PTOE
Senior Transportation Engineer

Antonio Maravillas, E.I.T.
Transportation Engineer

Date: February 21, 2020

Subject: ***Proposed Residential Development***
435 Madison Street – Oak Park, Illinois

Part I. Project Context and Summary Statement

Gewalt Hamilton Associates, Inc. (GHA) has conducted a Traffic Impact Study (TIS) for the above captioned project. As proposed, a 5-story residential building with 48 two and one bedroom apartments would be constructed on the southeast corner of the Madison Street intersection with Gunderson Avenue in Oak Park, Illinois. This TIS updates the original study of October 31, 2019 and reflects changes to the site access and new traffic count data.

The following summarizes our TIS findings and provides various recommendations for your consideration. *Exhibits* and *Appendices* referenced are centrally located at the end of this document. Briefly summarizing, we believe that traffic generated by the apartment building and its resident and visitor parking needs can be accommodated on the adjacent streets. Reasons include:

- The site is served well by all modes of transportation, including major streets and Pace bus routes which provide easy accessibility to the CTA Green Line, the CTA Blue Line, and the Metra Union Pacific West Line.
- The recently completed Madison Street "road diet" provides improved operational safety for bicyclists and encourages non-automobile travel.
- Per US Census data, the condominiums will generate a significant portion of non-auto trips, about 30%. This trip discount *was* not taken to help ensure that the maximum site traffic impacts were tested.
- Apartment traffic will have a very limited impact on current operations along Madison Street and Ridgeland Avenue and at their intersection.
- The parking supply of 49 indoor spaces exceeds the Village code requirement of 1.0 space per dwelling.
- The visitor parking demands can be accommodated by convenient on-street parking in the immediate site area.

Part II. Background Information

Site Location Map, Existing Traffic Operations, and Roadway Inventory

Exhibit 1 provides a site location map, ***Exhibit 2*** illustrates the existing traffic operations, and ***Appendix A*** provides a photo inventory of the site vicinity. Pertinent comments regarding land-uses in the site vicinity and transportation components, both vehicular and non-auto mobility include:

Area Land Uses

- Madison Street predominately consists of commercial uses within the site area.
- Gunderson Avenue and Elmwood Avenue consist of single-family residential housing.
- A Jewel-Osco is located on the north side of Madison Street, directly across from the site.
- The site currently houses an upholstery store and an auto services shop.

Roadway Inventory

Madison Street

- Madison Street is an east-west route and is under the jurisdiction of the Village of Oak Park.
- Madison Street is classified as a "Minor Arterial" on the Illinois Department of Transportation (IDOT) functional classification map, with a posted speed limit of 25-miles per hour (mph).
- Madison Street has recently undergone a "road diet" and provides an urban cross section with one travel lane in each direction and a two-way center left turn lane.
- A protected bicycle lane is provided in both directions with a parking lane separating bicyclists from vehicular traffic. Bicycle lane delineators are generally provided along the bicycle lane.
- 2-hour parking is allowed in the parking lane on both sides of the street between 9 AM – 5 PM.
- Madison Street provides separate left and right turn lanes on both approaches at its signalized intersection with Ridgeland Avenue. Right turns on red are prohibited between 7 AM – 7 PM at each leg of the intersection.

Gunderson Avenue

- Gunderson Avenue is a north-south street that is under local jurisdiction.
- Gunderson Avenue has a posted speed limit of 25-mph.
- Gunderson Avenue provides an urban cross section with one travel lane in each direction.
- 2-hour parking is allowed on both sides of the street between 9 AM – 5 PM, excluding a short section on the east side adjacent to the site, which is signed as 15-minute parking between 9 AM – 5 PM.
- Gunderson Avenue is stop controlled at its intersection with Madison Street.

Elmwood Avenue

- Elmwood Avenue is a north-south street that is under local jurisdiction.
- Elmwood Avenue has a posted speed limit of 25-mph.
- Elmwood Avenue provides an urban cross section with one travel lane in each direction.
- 2-hour parking is allowed on both sides of the street between 9 AM – 5 PM.
- Elmwood Avenue is stop controlled at its intersection with Madison Street.

Note: The aerial image used in Exhibit 2 is from October 2019 and shows an eastbound right-turn lane marked at the Elmwood Avenue and Madison Street intersection. However, the markings at this location were later restriped, and the right-turn lane was thereafter replaced with a parking lane.

Ridgeland Avenue

- Ridgeland Avenue is a north-south route and is under the jurisdiction of IDOT but is not classified as a Strategic Regional Arterial (SRA) route.
- Ridgeland Avenue is classified as a "Minor Arterial" on the IDOT functional classification map, with a posted speed limit of 30-mph.
- Ridgeland Avenue provides an urban cross section with one travel lane in each direction.
- A shared bicycle lane is marked in each direction.
- Parking is allowed on both sides of the street.
- Ridgeland Avenue provides separate left and through-right turn lanes on both approaches at its signalized intersection with Madison Street. Right turns on red are prohibited between 7 AM – 7 PM at each leg of the intersection.

Pedestrian Mobility

- Pace operates bus route #320 along Madison Street with stops at the northeast and southwest corners of the intersection with Ridgeland Avenue.
- Pace operates bus route #314 along Ridgeland Avenue with stops at the northwest and southeast corners of the intersection with Madison Street.
- High-visibility crosswalks are marked on each approach of the Madison Street and Ridgeland Avenue intersection with pedestrian countdown signals at each crosswalk.
- High-visibility crosswalks are also marked on the northbound approaches of the Madison Street intersections with Gunderson Avenue and Elmwood Avenue.
- Sidewalks are provided on both sides of the street for all roadways in the site vicinity.
- The CTA Green Line runs parallel to Madison Street about 1/2 mile north of the site. The closest station (Ridgeland) is located at Ridgeland Avenue.
- The CTA Blue Line is located about 1 mile south of the site, along I-290.
- The Metra Union Pacific West Line runs alongside the CTA Green Line in Oak Park, with the Oak Park station located at 1115 W. North Boulevard, about 1 ½ miles to the north.

Existing Traffic

GHA conducted weekday morning (6 AM – 9 AM), weekday evening (4 PM – 7 PM), and Saturday midday (10 AM – 2 PM) peak period traffic counts on Tuesday, December 10, 2019 and Saturday, December 7, 2019 at the Madison Street and Ridgeland Avenue intersection. Additional counts were counted during the same time periods on Wednesday, October 23, 2019, Wednesday, February 5, 2020 and Saturday, February 8, 2020 at the Madison Street intersections with Gunderson Avenue, Elmwood Avenue, the alley adjacent to the site, and the Jewel-Osco access drives.

No unusual activity (e.g. road construction, severe weather, or extensive emergency vehicle activity) occurred during the counts that would have impacted the traffic volumes or travel patterns. ***Exhibit 3A*** illustrates the existing Weekday Morning, Weekday Evening, and Saturday Midday Peak Hour vehicular traffic volumes which occurred from 7:15-8:15 AM, 5:30-6:30 PM, and 12:00-1:00 PM respectively at the Madison Street and

Ridgeland Avenue intersection. ***Exhibit 3A*** also shows the Annual Average Daily Traffic (AADT) volumes along Madison Street and Ridgeland Avenue obtained from the IDOT Website gettingaroundillinois.com. ***Exhibit 3B*** illustrates the Peak Hour pedestrian volumes. The traffic count summary sheets are provided in ***Appendix B***.

Crash Analysis

Observing the most recent available crash history can determine if any roadway improvements are needed to improve safety along the surrounding roadways. Crash data from 2014-2018 was obtained from the IDOT Bureau of Data Collection for all roadways in the site vicinity. ***Appendix C*** summarizes the 5-year (2014-2018) crash history at the Madison Street intersections Ridgeland Avenue, Elmwood Avenue, and Gunderson Avenue, as well as from Gunderson Avenue between Madison Street and Adams Street.

As can be seen, no notable crash issues or patterns were observed along Madison Street or Gunderson Avenue within the site area. However, there were 50 reported crashes at the Madison Street and Ridgeland Avenue intersection during the 5-year study period, of which the majority were rear-end or turning collisions. Because Madison Street has recently undergone operational changes, the crash patterns at this intersection may or may not change over time. Thus, no roadway improvements are necessary based on crash history at this time.

Part III. Project Traffic Characteristics

Site Plan

Per the site and geometric plan prepared by Bono Consulting Inc. (BCI) (see ***Exhibit 4***), the existing commercial building on the site is to be razed, and a new 5-story building is to be constructed with 48 apartments. The pedestrian entrance will be on Madison Street. Parking will be provided via a first-floor parking garage with 48 parking spaces along with dedicated space for 44 bikes. Vehicular access to the garage will also be provided on Madison Street.

Traffic Generations and Trip Distribution

Exhibit 5 – Part A summarizes the weekday morning, weekday evening, and Saturday midday peak hour and daily auto trip generations for the apartments that were based on rate information published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual* – 10th Edition **(**see ***Appendix D*****).**

> *Discussion Point.* The trip generations do not reflect the various non-auto travel mode alternatives. US Census data for Oak Park indicates that about 30% of trips are non-auto oriented. Thus, the volumes shown on ***Exhibit 5 – Part A*** are probably overestimated.

Exhibit 5 – Part B lists the anticipated trip distribution and reflects the anticipated travel patterns. As anticipated, the majority of apartment trips will be oriented to/from the Madison Street / Ridgeland Avenue intersection.

> *Key Finding.* With the apartment building's garage access drive now located on Madison Street, the desire to use Gunderson Avenue, Elmwood Avenue and/or the adjacent alley on the east side of the site as approach or departure routes should be negligible.

Part IV – Traffic and Parking Evaluation

Traffic Assignments

IDOT and other agencies generally require that the existing volumes be increased to reflect other growth in the area for a "Buildout + 5 year" analysis. Assuming a buildout year of 2021, the analysis would be for the Year 2026. The Chicago Metropolitan Agency for Planning (CMAP) was contacted and provided Year 2050 traffic projections (see ***Appendix E***). As can be seen, both Madison Street and Ridgeland Avenue are projected to experience very minimal growth. A 1% increase was applied to the existing volumes on both streets to provide for a conservative analysis.

Site traffic was assigned to the adjacent streets based on the project characteristics (see ***Exhibit 5***) and is illustrated in ***Exhibit 6***. Site traffic and the existing volumes (see ***Exhibit 3***) adjusted for growth and were added to produce the Year 2026 total traffic assignment, which is illustrated in ***Exhibit 7***.

Discussion Point. The available 30% multi-modal trip discount was **not** taken for site traffic. In addition, traffic generated by the existing businesses was not subtracted. Thus, the Year 2026 Total Traffic volumes (see ***Exhibit 7***) are probably overstated.

Intersection Capacity and Queue Analyses

Capacity analyses are a standard measurement in the transportation industry that identifies how an intersection operates. ***Exhibit 8 – Part A*** lists the analysis parameters, as published in the Transportation Research Board's (TRB) Highway Capacity Manual – 6th Edition, 2016 (HCM). They are measured in terms of level of service (LOS). LOS A is the best rating, with LOS F being the worst. LOS C is considered appropriate for "design" purposes and LOS D is usually considered as providing the lower threshold of "acceptable" operations. LOS E and F are usually considered unacceptable.

Exhibit 8 - Part B summarizes the intersection capacity and queue analysis results. The capacity analysis summary printouts are provided in ***Appendix F***. As can be seen from ***Exhibit 8***, site traffic will have a minimal impact on operations at all intersections tested, with all results at or better than the "acceptable" LOS D or better.

Traffic Impact Discussion

Apartment traffic will represent the following volumes traveling through the Madison Street intersection with Ridgeland Avenue:

- During the weekday morning peak hour (see ***Exhibit 3***), there are currently about 2,550 vehicles or about 42 vehicles per minute. The apartments would add only 11 trips or about 1 trip every 5-6 minutes.
- During the weekday evening peak hour, there are currently about 2,630 vehicles or about 44 vehicles per minute. The apartments would add only 14 trips or about 1 trip every 4-5 minutes.
- During the Saturday midday peak hour, there are currently about 2,600 vehicles or about 43 vehicles per minute. The apartments would add only 16 trips or about 1 trip every 3-4 minutes.

Key Finding. Based on the above, it can be concluded that no street or intersection improvements would be necessary to specifically accommodate site traffic. Thus, our recommendations focus on the on-site planning elements (e.g. access operations and parking) and on enhancing pedestrian mobility.

On-Site Planning Elements

Site Access

- One drive will be provided to access the parking garage on Madison Avenue. It will be located west of the alley at about the same point as the existing commercial building garage door. One inbound and one outbound lane will be provided.
- Exiting site traffic should have Stop control at Madison Avenue.
- Due to the close proximity of the garage door to the sidewalk, a pedestrian warning (audible and/or visual) indicator should be considered, similar to many other urban buildings.
- Any disrupted sidewalk along the site should be replaced.

Parking

Village Code

- It is our understanding that Village Code requires 1.0 parking spaces per unit for a total of 48 spaces. Per the Space site plan, 49 spaces are to be provided, 2 of which will be ADA compliant.
- The extra parking space can be assigned for employee use, such as the building manager.
- Indoor parking for 44 bicycles will also be provided to encourage non-auto travel.

Key Finding. The ability to have the office manager or another employee park within the garage will minimize the demand on the on-street parking spaces.

Visitor Parking

- Based on rate information published by the Urban Land Institute *Shared Parking* – 2nd Edition, peak visitor parking demand for residential uses occur at a rate of 0.15 spaces per unit. Thus, the peak visitor parking demand would be 7 to 8 spaces for the 48-unit development.
- ***Exhibit 9*** summarizes the visitor parking space calculations based on the ULI publication. As can be seen, the peak visitor demands on both weekdays and weekends will tend to occur from 7 to 10 PM. Less than 3 visitor spaces are projected to be needed from 6 AM to 5 PM.
- Between Gunderson Avenue and Elmwood Avenue, Madison Street has room for 6-7 on-street parking spaces on the south side of the street and about 9-10 spaces on the north side of the street. Parking is also available elsewhere along Madison Street.
- In addition, there are 11 metered parking spaces on the west side of Scoville Avenue in the block north of Madison street. The metered spaces are available for use from 6 AM to 10 PM Monday through Saturday. Between 10 PM and 6 AM the metered spaces convert to permit only parking.

Key Finding. Based on the above information, it can be concluded that visitor parking will be readily accommodated by the spaces along the site on Madison Street and in the immediate site area. This will help eliminate the need or desire to park along Gunderson Avenue and Elmwood Avenue.

Part V. Technical Addendum

The following *Exhibits* and *Appendices* were previously referenced. They provide technical support for our observations, findings, and recommendations discussed in the text.

Exhibits

1. Site Location Map
2. Existing Traffic Operations
3. Existing Traffic and Pedestrians
4. Site Plan
5. Project Traffic Characteristics
6. Site Traffic
7. Total Traffic – Year 2026
8. Intersection Capacity Analyses
9. Visitor Parking Demand

Appendices

A. Photo Inventory
B. Traffic Count Summary Sheets
C. Crash Summary
D. ITE Trip Generation Excerpts
E. CMAP Correspondence
F. Capacity Analysis Worksheets

PD Application
Item 8
Development Drawings **revised 2/24/20**
revised 2/27/20

Site Plan

Landscape Plan

Engineering Utility Plan

Exterior Lighting Plan

Floor Plans

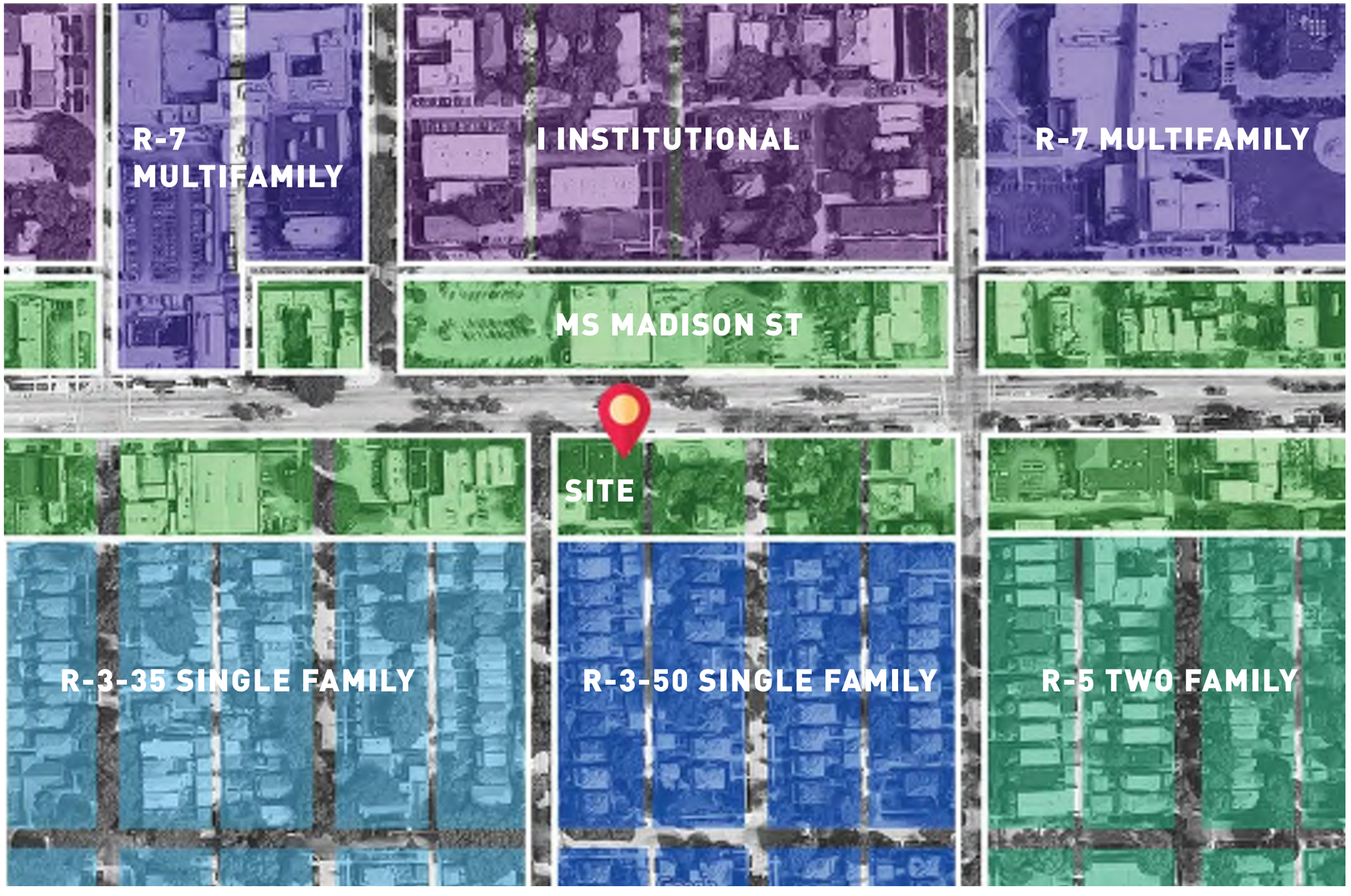
Building Elevations

Streetscape Elevations

Shadow Study

Construction Logistics Plan

Project Schedule
See Exhibit A



R-3-50 SINGLE FAMILY

R-3-35 SINGLE FAMILY

R-5 TWO-FAMILY

MS MADISON ST

R-7 MULTIFAMILY

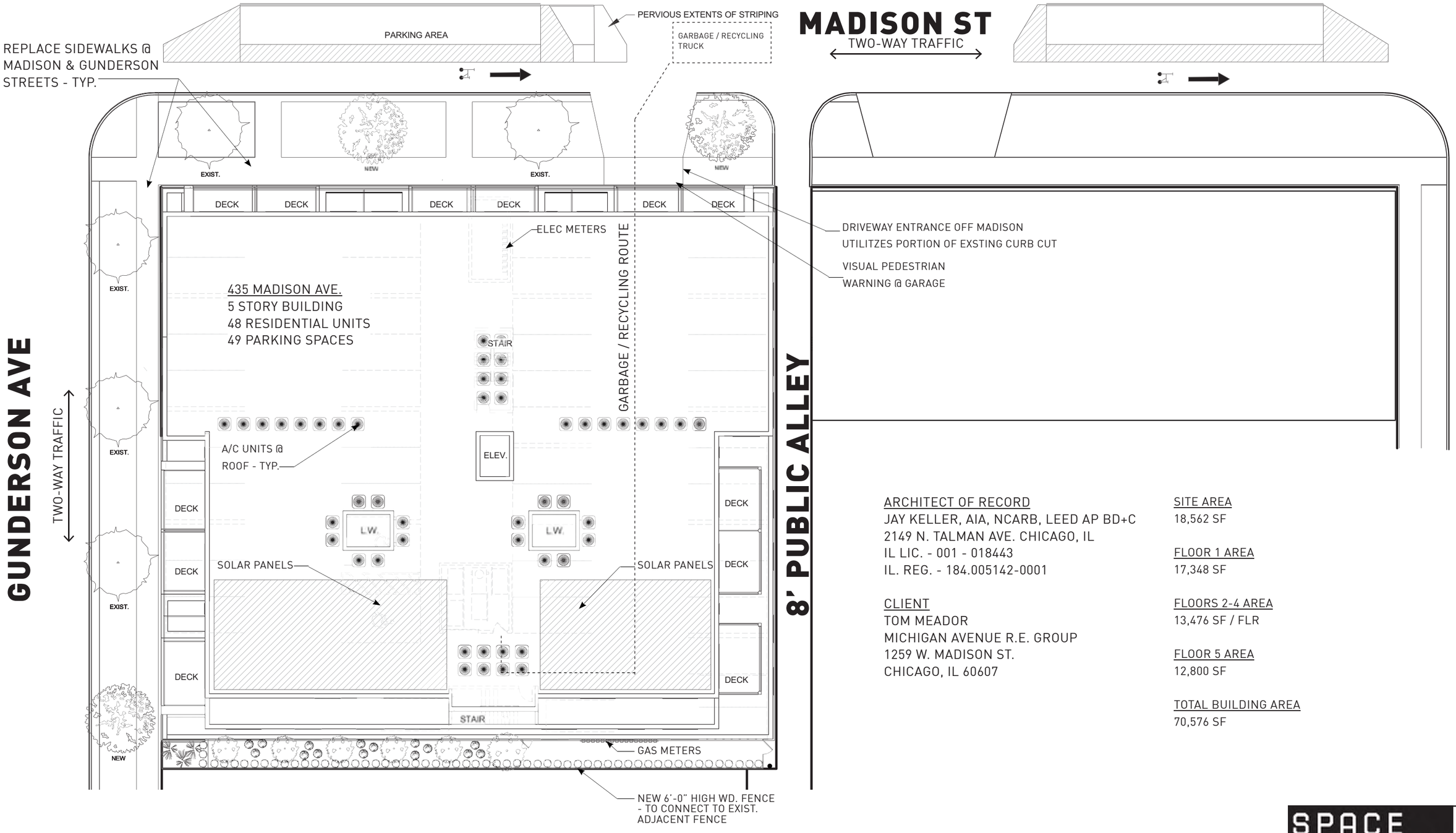
I INSTITUTIONAL

1 ZONING MAP
SCALE: N.T.S.

SPACE
ARCHITECTS + PLANNERS

A0.1
11.15.19

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



1 SITE PLAN
SCALE: 3/64" = 1'-0"

ARCHITECT OF RECORD
JAY KELLER, AIA, NCARB, LEED AP BD+C
2149 N. TALMAN AVE. CHICAGO, IL
IL LIC. - 001 - 018443
IL. REG. - 184.005142-0001

CLIENT
TOM MEADOR
MICHIGAN AVENUE R.E. GROUP
1259 W. MADISON ST.
CHICAGO, IL 60607

SITE AREA
18,562 SF

FLOOR 1 AREA
17,348 SF

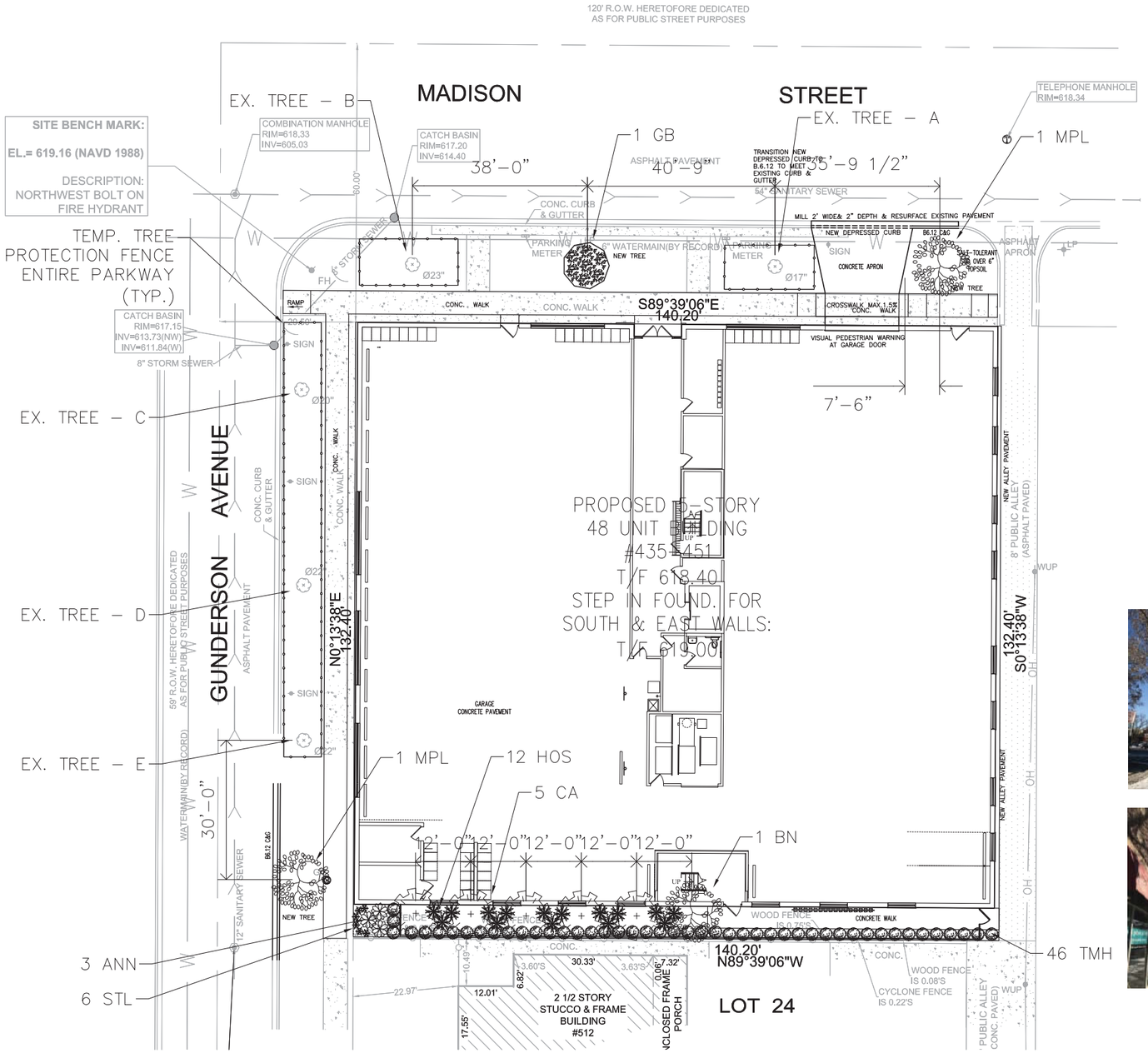
FLOORS 2-4 AREA
13,476 SF / FLR

FLOOR 5 AREA
12,800 SF

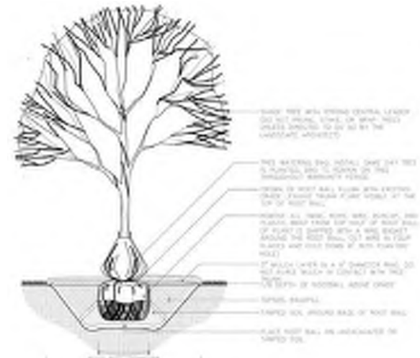
TOTAL BUILDING AREA
70,576 SF

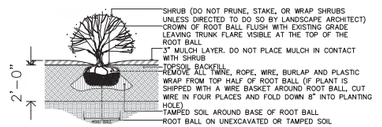
SPACE ARCHITECTS + PLANNERS
A0.6
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



1 LANDSCAPE PLAN
SCALE: N.T.S.

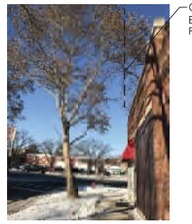




PLANTING NOTES

1. LANDSCAPING CONTRACTOR (Contractor) shall visit the site, inspect existing conditions and review proposed planting and related work. In case of discrepancy between plan and plant list, plan shall govern quantities.
2. Contractor shall verify location of all on-site utilities prior to beginning construction on his phase of work. Electric, gas, telephone, and cable television may be located by calling J.U.L.I.E. at (1-800-892-0123), and Badger pipeline may be located by calling Digger's Hotline at (1-800-242-8511). Any damage or interruption of services shall be the responsibility of the Contractor. Contractor shall coordinate all related activities with other trades on the job and shall report any unacceptable job conditions to Owners Representative prior to commencing work.
3. Contractor responsible for application and cost of all necessary building permits and code verifications. Submit copies of all documents to Owner and the Architect.
4. All shrub bed and trees shall be mulched with a 3" continuous layer of shredded bark. All ground cover and perennial beds shall be mulched with a 1" layer of shredded bark. All deciduous trees shall be mulched with a 3 ft. diameter cedar mulch. All evergreen trees shall be mulched to the drip line.
5. Perennial and ground cover beds shall be amended with a 3" layer of mushroom compost, tilled to a depth of 6", raked smooth, fertilized with commercial 10-6-4 fertilizer at a rate of 25 lbs. per 1000 S.F. planted, covered with 1" layer of shredded bark mulch and watered.
6. Edging to be EDG-KING brand plastic edging or approved equal. EDG-KING to be installed with horizontal steel stakes at 36" spacing. Install per manufacturer's specifications in all areas indicated on plan. Provide manufactured joints and 90° degree fittings at all corners.
7. The topsoil condition for this project site is as follows:

   Contractor will be required to place and finish grade topsoil supplied by others at specified depths in planting and lawn areas. (Planting areas [12 inches] Lawn areas [6 inches]).
8. Guarantee of plants for one (1) year shall begin after acceptance by the Architect and /or Owner. The Owner shall assume maintenance responsibilities of all plant material, including watering, cultivating, weeding, mulching, and spraying as necessary to keep plants free of insects and in a healthy, vigorous condition. The Contractor shall guarantee all plants to be in a healthy, vigorous condition for a period of one (1) year following acceptance. Contractor shall replace without cost to the Owner, any dead or unsatisfactory plants, as determined by the Architect during and at the end of the Guaranteed Period. Subsequent replacement of plant material shall be borne jointly by Contractor and Owner. Owner will pay wholesale cost of plant material, plus reasonable charge for delivery, and Contractor will bear cost of labor for installation per specifications.
9. Seeded lawn to be a combination of bluegrass, perennial rye and rye fescue with following analysis by weight: 30% Rugby Kentucky Bluegrass, 20% Park Kentucky Bluegrass, 20% Creeping Red Fescue, 20% Scanda Hard Fescue, 10% perennial Ryegrass. Seed to be applied at a rate of 4 lbs per 1,000 S.F.. All seeded lawn areas shall be fertilized at installation with 5-20-20 analysis, at a rate of 6 lbs per 1,000 S.F.. Second application of 13-40-5 to be applied at a rate of 6 lbs per 1,000 S.F. after first cutting. Acceptance and guarantee notes shall apply to all seeded areas.
10. Acceptance of grading and seeding shall be by the Architect and Owner. The Contractor shall assume maintenance responsibilities for a minimum of sixty (60) days or until second cutting, whichever is longer. Maintenance shall include watering, weeding, reseeding and other operations necessary to keep lawn in thriving condition. Upon final acceptance by the Architect and/or Owner, Owner shall assume all maintenance responsibilities. After lawn areas have germinated, areas which fail to show uniform stand of grass for any reason whatsoever shall be reseeded repeatedly until all areas are covered with a satisfactory stand of grass. Minimum acceptance of seeded lawn areas may include weathered bare spots, one of which are larger than 1 square foot and when combined do not exceed 2% of total seeded lawn area.


CROWN PRUNE BRANCHES 12" FROM FACE OF BUILDING

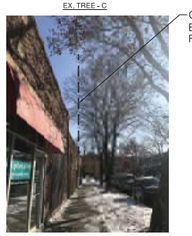
EX. TREE - C


CROWN PRUNE BOTTOM BRANCHES THAT ARE BELOW 14' ABOVE GRADE. PRUNE 12" FROM FACE OF BUILDING. BUILDING FACE HAS 6' SETBACK ABOVE 14' ABOVE GRADE.

EX. TREE - A


CROWN PRUNE BRANCHES 12" FROM FACE OF BUILDING

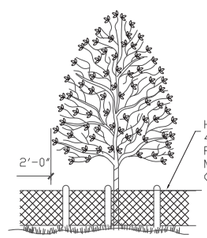
EX. TREE - E


CROWN PRUNE BRANCHES 12" FROM FACE OF BUILDING

EX. TREE - D


CROWN PRUNE BRANCHES 12" FROM FACE OF BUILDING. BUILDING FACE HAS 6' SETBACK ABOVE 14' ABOVE GRADE.

EX. TREE - B



TREE PROTECTION DURING CONSTRUCTION
SCALE: N.T.S.

PLANT LIST

NOTE: QUANTITIES ON THE PLANT LIST ARE PROVIDED FOR INFORMATION ONLY. PLANT QUANTITIES UNDER THE CONTRACT ARE INDICATED ON THE PLANS. IN THE EVENT OF ANY DISCREPANCIES, THE CONTRACT SHALL BE BASED ON THE QUANTITIES SHOWN ON THE PLANS.

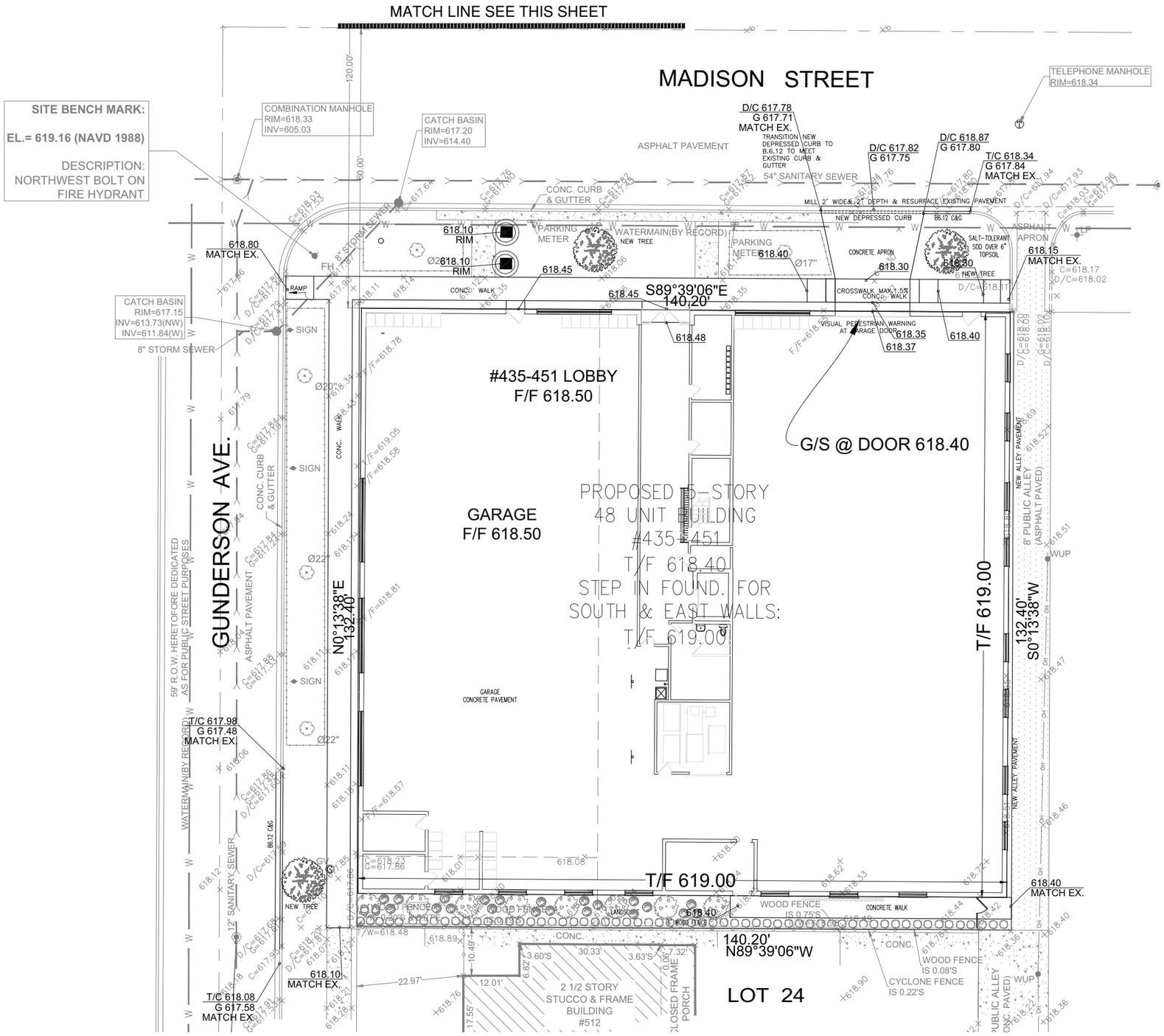
	CODE	BOTANICAL NAME	COMMON NAME	QUANTITY	CALIPER	HEIGHT	SPREAD	ROOT	REMARKS
TREES	MPL	ACER PLATANOIDES 'CRIMSON KING'	NORWAY MAPLE	2	2.5"	–	–	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	GB	GINKGO BILOBA	GINKGO	1	2.5"	–	–	B&B	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
	BN	BETULA NIGRA	RIVER BIRCH	1	–	12'	–	B&B	TRIPLE TRUNK, SPECIMEN QUALITY
	CA	CORNUS ALTERNIFOLIA	PAGODA DOGWOOD	5	–	–	–	#5	SINGLE STRAIGHT TRUNK, SPECIMEN QUALITY
SHRUBS	TOS	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	46	–	6'	–	B&B	4.5' C-C
	ANN	HYDRANGEA ARBORESCENS	ANNABELLE HYDANGEA	3	–	24"	–	#5 CONTAINER	–
PERENNIALS	STL	HEMEROCALLIS – HAPPY RETURNS	DAY LILIES	6	–	–	–	1 GAL.	2'–0" ON CENTER
	HOS	HOSTA 'FRANCEE'	HOSTA	12	–	–	–	1 GAL	–

VILLAGE NOTES

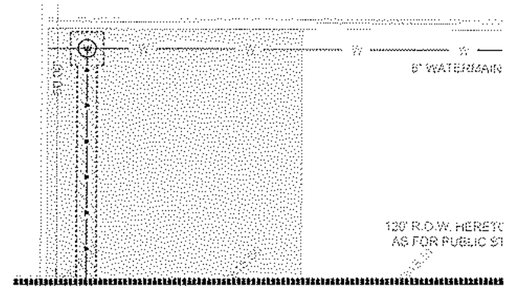
- ALL TREE TRIMMING OF PARKWAY TREES SHALL BE DONE BY A CONTRACTOR APPROVED BY THE VILLAGE AND THE VILLAGE SHALL BE ON-SITE DURING TREE TRIMMING WORK
- THE DEVELOPER BE REQUIRED PROVIDE A DEPOSIT (ESCROW, BOND, ETC.) FOR $25,000 (THE APPROXIMATE VALUE OF THE PARKWAY TREES AS DETERMINED BY THE VILLAGE FORESTER). THE DEPOSIT WILL BE REQUIRED PRIOR TO ISSUING BUILDING PERMITS AND EXTEND FOR A PERIOD OF UP TO ONE YEAR FROM FINAL OCCUPANCY PERMITS BEING ISSUED. SHOULD TREE PRUNING WORK OR CONSTRUCTION OF THE PROPOSED DEVELOPMENT DAMAGE OR OTHERWISE NECESSITATE THE REMOVAL OF ANY OF THE VILLAGE'S PARKWAY TREES ALONG THE DEVELOPMENT'S FRONTAGES OF MADISON OR GUNDERSON AS DETERMINED BY THE VILLAGE FORESTER, THE VILLAGE MAY USE THE DEPOSIT FUNDS TO REMOVE, PRUNE, AND/OR REPLACE TREES IN THE RIGHT OF WAY ADJACENT TO THE DEVELOPMENT.

SPACE ARCHITECTS + PLANNERS
A0.8
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



1 GRADING & DRAINAGE PLAN
SCALE: N.T.S.



PAVEMENT LEGEND

HEAVY DUTY PAVEMENT (NOT USED)
2 INCHES OF HMA SURFACE COURSE, MIX "D", N70
7.25 INCHES OF HMA BASE COURSE, IL-19.0, N70
12 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT

ALLEY PAVEMENT
8" PCC
6" AGGREGATE BASE COURSE CA-6, TYPE B
FILTER FABRIC PER VILLAGE'S TYPICAL ALLEY DESIGN

CONCRETE APRON/PAVEMENT
8" CONCRETE PAVEMENT (W/6X6 W/1.4 WWF)*
4" COMPACTED AGGREGATE BASE CA-6, TYPE B

CONCRETE PADS - TRASH CORAL & UTIITY PADS (NOT USED)
8" CONCRETE PAVEMENT W/6X6 W/1.4 WWF*
4" COMPACTED AGGREGATE BASE CA-6, TYPE B

SIDEWALKS
5" PORTLAND CEMENT CONCRETE
4" COMPACTED AGGREGATE BASE COURSE, TYPE B

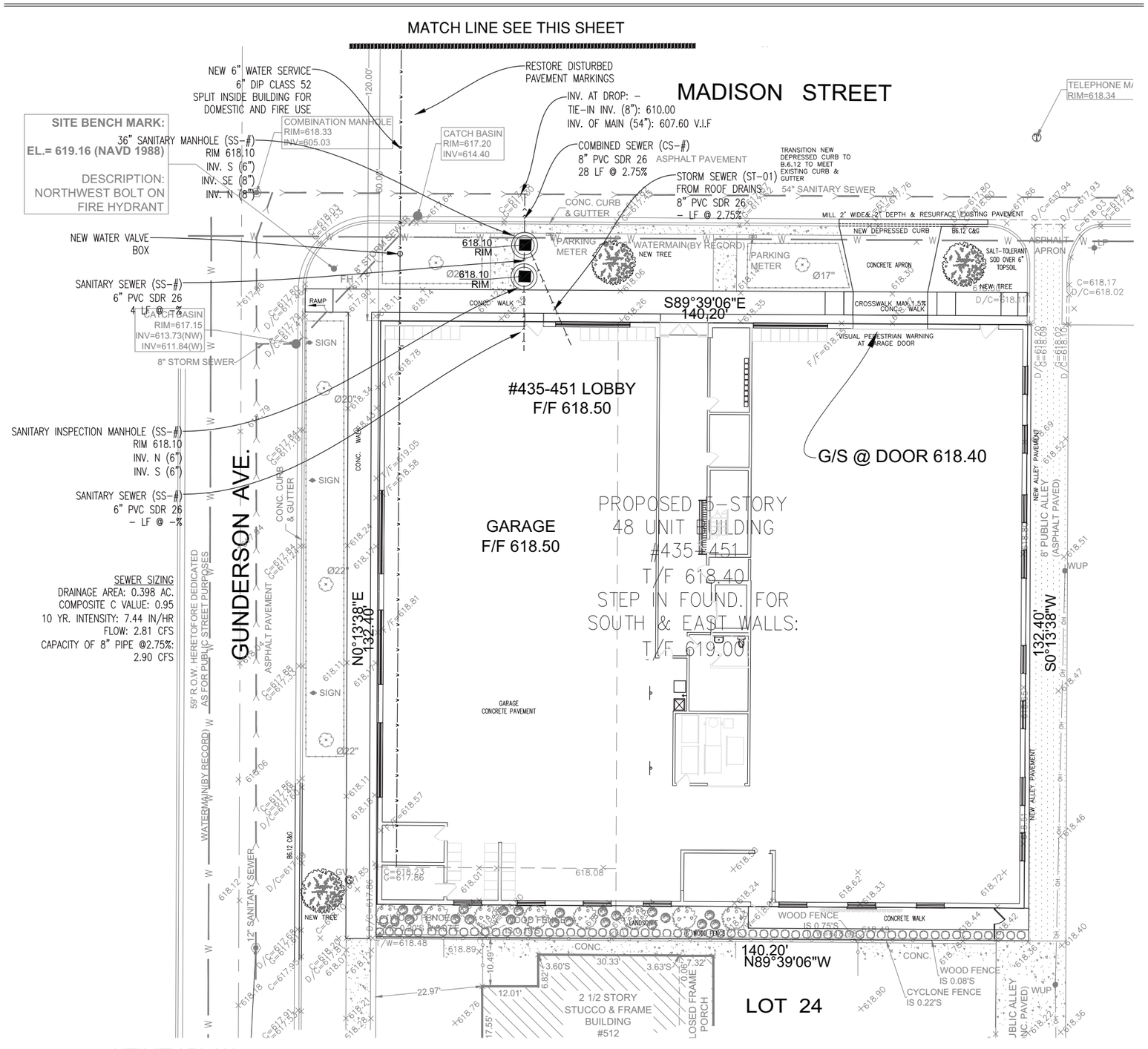
PAVEMENT RESURFACING
2" SURFACE COURSE

DETECTABLE WARNING TILES
GRAY CAST IRON OR DUCTILE IRON WARNING TILES PER ARTICLE 1006 & STAINLESS STEEL FASTENERS PER 1006.29(d) OF STANDARD SPECIFICATIONS.

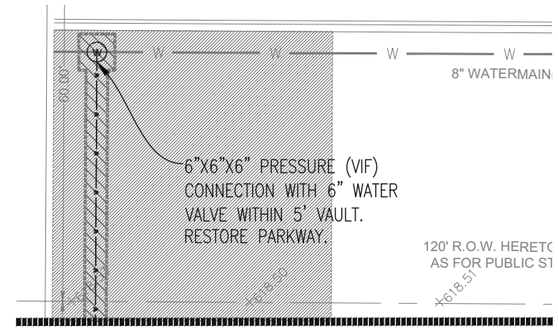
*REFER TO CONCRETE JOINT DETAILS (IF ANY).

SPACE ARCHITECTS + PLANNERS
A0.10
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



1 UTILITY PLAN
SCALE: N.T.S.



MATCH LINE SEE THIS SHEET

PAVEMENT LEGEND

HEAVY DUTY PAVEMENT (NOT USED)
2 INCHES OF HMA SURFACE COURSE, MIX "D", N70
7.25 INCHES OF HMA BASE COURSE, IL-19.0, N70
12 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT

ALLEY PAVEMENT
8" PCC
6" AGGREGATE BASE COURSE CA-6, TYPE B
FILTER FABRIC PER VILLAGE'S TYPICAL ALLEY DESIGN

CONCRETE APRON/PAVEMENT
8" CONCRETE PAVEMENT (W/6X6 W/1.4 WWF)*
4" COMPACTED AGGREGATE BASE CA-6, TYPE B

CONCRETE PADS - TRASH CORAL & UTIITY PADS (NOT USED)
8" CONCRETE PAVEMENT W/6X6 W/1.4 WWF*
4" COMPACTED AGGREGATE BASE CA-6, TYPE B

SIDEWALKS
5" PORTLAND CEMENT CONCRETE
4" COMPACTED AGGREGATE BASE COURSE, TYPE B

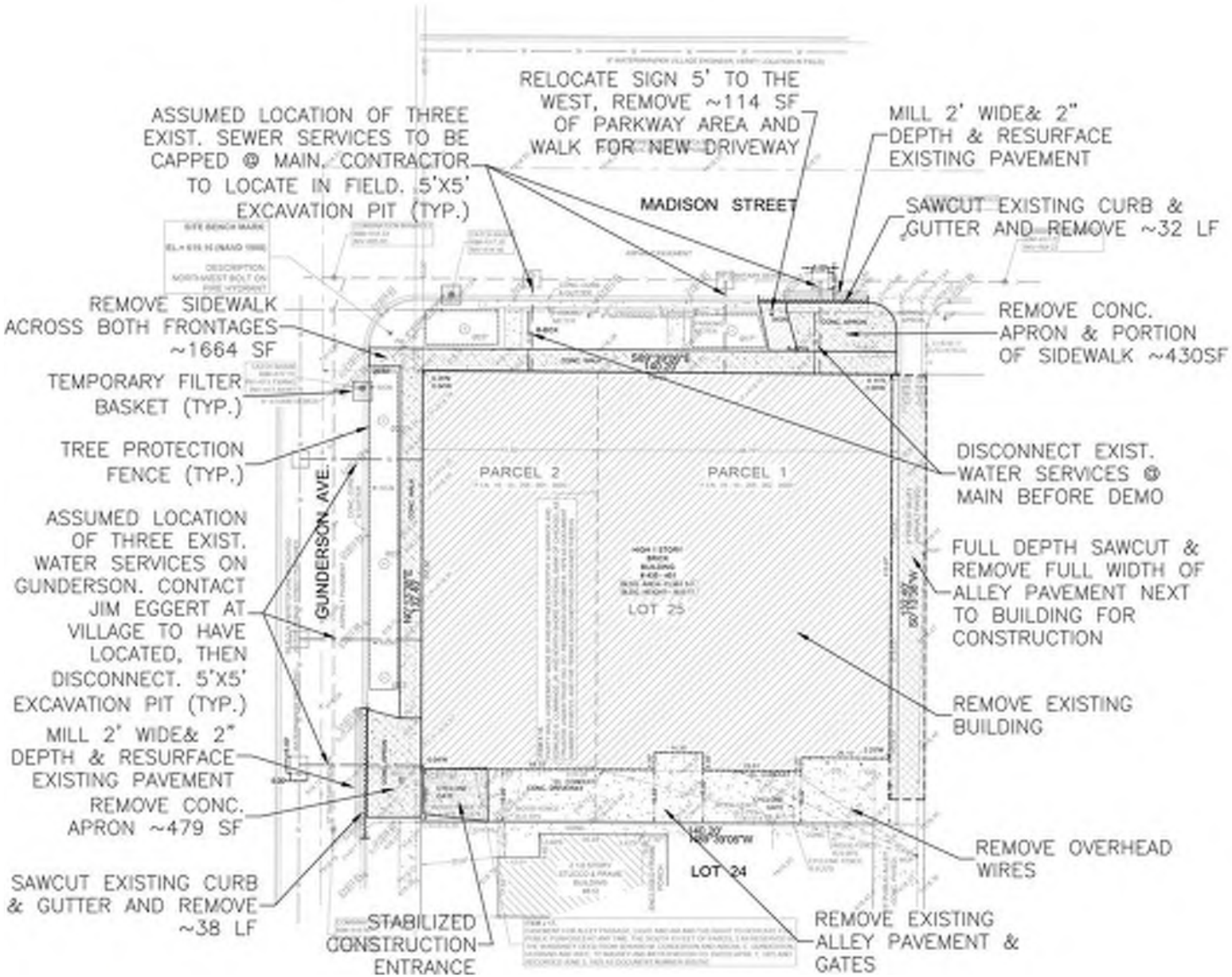
PAVEMENT RESURFACING
2" SURFACE COURSE

DETECTABLE WARNING TILES
GRAY CAST IRON OR DUCTILE IRON WARNING TILES PER ARTICLE 1006 & STAINLESS STEEL FASTENERS PER 1006.29(d) OF STANDARD SPECIFICATIONS.

*REFER TO CONCRETE JOINT DETAILS (IF ANY).

SPACE ARCHITECTS + PLANNERS
A0.11
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



1 SITE & OFF SITE UTILITY WORK
SCALE: N.T.S.

SPACE ARCHITECTS + PLANNERS

A0.9
02.18.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

TEGEL 18 WALL SCONCE

TECH LIGHTING

Understated modern design characterizes Tegel outdoor LED wall sconces. Providing well-controlled up and down lighting, or down light only, these wall sconces provide accent and ambient illumination. The option of three finish choices ensures this design profile successfully blends with all architectural aesthetics.

High quality LM80-tested LEDs
for consistent long-life performance and color

Outstanding protection against the elements:
- Powder coat finishes
- Impact-resistant, UV stabilized frosted acrylic lensing
- Up light and down light options, with 10° and 36° beam spread options

SPECIFICATIONS

DELIVERED LUMENS	2419 Up-Downlight / 1212 Downlight
WATTS	29.9 Up-Downlight / 15.6 Downlight
VOLTAGE	Universal 120-277V, with integral transient 2.5kV surge protection (driver)
DIMMING	0-10, ELV
LIGHT DISTRIBUTION	Symmetric Up/Down Lighting, or Down Only
MOUNTING OPTIONS	Wall
OPTICS	10° and 36°
PERFORMANCE OPTIONS	Photocontrol / Surge Protector
CCT	2700K, 3000K or 4000K
CRI	80+
COLOR BINNING	3 Step
BUG RATING	Up-Downlight B1-U5-G0 / Downlight B1-U0-G0
DARK SKY	Compliant (Downlight)
WET LISTED	IP65
GENERAL LISTING	ETL
CALIFORNIA TITLE 24	Can be used to comply with CEC 2016 Title 24 Part 6 for outdoor use. Registration with CEC Appliance Database not required.
START TEMP	-30°C
FIELD SERVICEABLE LED	Yes
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Powder Coat
LED LIFETIME	L70; 70,000 Hours
WARRANTY*	5 Years
WEIGHT	8 lbs.

* Visit techlighting.com for specific warranty limitations and details.

TEGEL 18
shown in bronze

TEGEL 18
shown in charcoal

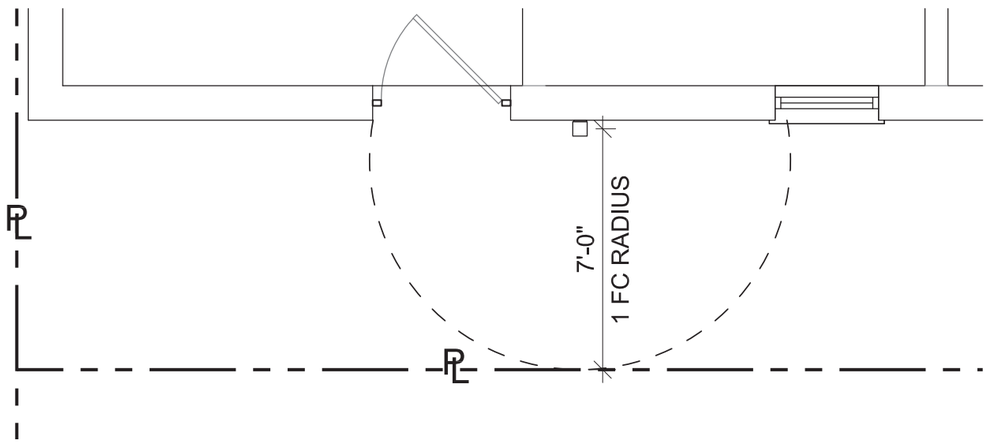
TEGEL 18
shown in gray

ORDERING INFORMATION

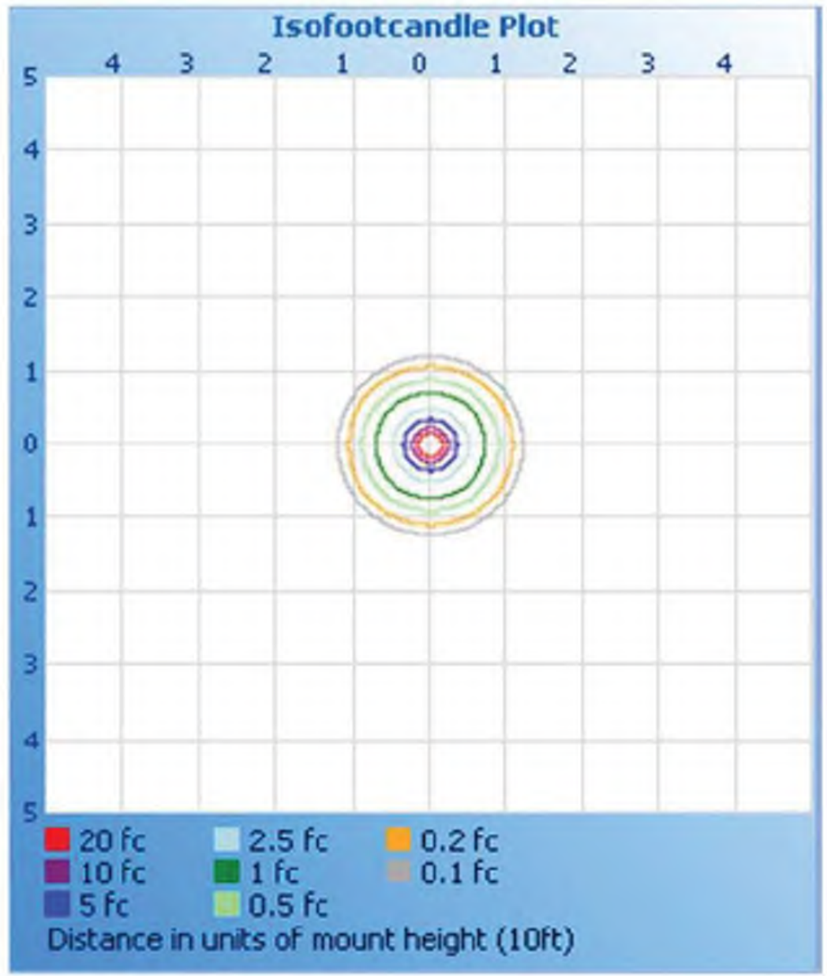
700OWTEG	CRI/CCT	LENGTH	BEAM SPREAD*	LENS	FINISH	FUNCTION	VOLTAGE	OPTIONS
	827 80 CRI, 2700K	**18** 18"	**N** 10° NARROW	**C** CLEAR	**B** BLACK	**DO** DOWNLIGHT ONLY	**UNV** 120V–277V	NONE
	830 80 CRI, 3000K		**W** 36° WIDE		**Z** BRONZE	**UD** UPLIGHT/DOWNLIGHT		**PC** BUTTON PHOTOCONTROL
	840 80 CRI, 4000K		**NN** 10° UP AND DOWN		**H** CHARCOAL			**SP** SURGE PROTECTION
			WW 36° UP AND DOWN		**Y** GRAY			**PCSP** BUTTON PHOTOCONTROL & SURGE PROTECTION
			NW 10° AND 36°					

*N, W = DOWNLIGHT ONLY (DO); NN, WW, NW = UP AND DOWNLIGHT ONLY (UD)

techlighting.com



1 PHOTOMETRIC DIAGRAM - TYPICAL LIGHT CONDITION AT SOUTH PROPERTY LINE
SCALE: N.T.S.

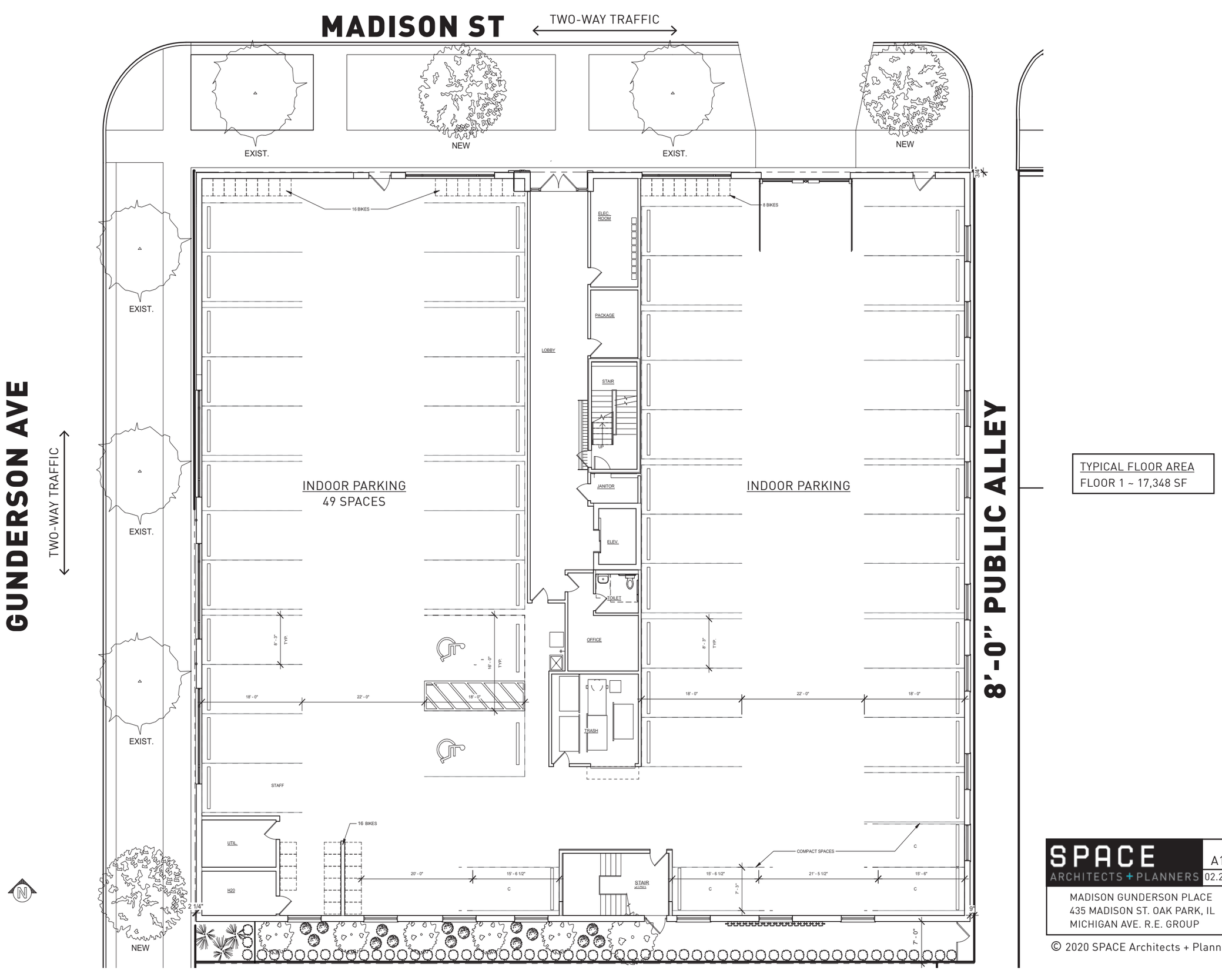


NOTE: SPEC SHEET & ISOFOOTCANDEL
PLOT PROVIDED BY MFR.

SPACE ARCHITECTS + PLANNERS

A0.12
02.18.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



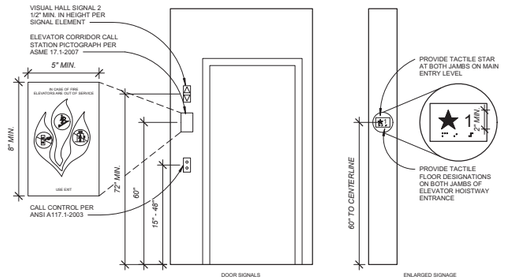
1 FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"

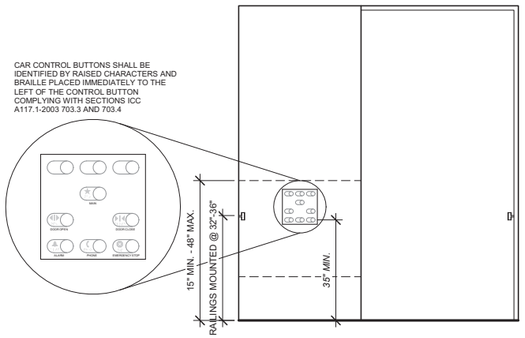
TYPICAL FLOOR AREA
FLOOR 1 ~ 17,348 SF

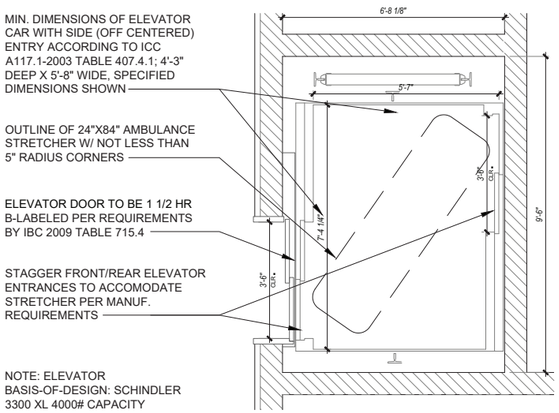
SPACE ARCHITECTS + PLANNERS

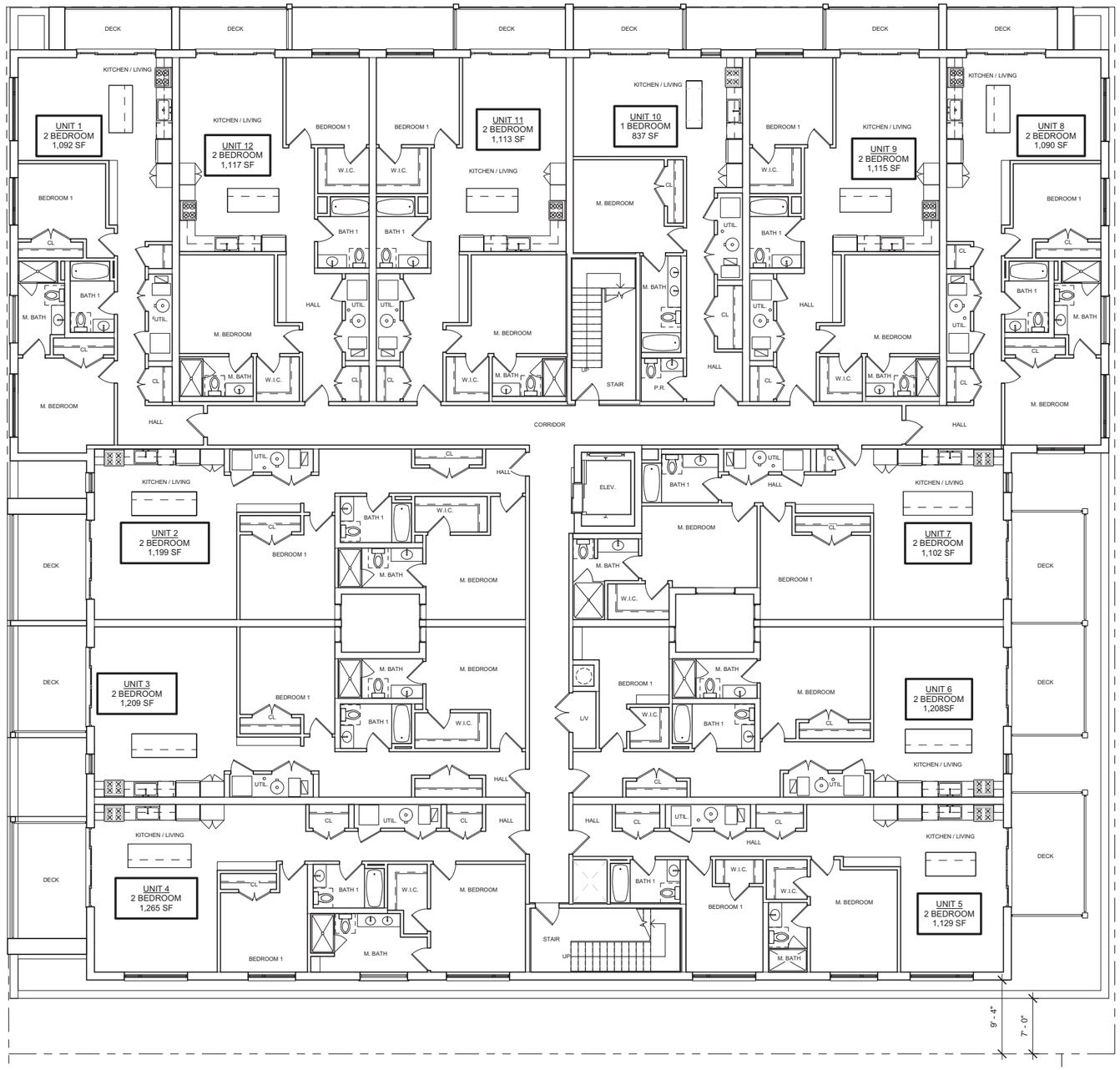
A1.0
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP









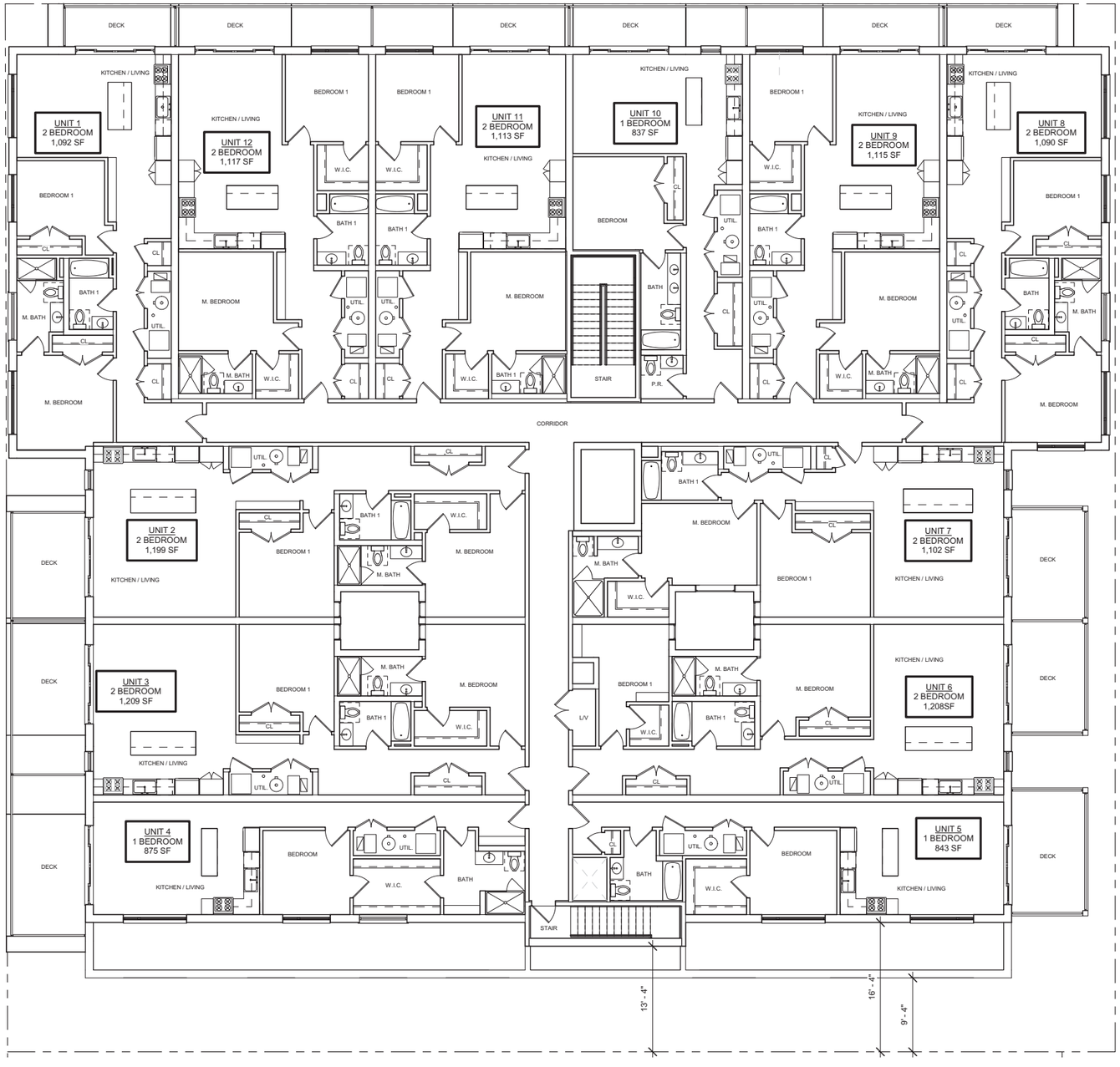
1 TYP. FLOOR PLAN
SCALE: 1/16" = 1'-0"

TYPICAL FLOOR AREA
FLOORS 2-4 ~ 13,476 SF/FLR

UNIT COMPOSITION PER FLOOR
(1) 1- BEDROOM UNIT ~ 837 SF
(1) 1- BEDROOM UNIT ~ 843 SF
(1) 1- BEDROOM UNIT ~ 875 SF
(2) 2- BEDROOM UNITS ~ 1,090 SF
(1) 2- BEDROOM UNITS ~ 1,102 SF
(3) 2- BEDROOM UNITS ~ 1,115 SF
(1) 2- BEDROOM UNITS ~ 1,199 SF
(2) 2- BEDROOM UNITS ~ 1,208 SF

SPACE ARCHITECTS + PLANNERS
A1.1
02.18.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



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

FIFTH FLOOR AREA
12,800 SF

UNIT COMPOSITION
(1) 1- BEDROOM UNIT ~ 837 SF
(1) 2- BEDROOM UNITS ~ 1,090 SF
(1) 2- BEDROOM UNITS ~ 1,102 SF
(3) 2- BEDROOM UNITS ~ 1,115 SF
(1) 2- BEDROOM UNITS ~ 1,129 SF
(1) 2- BEDROOM UNITS ~ 1,199 SF
(1) 2- BEDROOM UNITS ~ 1,265 SF
(1) 2- BEDROOM UNITS ~ 1,290 SF

SPACE ARCHITECTS + PLANNERS
A1.2
02.18.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

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

SPACE
ARCHITECTS + PLANNERS

A2.0
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

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

SPACE ARCHITECTS + PLANNERS

A2.1

02.27.20

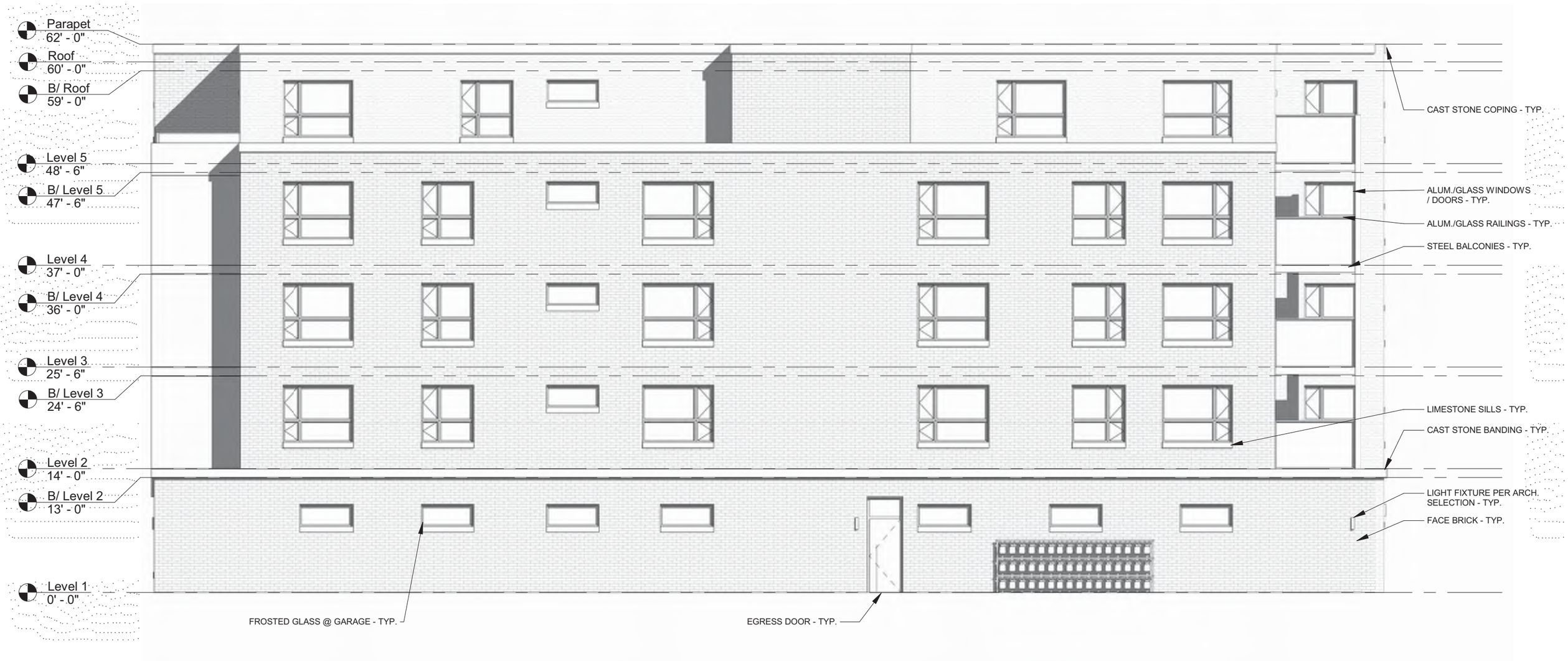
MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

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

SPACE
ARCHITECTS + PLANNERS

A2.2
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



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

SPACE ARCHITECTS + PLANNERS

A2.3

02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

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

SPACE
ARCHITECTS + PLANNERS

A2.0
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

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

SPACE ARCHITECTS + PLANNERS

A2.1

02.27.20

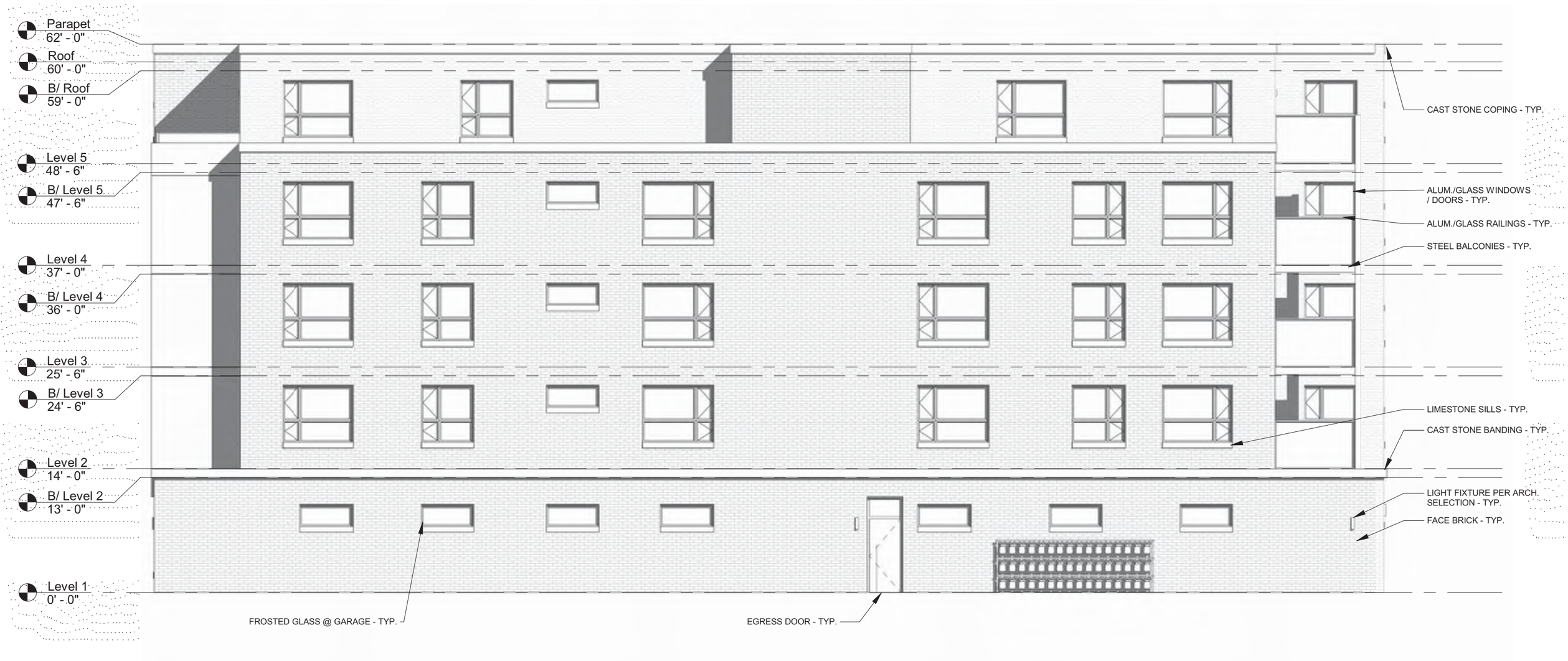
MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

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

SPACE
ARCHITECTS + PLANNERS

A2.2
02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



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

SPACE ARCHITECTS + PLANNERS

A2.3

02.27.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

S. ELMWOOD AVE

8’ PUBLIC ALLEY

GUNDERSON AVE

1 NORTH STREETSCAPE ELEVATION (MADISON ST.)
SCALE: 1/32” = 1’-0”

SPACE
ARCHITECTS + PLANNERS

A0.4
02.18.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

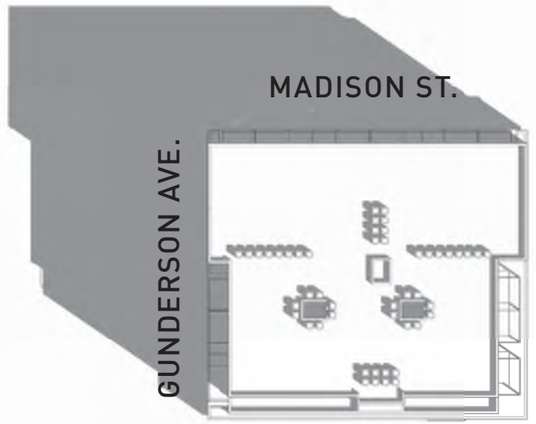
1 WEST STREETSCAPE ELEVATION (GUNDERSON AVE.)
SCALE: 1/32” = 1’-0”

SPACE ARCHITECTS + PLANNERS

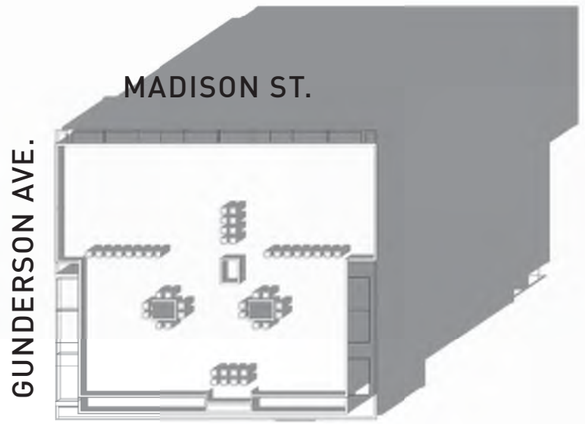
A0.5

02.18.20

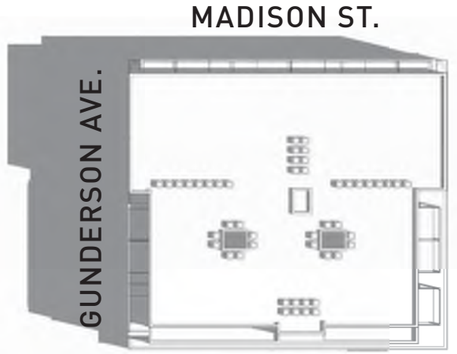
MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP



1 March 20, 9 AM
SCALE:



2 March 20, 3 PM
SCALE:



3 June 21, 9 AM
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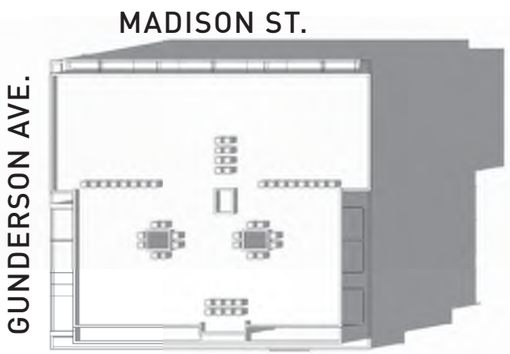

4 June 21, 3 PM
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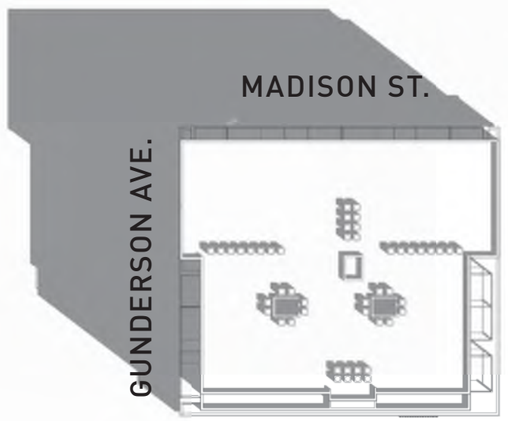
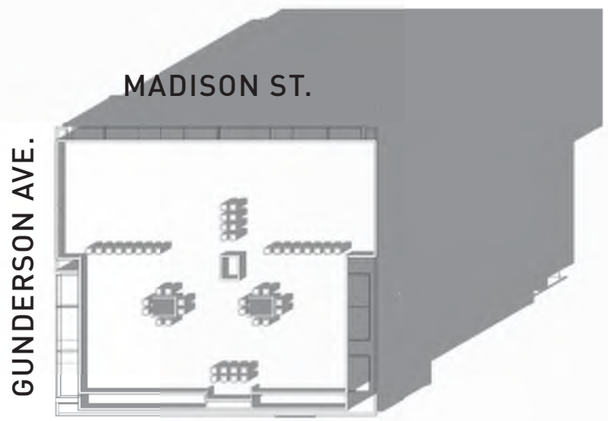


5 Sept 22, 9 AM
SCALE:



6 Sept 22, 3 PM
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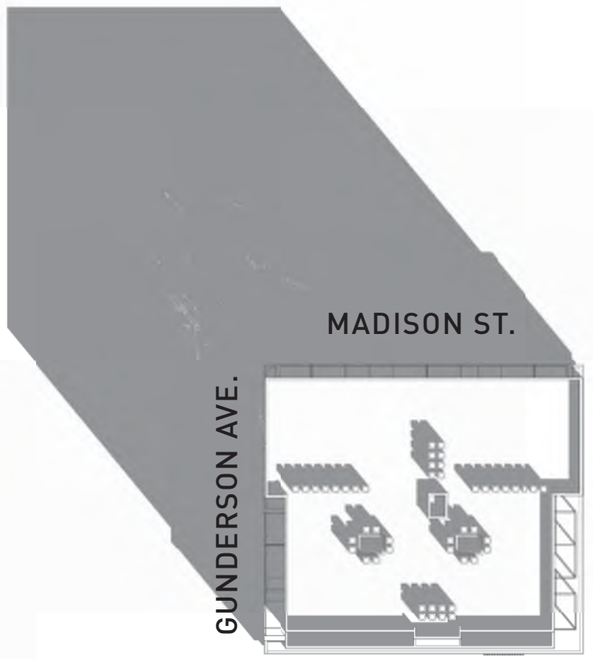
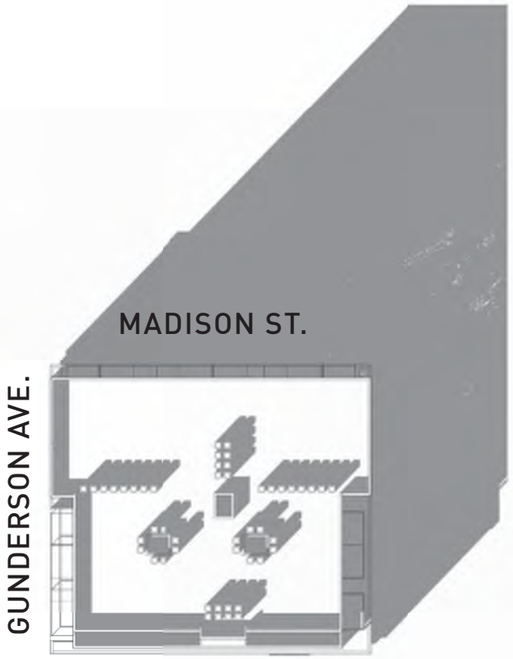


7 Dec 21, 9 AM
SCALE:



8 Dec 21, 3 PM
SCALE:

1 SHADOW STUDIES
SCALE: 1” = 80’-0”

SPACE
ARCHITECTS + PLANNERS

A0.3
02.18.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

NOTE:
ESTIMATED LOCATIONS ARE BASED ON GENERAL CONTRACTOR'S CURRENT EVALUATION OF SITE CONDITIONS. GENERAL CONTRACTOR SHALL FIELD VERIFY, COORDINATE WITH CITY OFFICIALS AND ADJUST AS REQUIRED DURING THE COURSE OF CONSTRUCTION

1 CONSTRUCTION STAGING, DELIVERY, PARKING AND PEDESTRIAN PATH LOCATIONS
SCALE: N.T.S.

SPACE ARCHITECTS + PLANNERS

A0.2
02.21.20

MADISON GUNDERSON PLACE
435 MADISON ST. OAK PARK, IL
MICHIGAN AVE. R.E. GROUP

PD Application
Item 13
EXHIBITS

EXHIBIT L - revised 2/24/20

Neighborhood Meeting Notes – revised 2.21.20

Revision notes in bold italics

October 18, 2019

On Tuesday, October 8, 2019 the Developer and their Design Team hosted a meeting of neighbors for a presentation discussion of the proposed development as listed in this Application. Neighbors were notified using the list of addresses as provided by Real Info, Inc. The list and certificate of mailings is attached to this Application. The presentation was held in the meeting room of The ***Maze Branch*** Library at ***845 Gunderson Street in Oak Park***. The items listed below are a summary of the comments and questions from the attendants at the meeting. Please note that while the list below is not a transcript of comments and questions, the author has made every effort to faithfully transmit the items.

1. Is this a done deal?

Response: No. This is not a done deal. We are at the beginning stages of the approval process. We will explain later when we talk about the Plan Development process.

2. What is the name of the developer? Is he here?

Response: The developer is Michigan Avenue Real Estate Group. Yes, he is present. Tom Meador raised his hand.

3. Have you observed the traffic Gunderson Street?

Response: Yes. In addition, our traffic Consultant, Gewalt Hamilton is taking a detailed look at traffic on Madison and Gunderson. They will submit their recommendations to the Village as part of this process.

4. Why is the driveway on Gunderson?

Response: We believe, given our internal auto circulation and knowing details of the Madison Plan, best location of the driveway to the building is on Gunderson.

5. Why is the driveway not on Madison?

Response: Again, we believe given all of the choices, the best location for the driveway is on Gunderson.

Neighborhood Meeting Notes, continued

6. We would like the driveway on Madison?

Response: I understand.

7. We are concerned about traffic from the new building going south on Gunderson.

Response: I understand and are willing to work with you and Village staff to see if there are ways to mitigate this traffic. Let's see what the traffic consultant shows us in their report.

8. Show us where the balconies face.

Response: the architect showed on the plans and elevations where the balconies are. Then one resident said, that looks into my back yard.

9. Where is the loading for move ins and move outs?

Response: We are proposing for the loading area to be on Gunderson just North of the driveway – which is almost in the same location as the current driveway (vacated alley).

10. Can you make the windows to the garage frosted?

Response: Yes.

11. Can you add more windows on the Gunderson side of the garage?

Response: Yes.

12. Can you add more shadow boxes on the Gunderson side of the garage?

Response: Yes.

13. Can you provide a cul-de-sac at the new building garage entrance so that your traffic cannot go south on Gunderson?

Response: This is a creative idea. We can bring this idea to the Village to see if they would be OK with us constructing this.

14. Can you provide a "bulb out" at the new building garage entrance so that your traffic cannot go south on Gunderson?

Response: This, too, is a good idea. We can bring this idea to the Village as well to see if they would be OK with us constructing this.

Neighborhood Meeting Notes, continued

15. Did you look at buying the lot to the east for additional parking?

Response: No.

16. We are not sure that you have provided enough parking.

Response: I understand. However, the developer has a great deal of experience managing buildings similar to this in similar neighborhoods. The last thing the developer wants is to do is under-park their own building. Therefore, from an operational standpoint, we believe the parking needs for the residents of the building are met.

17. What are the next steps?

Response: The next step is for us, as representatives of the developer, to submit an application for Planned Development. As part of that process, the Village staff will review it. Once complete, we will be assigned a date to present our case in front of the Plan Commission. If you are on the mailing list, you will be invited to that hearing via mail when it is scheduled. You will get a chance to speak at that hearing. Then the Plan Commission members will vote to recommend, or not to recommend, our application to the Village Board. You will get a chance to speak at that this hearing, too. Then the Village Board will vote to accept the recommendation of the Plan Commission, or not to accept the recommendation of the Plan Commission, or to send the Application back to the Plan Commission.

17. I am sorry if we are skeptical. We have just been through a very long process on the Madison Plan and we gave the Village so many recommendations. And, not one of them was adopted.

Response: I understand.

END of Neighborhood Meeting Notes