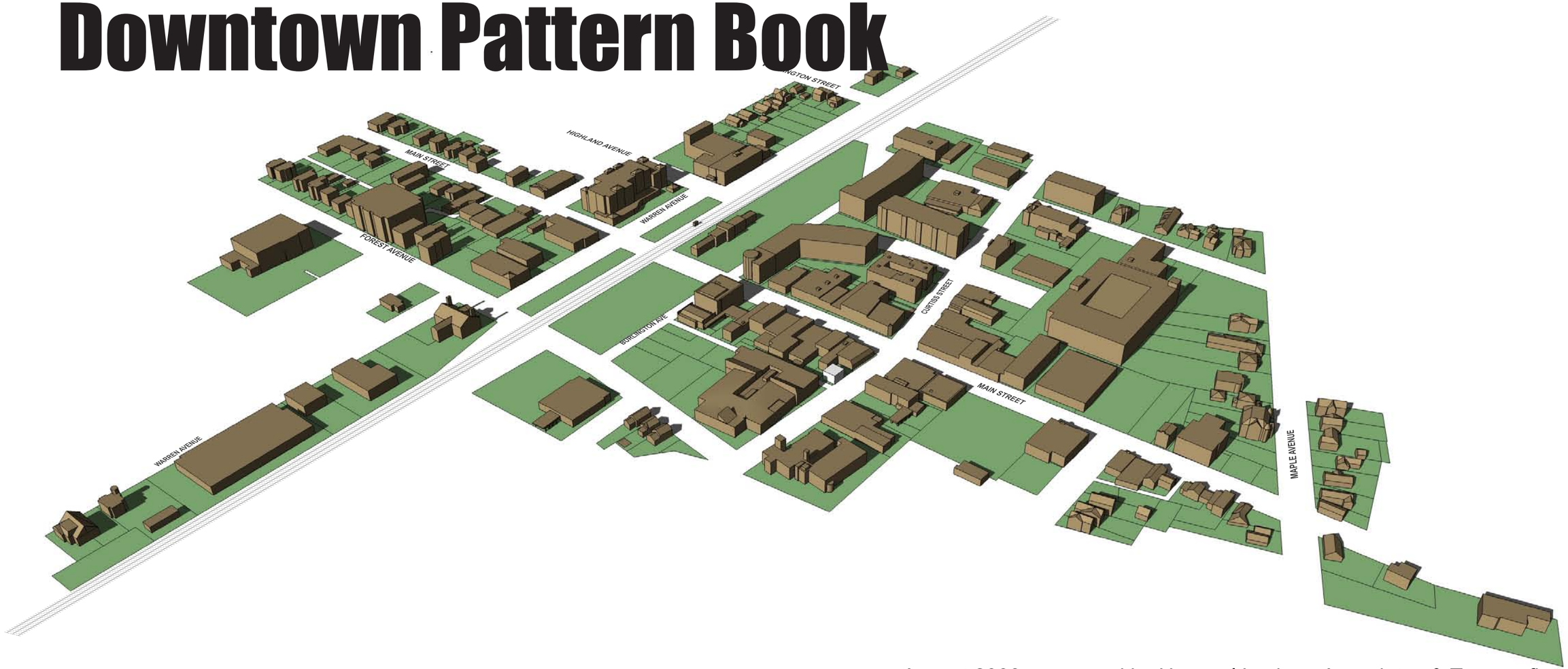
Village of

Downers Grove
Downtown Pattern Book



August 2008 • prepared by Houseal Lavigne Associates & Topografis

1939

1967

1988

1998

2007

The existing block pattern of Downtown was established early in the Village's history.

WHAT IS A PATTERN BOOK

A pattern book is a document containing the different patterns and components that create the fabric and context of an area and identifies the elements necessary for retaining and enhancing its character as new development, improvements, and changes are considered. Pattern books are often prepared for different types of areas, from architecturally rich historic neighborhoods to vibrant and attractive Downtowns, they document the existing and desired pattern for the area.

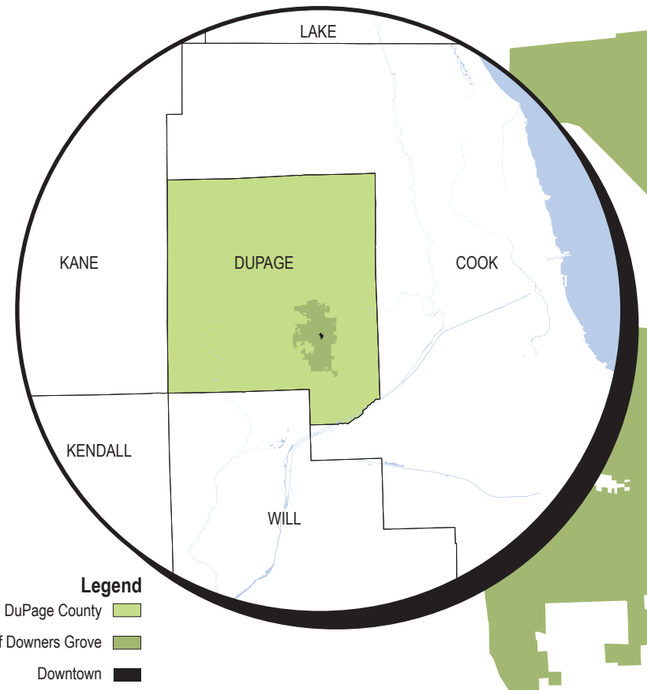
For Downtown Downers Grove, the Downtown Development Pattern Book identifies, catalogues, and assesses the various components that contribute to the Downtown, its character, and its overall sense of place. The elements that contribute to Downers Grove's Downtown development pattern include: pedestrian fabric, architectural detail, mix of uses, sense of enclosure, streetwalls and storefronts, street grid and mobility, and public spaces and gathering areas. Together, these interconnected and interrelated components create the "Downtown experience" for the Village. The Downers Grove Downtown Development Pattern Book breaks the Downtown into these distinct parts and identifies the elemental "building blocks" for the area.

Intent and Use of the Downers Grove Downtown Pattern Book

The purpose of the Downers Grove Downtown Development Pattern Book is to serve as a resource for the Village of Downers Grove, including elected and appointed officials, staff, residents, builders, and developers. The Development Pattern Book should serve as the foundation for future Village initiatives in the Downtown and provide a base understanding of the importance and necessity of key factors that make a Downtown successful. The Downtown Development Pattern Book is intended to serve as the starting point for the establishment of Downtown Design and Development Guidelines, revised Downtown zoning and development controls, and a new Downtown Plan.

Simply put, the Downtown functions as the symbolic heart of the community and its importance dictates that careful consideration be given to any and all proposed developments and improvements within its boundaries. Good design within the Downtown is not optional. The quality of the physical environment, which includes attractive streets, buildings, civic spaces, and gathering spaces, has a direct impact on Downtown Downers Grove's vitality, character, desirability, charm, and ultimate success.

The community expects the highest level of excellence in building design, streetscapes, pedestrian amenities, preservation of special places, and enhancement of community distinctiveness. In developing the Downtown Pattern Book, the Village of Downers Grove strives to preserve and enhance the character and quality of its Downtown. The Pattern Book is a design aid for new construction and renovation of buildings and places within the Downtown. Most importantly, however, the Downtown Development Pattern Book is intended to instill pride in Downers Grove residents and encourage them to preserve the unique and desired character of their Downtown.



Legend

- DuPage County
- Village of Downers Grove
- Downtown

Downtown Downers Grove

Legend

- Downtown
- Building

THE VILLAGE OF DOWNERS GROVE

The Village of Downers Grove is located in DuPage County, Illinois, 23 miles southwest of the City of Chicago. Downers Grove was first settled in 1832 by Pierce Downer when he claimed 160 acres of grove and prairie land for himself and his family. Others soon followed, and by 1873, the settlers decided to incorporate their lands and the Village of Downers Grove came to be.

Since then, the Village of Downers Grove has grown into a vibrant and attractive place to live and do business. With a current population of 49,245, the Village of Downers Grove has become the third most populous urban area in DuPage County, behind only Naperville and Wheaton, and has established itself as one of the region's most noteworthy communities.

Growth and the Railroads

Much of the growth that has taken place within Downers Grove over the past 176 years can be attributed to enhancements in the Village's transportation network, specifically, the railroad. The Chicago, Burlington, and Quincy Railroad lines first came through the area in 1864 and provided a quick and efficient way of transporting people, goods, and services to and from the Village of Downers Grove. The creation and location of this transportation hub and its connection to Chicago helped spur investment and growth in the Village, particularly along Main Street, the Village's original commercial corridor.

With a means to transport people and products, Downers Grove was positioned to accommodate industry. A machine shop owned and operated by Casper Dicke was the first industrial use in the Village. With access to transportation, other businesses soon popped up along the railroad and the growth of Downers Grove was truly underway.

Firsts for the Village

Downers Grove became home to many firsts throughout its history. In 1892, the Village was bestowed with the honor of being home to the first 9-hole golf course west of the Appalachian Mountains. Businessman Marshall Field and others decided to establish one within the jurisdiction of Downers Grove simply for their enjoyment.

Other firsts included the creation of the world's first subdivision by Samuel Curtiss in 1863 and the election of Lottie Holman O'Neill, the first female to serve in the Illinois State Legislature, in 1923. These are just some of the many historic events that have taken place throughout Downers Grove's history.

Growth and the Interstates

Much like the railroad spurred growth in the mid-1800s, the Interstate Highway System would have a similar affect nearly a century later. With access to two major interstate highways, Interstate 88 and Interstate 355, the Village of Downers Grove once again benefited from its close proximity to a major transportation network.

These interstate highways have provided opportunities to the residents and businesses of the Village. They provide offices and businesses with excellent access to a regional labor pool and consumer base, exposure to thousands of cars each day, and a means to transport their goods and services throughout the region and beyond.

Downers Grove Today

The Village of Downers Grove has grown from a small farming area into a vibrant and active community 23 miles southwest of Chicago. Restaurants, boutique shops, banks and other businesses line the streets of the Downtown, providing residents and visitors with places to shop and dine. Large sidewalks and inviting storefronts have helped maintain the Downtown as a pedestrian-friendly area of commerce. This unique and genuine "sense of place" is not evident in the Village's other commercial areas.

In recent years, significant investment and reinvestment has occurred in Downtown in the form of new apartment and condominium buildings and mixed-use developments. Spurred by a tax-increment financing district, a centralized public parking deck, one of Metra's best commuter schedules and bright Village leaders, the Downtown shows signs of an even more exciting future.

Connecting Yesterday with Today

Through the years, Downers Grove has shown its ability to balance the construction of new buildings and the preservation of historical ones throughout its Downtown. The intersection of Warren and Highland Avenues serves as an excellent example of new and old development coexisting and mutually contributing to the unique and distinct character of the Downtown.

The northeast corner of this intersection contains the historic Tivoli Theatre. Built in 1928, the Tivoli Theatre was only the second movie theater in America to be built for the purpose of playing movies with sound. The historic building, with its marquee sign and ornate architectural details, is a majestic landmark.

Directly across the street from this historic treasure is Station Crossing, a mixed-use building constructed in 2003. The product of mindful Village leaders and a cooperative developer, the building cues from traditional architecture found throughout the Village and maintains sightlines to the Tivoli Theatre along Warren Avenue.

DOWNTOWN DOWNERS GROVE

Functioning as the true center of Downers Grove, Downtown is truly a unique place within the community. An authentic Downtown with a rich, 174 year history, Downtown is a place different than malls and other shopping areas in the Village. Downtown provides a place to do almost anything – eat breakfast, lunch and dinner, shop in boutique, family-owned stores, borrow a book from the library, withdraw money at the bank, and buy stamps at the Post Office. While new development provides an insight as to what is in Downtown's future, older buildings and their facades tell the tale of a storied history of a bustling business area before Americans flocked to their automobiles in favor of indoor shopping malls.

Today, Downtown is the heart of Downers Grove and serves as a gathering place for the community and a place to live, work, shop and play. It is where people come together for special events, including the bike race, Friday Night Car Shows, Octoberfest, Memorial Day Parade, Independence Day Parade, and Heritage Festival, among others. It is also the place in the community to do business. Although it is not the economic engine of the community, Downtown is a shopping and business center offering a unique mix of uses and a large concentration of stores, restaurants and offices.

Conveniently located for the entire community, the quaint Downtown is easily accessible by pedestrians and motorists. Parking shortages have been addressed with the construction of a large municipal parking structure considered by many to be a tremendous asset to Downtown. Other key assets of Downtown include the area's history, the Tivoli Theatre, and the Main Street Metra Station and the commuters who use it. The station provides 26-minute express trains to the City of Chicago and contributes greatly to the Downtown's activity and role.

Although most of the Downtown is endearing, there are improvements to be made. For instance, having a post office in a Downtown is positive and contributes to the Downtown's civic role, however the larger regional facility that is present generates higher volumes of postage truck traffic than a traditional post office and is seen by some as problematic. So too is the railroad, which bisects the Downtown and Village into north and south. The railroad is also a safety concern and frustrates traffic and pedestrian movements in the area. Some also suggest that Downtown could use more restaurants and family establishments, but proximity to competing commercial areas, high rents, and its size may limit Downtown's growth and vitality.

The current size of the Downtown limits its potential growth. Its short supply of land means that property values are higher, and consequently rents are higher as well. It can also be said that the overall Downtown architecture leaves something to be desired, though there are few archetypes within Downtown that could positively influence and shape future development.

Finding an exact replica of Downtown Downers Grove proves to be a difficult task. There are some Downtowns that are similar, but few, if any, are able to measure up to the uniqueness of Downtown Downers Grove. Glen Ellyn, Westmont, Naperville, Hinsdale, Elmhurst, and Wheaton are all similar in some respects – a 'Main Street', railroad tracks and a Metra Station, multi-family housing – but each could be called either too small or too big, or too new or too old. In any regard, it is the people of the community that define the place and maintain its role as the focal point of the community.

Generally speaking, it can be said that the newer development that has taken place in Downtown has been positive. The increased residential density in Downtown has created more excitement on the street and contributes to the viability of the stores and restaurants in Downtown. The architecture has improved in Downtown, which is enhanced by most of the new development, including Acadia On the Green, Station Crossing, Charles Place, the Community Bank of Downers Grove, Emmett's Ale House, and Ballydoyle Irish Pub & Restaurant.

Unfortunately, the quality, sensitivity and respect to the surrounding environment, materials, architecture, and detail of these new developments have drawn attention to other buildings that were poorly planned during a different era of Village leadership and market conditions; these developments include 4929 Forest, the White Hen Pantry, the U.S. Bank Building, and the Village Library.

WHAT IS A DOWNTOWN?

Downtowns represent the symbolic heart of a community and have traditionally been the focus of commercial, social, and civic life and are often the local center of a larger transportation network. A downtown often includes retail shops and restaurants, office and service uses, residential and lodging facilities, plazas and open spaces, and entertainment and civic establishments, with strong connections and linkages to regional and area-wide transportation and transit networks. Downtowns thrive when focus is aimed at attracting jobs, residents, and visitors to the area.

The development scale and pattern of successful downtowns typically includes relatively dense groupings of multi-story buildings within an established grid street pattern. Desirable buildings are ones that provide high quality and attractive architectural detail and interest and are located at or near the sidewalk. Special attention and sensitivity are given to the treatment and establishment of the public pedestrian realm. Uses are usually oriented to provide retail, restaurant, and entertainment uses on the ground floor, with residential and office uses on the upper floors of buildings.

Successful downtowns require the coordination and combination of a variety of essential components that work together to create a unique sense of place. These components include:

- Architectural Details
- Mixture of Land Uses
- Pedestrian Considerations
- Appropriate Building Heights
- Streetwalls and Storefronts
- Compact Street Grid
- Public Spaces and Gathering Areas

This Downtown Pattern Book inventories and assesses these components for Downtown Downers Grove and establishes a foundation for future Village downtown improvement initiatives.

Case Study

NAPERVILLE, ILLINOIS

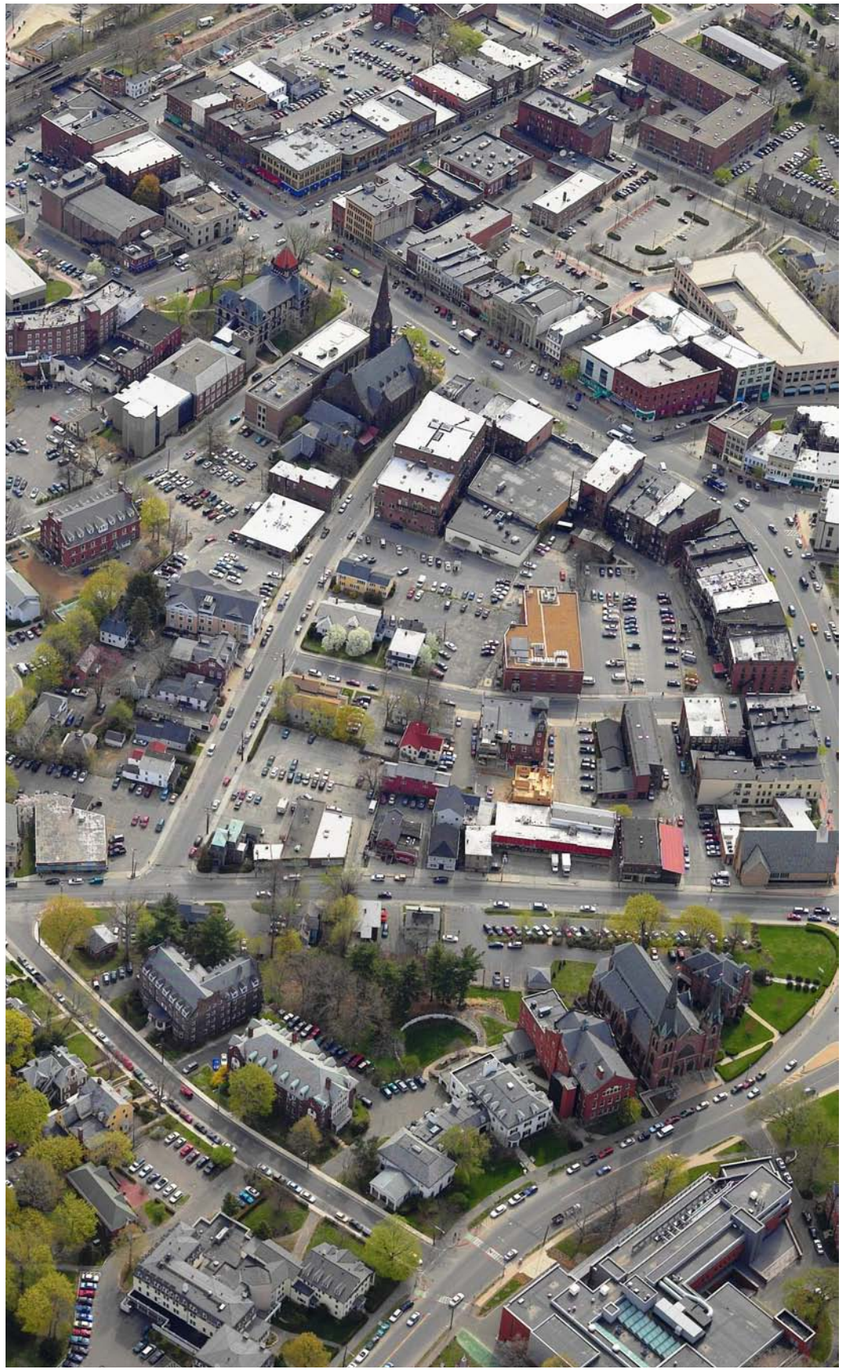
Downtown Naperville, located only minutes from Downers Grove, is often cited as a regional model of a successful downtown. Although some are critical of its size and commercialization, there is no denying the presence of many important components of a vibrant and active pedestrian-oriented downtown commercial district, including its streetwalls, pedestrian scale, and open space and gathering areas.

Several civic uses are also located within Downtown Naperville, including its City Hall, the Naperville Park District's Administration Building, the Chamber of Commerce, Naperville Convention and Visitors Bureau, Alfred Rubin Riverwalk Community Center, YMCA, Naperville Public Library, Naper Elementary School, North Central College, Post Office, and several churches and religious institutions.

Another asset to its Downtown is the Naperville Riverwalk. Built in celebration of its sesquicentennial, the Riverwalk meanders along the West Branch of the DuPage River and is a main focal point of Downtown.

Downtown Naperville has experienced significant re-investment during the last decade. New commercial buildings are taller and provide more functional space in their upper floors. The cost of land downtown has resulted in higher lease rates driving out some of the "mom and pop" type businesses and drawing criticism by some.

Jefferson Street has retained most of its original buildings and streetwall. Bulbouts, arcades, bollards, crosswalks, benches and pedestrian scaled improvements all make this street welcoming to pedestrians and one of the most notable downtown streets in the Chicago region.



Case Study

NORTHAMPTON, MASSACHUSETTS

Northampton's Main Street was selected by the American Planning Association as one of the 10 Great Streets in America. It received the distinction due to its architectural features; capitalization on natural and historic features; and its ability to balance the competing needs of pedestrians, bicyclists, and drivers. Main Street meanders through the downtown following the topography of the land, not the traditional street grid.

While 19th-century buildings dominate Main Street, it is the mix of architectural styles combined with current uses — boutiques, galleries, coffee houses, and restaurants — that create visual interest and encourage people to walk, gather, and interact. Public and civic structures occupy the most visually prominent locations and dominate the skyline because of zoning that prohibits taller structures.

Until 1980, eight-story buildings were allowed in the downtown. Since then, the allowable height has been reduced to five stories. New buildings are required to maintain alignment with existing buildings. To get people out of their cars and onto Main Street, planners were instrumental in the development of a unique parking structure that blends seamlessly with the historic urban fabric.

Design integrity and pedestrian orientation are considered Main Street's strongest unifying features. A 1980s streetscape program sent utility lines underground, eliminating poles. That change, combined with a solid wall of building fronts, provides an uninterrupted, continuous facade along Main Street. Planners have discouraged uses that generate heavy vehicle traffic. Some of those uses (automobile sales and services) are prohibited, while others (take-out restaurants) require a special use permit. The result is a sense of liveliness — day and night, weekday and weekend.

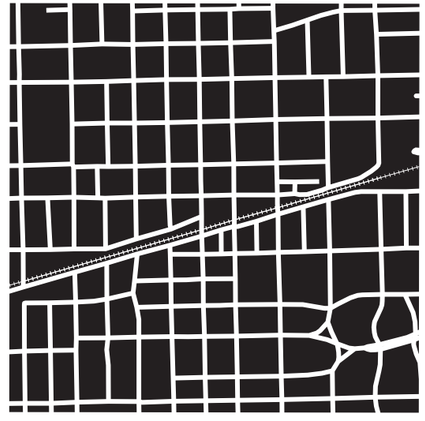
Today, retail vacancy rates along Main Street are extremely low and the upper floors of buildings are filled with offices and residences. In recent years, a reduction in minimum required lot dimensions has allowed new development to fill gaps that would otherwise not be allowed, particularly on small, narrow lots. The City has also provided public investment for affordable housing, fostering the redevelopment of empty public buildings back into productive use, and focused on brownfield revitalization of contaminated downtown sites. All of these changes have generated new activity on and around Main Street.

Source: American Planning Association

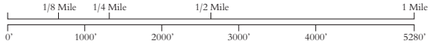
Downtown
Downers Grove

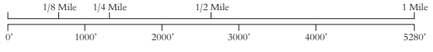
Downtown
Geneva

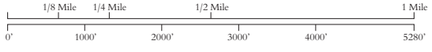
Downtown
Glen Ellyn

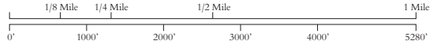


Downtown
Wheaton









COMPACT STREET GRID

The street grid of an area impacts its function. The size and shape of the blocks in the downtown of an area affect its walkability and pedestrian-friendliness. A street grid with short blocks means an area is more walkable and accessible. This is a key component of a downtown and a planning consideration where walkability and pedestrian friendliness are primary objectives.

Block Size

There is a direct correlation between the size of blocks of an area and its use and function. Smaller blocks are more walkable and accessible and are the preferred block type in a downtown. When blocks are 'walkable', pedestrian comfort and friendliness are achieved. A visitor can park in one spot and make multiple stops in the downtown by walking from business to business. Other cited benefits that are attributed to pedestrian-scaled block sizes include less traffic congestion, cleaner air, enhanced social capital (face-to-face interaction) among residents, and healthier citizens.

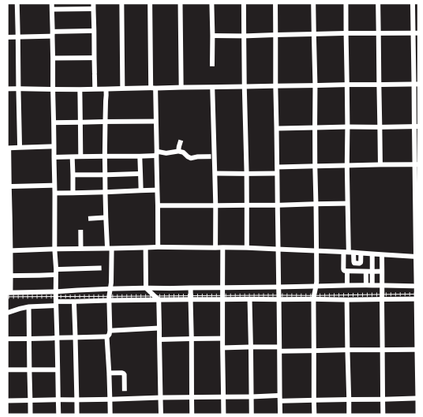
Walking from store to store instead of driving can result in a decrease in traffic throughout a community. A decrease in traffic leads to a decrease in air pollution. Both of these benefits are the result of providing and maintaining pedestrian-scaled block sizes and shapes. Having more residents walking through the downtown of a community will also lead to a healthier and happier population.

Citizens that are driving less and walking more in the downtown of a community will also have more interaction with neighbors and community members. Increasing interaction among residents will in turn increase the area's social capital and help create a greater sense of community.

The Grid System

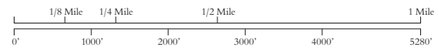
An effective way of creating and maintaining a highly accessible area is through the use of the grid system. This system is practical in nature and makes it easy to approach an area from any direction. It is also very pedestrian friendly because of the relative ease one has in orienting themselves when in the grid.

Downtown
Naperville



Downtown
Oak Park

Downtown
Arlington Heights



75th Street
Downers Grove/Woodridge

These 1 mile by 1 mile figures highlight the compact street grid found in traditional downtowns. For comparison and emphasis, a superblock at the intersection of 75th Street and Lemont Road is shown above.

Breaking-up the Superblock

A superblock is a large plot of land in a community that occupies a larger than typical site in the context of an otherwise uniform grid system. Superblocks disrupt the street grid and limit accessibility to areas surrounding it. In older established areas, superblocks are often home to large public uses such as schools or government buildings.

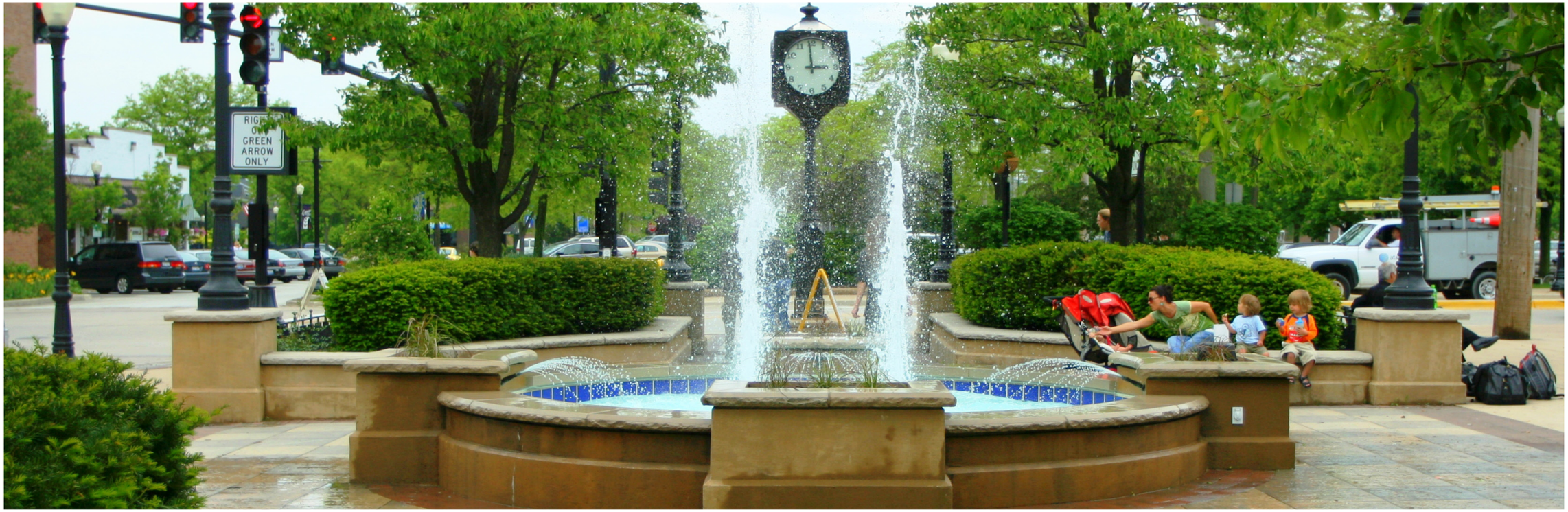
While uses located on a superblock may serve the community and surrounding commercial area, they also have the ability to hinder access, visibility, and circulation in the surrounding areas. Superblocks should be discouraged from forming and should be broken up whenever and wherever feasible within a downtown. When given the opportunity to break up a superblock, the street network pattern directly surrounding the site should be re-established. The re-established street grid pattern will greatly improve the accessibility and connectivity to and through the site and the surrounding areas.

Links and Nodes

The shapes of blocks in a community are important considerations. A goal of any downtown should be to provide and maintain a high rate of connectivity and accessibility. This can be achieved by having small blocks to create a high link to node ratio.

Links are the streets connecting intersections to one another while nodes are the intersections. When the link to node ratio is high, an area has many routes of access. When the link to node ratio is low, an area has few routes of access. A downtown with a high link to node ratio is more pedestrian friendly and accessible. Communities should highlight the importance and value of having a high link to node ratio to prioritize accessibility and walkability in their downtown.

The Link to Node Ratio for Downers Grove's Downtown is 2.21. Minimum standards for connectivity indexes typically fall into the range of 1.2 to 1.4.



PUBLIC SPACES & GATHERING AREAS

Spaces utilized by and designated for the public are critical components to a pedestrian friendly area such as a downtown. These types of spaces provide an area for people to congregate, use, and enjoy. Ideally, public spaces should be scattered throughout a downtown. Making these spaces widely available and accessible to all citizens should be a goal of a community. Public spaces can also serve as a kind of refuge or oasis amidst an urban area. Combining these elements throughout the downtown can help make it more successful.

Gathering places and public spaces provide Villages like Downers Grove with many opportunities to further unify their communities. Public spaces utilized properly create a connection residents can share and enhance the spirit of community. These places serve an important role as a forum and location for civic events and social gathers and can be powerful amenities to further enhance the character and experience of the downtown.

Types and Uses

Public spaces and gathering places can be both formal and informal. Common types of formal public spaces and gathering areas include schools, civic buildings, parks, libraries and post offices. Each of these public spaces belongs to the residents of a community and provides venues for various events and activities. Encouraging the development and upkeep of public uses can be essential for creating a desirable and dynamic mix of uses within a downtown.

Downtown for Formal Public Places

Providing citizens with public places to congregate, use, and enjoy is positive for a community's social fabric. When located downtown, these public uses establish a civic core. The heart of a municipality is often its downtown; it is best to locate a number of public places and gathering areas there.

Public spaces and gathering areas can generate a large volume of foot traffic throughout the day, greatly benefiting surrounding businesses. As community members visit these public spaces, they are being brought to the downtown and exposed to a variety of shopping, dining, service, and entertainment opportunities.

Scattered Throughout Community/Accessible

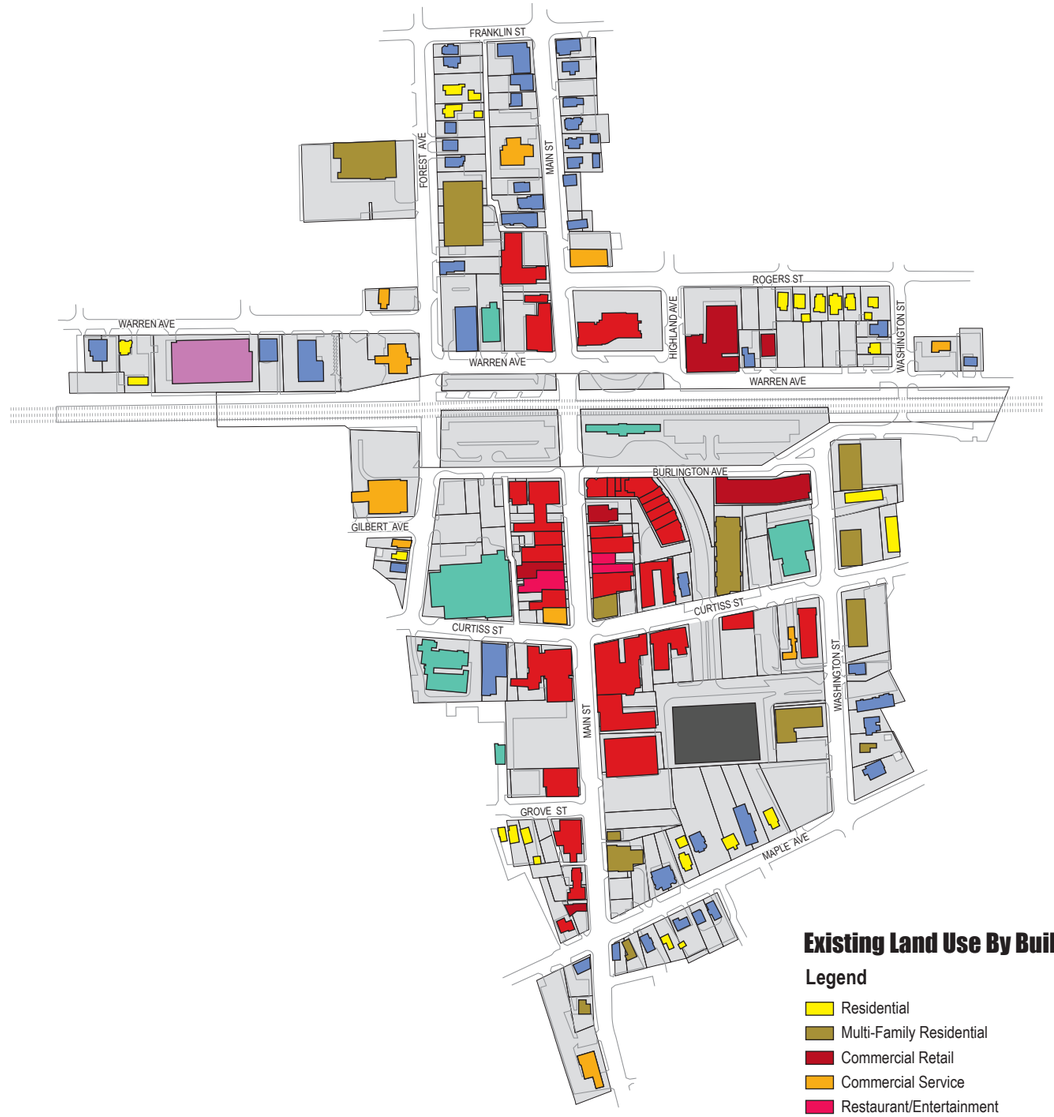
Public spaces and gathering areas should not be concentrated in one area of the downtown but instead distributed throughout. Spreading public spaces in this manner ensures equal opportunity and access throughout the downtown and encourages a more dynamic mix of uses in all areas.

Urban Oasis

A public space or gathering area within a downtown can serve as a welcome relief from the energy and excitement of an urban area. Parks, plazas, outdoor theatres and civic spaces, and recreation facilities can all act as an urban oasis when placed in or near an urban area.

An urban oasis should be a place of recreation and relaxation. Shady trees, walking paths, landscaping, and pedestrian amenities should be common components of the areas. Places to sit, relax and socialize should be in abundance.

The creation and maintenance of gathering areas and public spaces like these contribute significantly to the aesthetics and quality of life of a community and enhance the overall experience and character of a downtown.



Existing Land Use By Building

Legend

- Residential
- Multi-Family Residential
- Commercial Retail
- Commercial Service
- Restaurant/Entertainment
- Mixed Residential/Commercial
- Office
- Light Industrial
- Parking Structure
- Institutional

A MIX OF LAND USES

A mix of appropriate land uses is something that can be found in any successful downtown. Whenever retail, dining, service, entertainment, office, residential, civic, and other uses can coexist, the result can almost always be described as an active and vibrant area.

Successful downtowns are pedestrian-oriented, mixed-use environments. The downtown should primarily be focused on providing retail, restaurant, and service uses on the ground floor with office and residential uses located on the upper floors. This mix of uses is essential for creating a vibrant and engaging environment. Commercial uses throughout the downtown should also provide a wide diversity of goods and services for residents and visitors. Providing this mix of uses in this way will help make the area a success.

Ground Floor Uses

The downtown should feature a variety of commercial uses on the ground floor of buildings, focusing primarily on restaurants, retail, entertainment, and service uses. This mix of uses promotes pedestrian interaction, interest and engagement. The diversity of uses in close proximity increases foot traffic and the likelihood of multiple-destination trips within the downtown. By prioritizing retail and restaurant uses, inactive and uninteresting storefronts are avoided, better maintaining the vitality and attractiveness throughout all areas of the downtown.

Upper Floor Uses

The upper floors of buildings within the downtown should provide space for office and residential uses. Although both are important uses to have within a downtown, residential and office uses do not contribute to a positive pedestrian experience and contribute little to an exciting and vibrant street life.

Having residential units in the downtown provides the opportunity to live in a more urban environment, with convenient access to dining, shopping, entertainment, and transit facilities. This is an extremely attractive idea to many individuals who embrace the idea of living in an active mixed-use setting, with decreased dependence on the automobile on a daily basis. Downtown residential uses also widen the range of available housing options in the Village and can increase the residential base and densities of the area, which is extremely helpful to downtown businesses and services.

Office uses in the downtown are extremely beneficial as they bring employees into the area and increase the downtown's daytime population, following the common saying, "people shop where they eat lunch." Downtown businesses and restaurants will greatly benefit from office uses and the people they will bring into the area every day. However, like residential uses, office uses should not be located on the ground floor as they add little interest and interaction with pedestrians and generally do not contribute to the vibrancy and attractiveness of the downtown as a destination.

Destination Creation

Supporting and maintaining a wide variety of commercial uses in the downtown helps establish the area as a distinct destination. Destinations often have a unique sense of place about them and are easily distinguishable from other areas. The creation of a destination within a community is beneficial and will provide the atmosphere for a downtown to flourish. The intent is to provide an attractive and engaging mix of uses in a pedestrian-oriented environment that allows residents and visitors to enjoy the overall experience of the downtown while being able to shop, dine, recreate, relax, and visit without having to drive from place to place.

Consistent Use of Space

Ensuring that the downtown is being utilized during all periods of the day should be a goal of every municipality. Constant utilization of the downtown area by residents and visitors is a clear sign of its success. When a downtown is only utilized during certain times throughout the day, it can project a negative impression on that community. Ideally a downtown should promote and accommodate shopping, dining, and entertainment activities throughout the day and evening hours, throughout the week and on the weekends. A downtown should not "shut down" at 5:00 p.m.

Providing a mix of uses throughout the downtown can help ensure the consistent and full-day and evening use of the area. This is another reason why office uses are not recommended for the ground floor. As office's typically empty out at 5:00 p.m., having an abundance of office on the ground floor would result in a downtown that "shuts down" at the end of the business day. The objective is to prioritize uses that are open and active into the evening hours.

ARCHITECTURAL DETAILS

The architectural details in an area play a significant role in the creation of its identity and sense of place. This is particularly true of a distinct pedestrian-oriented area such as a downtown. A municipality should encourage the creation of unique aspects to each of its buildings. Architectural projections, trim, recesses, decorations, various styles, and other features bring substance and distinctness to the architecture of a community. A mix of quality and aesthetically-pleasing materials should also be used for any new construction taking place in the downtown. Bland architecture with little or no urban character and materials of low-quality should be resisted and avoided whenever possible. Encouraging the construction and maintenance of architecture rich in aesthetics and high in quality will enhance the sense of place of a community.

Sense of Place Enhancement

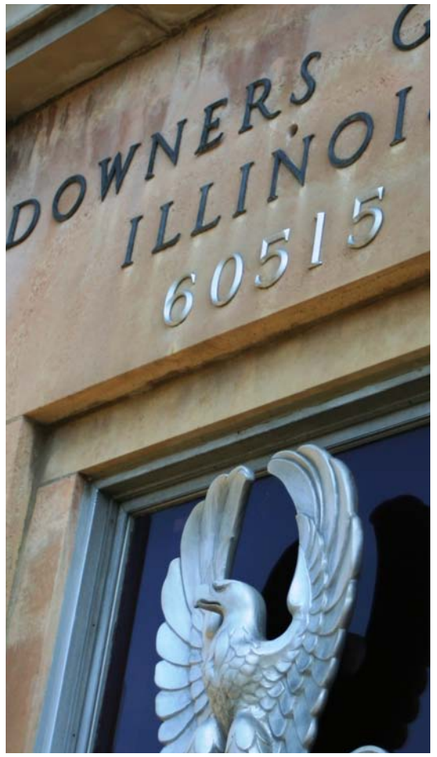
To distinguish one municipality from another, a community should strive to establish a sense of place, especially in the downtown. Encouraging the construction and maintenance of buildings with a high degree of architectural quality and unique details is an effective strategy and key component of achieving this goal. Working in conjunction with other factors, such a scale, orientation, enclosure, street grid, streetscaping, architectural detail is a key to establishing a desired downtown character.

Buildings with Unique Aspects

The physical make-up of a community makes the single biggest initial impression on residents and visitors in that area. This is especially true for buildings in the downtown. Residents, shoppers, and visitors come to a downtown to utilize and enjoy the businesses, services, entertainment, and civic uses that a community has to offer, in an attractive and vibrant environment. The downtown is also where impressions of a community are most often made, as it represents the symbolic heart and character of a community, regardless of where a person happens to live. Encouraging the development and maintenance of buildings with unique, attractive, and distinctive architectural components is therefore critical to the success of enhancing the overall sense of place of a downtown.

At a time when one commercial area often seems identical to another, a downtown should provide truly unique architectural components to distinguish the area from other downtowns and shopping areas. Some of those architectural aspects that should be encouraged by a community include projections, ornamental trim, detailed design components, articulation, building recesses, decorative elements, and other distinctive style components. Examples of these components include decorative cornices, decorative design elements such a terracotta tile and stone details, recessed doorways and entrances, distinctive window elements, and architectural articulation and projections. All of the architectural components should work at a vehicular and pedestrian scale, but special attention and orientation should be prioritized for the pedestrian realm, with additional detail and interest dedicated to the ground floor elements of a structure.

The inclusion of any of these and other aesthetically-pleasing architectural details into the downtown enhances the sense of place, tactile perception, pedestrian experience, and overall character and charm of any community and downtown environment. Maintaining and encouraging the construction of architectural details will also improve the aesthetics of a community while simultaneously improving an areas spirit.



Aesthetics and Material Quality

As indicated above, a municipality should encourage the maintenance and construction of architectural details throughout its downtown. Ensuring that only high-quality materials are used when constructing and maintaining architectural details is a key to improving the aesthetics of a community. Examples of high-quality materials that should be encouraged within the downtown include masonry, stone, terra cotta accent tiles, and other natural/traditional materials. Contemporary architecture and materials may also be appropriate, given the context and overall design and character of the proposed development.

To implement and oversee the approval and construction of aesthetically pleasing and high-quality developments, Downers Grove should utilize its Architectual Design Review Board to review proposed developments. The Architectural Design Review Board is composed of a 7 member board, each of whom are appointed by the Village Mayor. Each board member serves for a 3 year period.

The Architectural Design Review Board should be responsible for advising elected officials on whether or not development proposals should be approved. Their approval would be based on the overall design, aesthetics and quality of material called for in the development proposal.

By effectively utilizing its Architectural Design Review Board, the Village of Downers Grove can ensure that new developments will contain aesthetically-pleasing architecture as viewed from all sides and from all perspectives. The Architectural Design Review Board should also ensure that materials used are of appropriate and high quality. Encouraging the construction and preservation of architecture rich in aesthetics and high in quality will enhance the sense of place of a community and its downtown.

Avoid signs not in scale with facade.

Awnings and signs should respect the architecture of the building.

Inappropriate example of signage and awnings.

Signage and Awning Considerations

Signage and awnings add visual interest to the buildings and the streetscape, thus playing an important role in establishing a comfortable, inviting, and pedestrian-friendly atmosphere in Downers Grove.

The design and character of the signs and awnings should respect the architecture in the immediate vicinity.

AWNINGS

The size, shape, material, texture, color and method of lighting of the awnings should enhance the building and its surrounding area.

Encourage awnings that will enliven streetscapes.

The height of the awnings should not obstruct views or pedestrians in the public sidewalk.

SIGNS

Avoid oversized or poorly proportioned signs.

Sign lighting should not conflict with pedestrian-level street lighting.

Avoid visual clutter by using the minimum amount of signage.

Preserve existing, original, historic, and architecturally interesting storefronts.

Make sure sigange is in scale with the facade of the building.

Examples of appropriate material use.

Utilize high-quality materials such as brick and stone

Upper condition varies

Metal detailing can be combined with base material

Base condition is consistent

Material Considerations

Providing an urban environment with high-quality materials and unique architectural details is essential to the enhancement of an areas "sense of place".

A maximum of three materials per building should be encouraged.

Variety of finishes within a material is suitable.

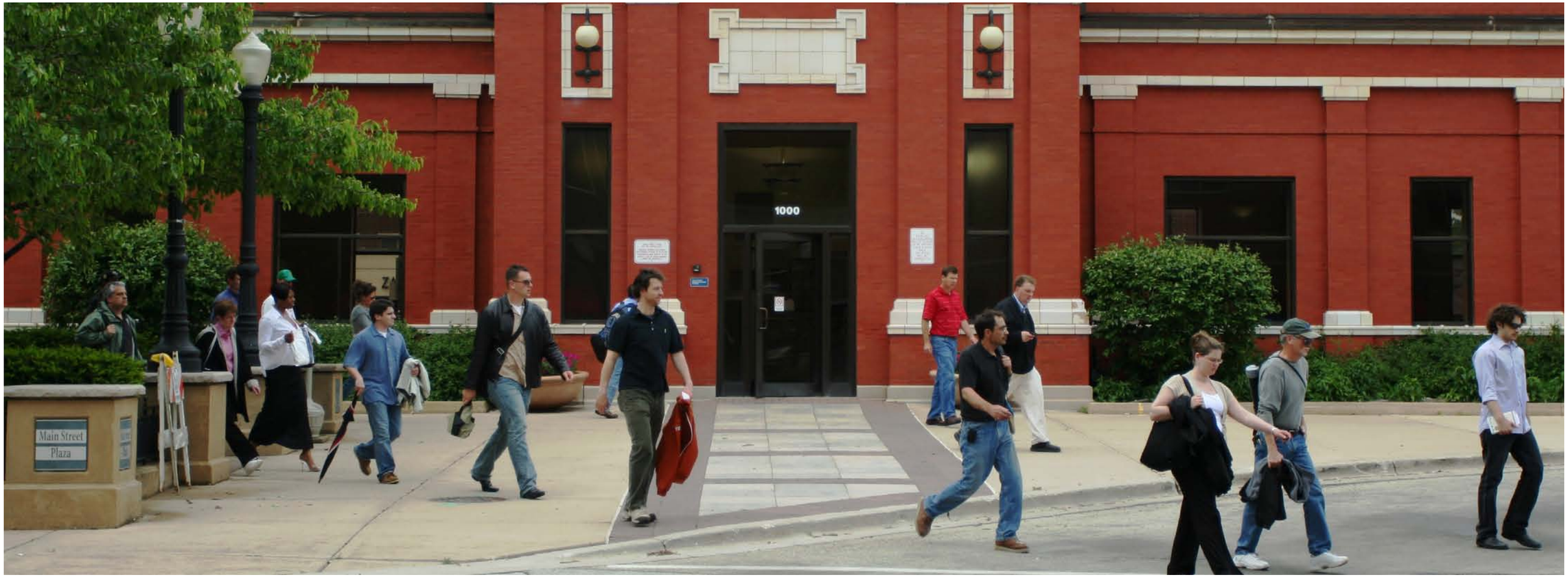
Colors should be consistent with architectural elements of the building.

Ensuring that only high-quality materials are used when constructing and maintaining architectural details is an easy way to improve the aesthetics of a community.

Examples of high-quality materials that should be encouraged by a local municipality include decorative brick, stone, and ornamental wood.

Architecture lacking character and quality of materials should be discouraged when and where possible.

Individual buildings should each have distinctive and aesthetically-pleasing architecture to them.



THE PEDESTRIAN FABRIC

The pedestrian fabric throughout the downtown or urban area plays a crucial role in defining that area. Comprised of sidewalks, crosswalks, streetscapes, and other pedestrian areas and amenities, the pedestrian fabric represents one of the most defining characteristics of a downtown. A comprehensive network of sidewalks encourages people to abandon their automobiles and walk from place to place. A clearly demarcated crosswalk removes danger from crossing streets. Properly placed street benches and appropriately scaled lighting provide pedestrians with a sense of comfort. Together, these and other components comprise a pedestrian fabric that reinforces a downtown's pedestrian-friendly atmosphere, a defining characteristic not typically found in other commercial districts.

Pedestrian-Friendly Downtowns

Ensuring that its downtown is pedestrian friendly should be the over-arching goal of any community striving to maintain a vibrant central business district. Pedestrian friendliness is a defining characteristic of a downtown, and a trait that provides a very sharp contrast when comparing downtowns to auto-oriented commercial areas situated along highways.

An area could be said to be pedestrian friendly when traveling by foot is preferred or desired, instead of traveling by car. By creating and maintaining an environment that discourages automobile trips in favor of the pedestrian trips, an area is distinguished from a typical suburban shopping area where shoppers drive to and park in front of the big box they are visiting.

A Crosswalk and Its Role

In the American Planning Association's Planners Dictionary, a crosswalk is defined as "that part of the roadway designated for the use of pedestrians in crossing the street." This definition could be expanded upon by stating that crosswalks are a necessary component of a pedestrian network, providing a means for pedestrians to safely cross traffic lanes. Crosswalks are important considerations of a pedestrian network and play a role in the overall pedestrian friendliness of an area. Making pedestrians feel safe when they are at their most vulnerable is important to establishing a pedestrian friendly environment, such as a downtown.

Strengthening Crosswalks

Not all crosswalks are equal. Some are formalized through the use of traffic signals or dedicated crosswalk signals; other areas use only striping, and some use only signage. The best crosswalks are ones that have considered the pedestrian throughout their design and deployment and ones that actively strive to improve pedestrian safety and motorist awareness, indicating to cars that they are traveling within a pedestrian area. Techniques used to achieve this include pedestrian crossing signs, bollards (lighted and unlighted), installing materials such as pavers, and painting contrasting pavement stripes to delineate the crosswalk.

While six-inch wide white lines on either side are often used to define the area of a crosswalk, decorative brick or other paving material is a more aesthetically-pleasing option and assist in making motorists more "aware" of the crosswalks.

Bulbouts

The use of "bulbouts" (curb extensions used at intersections to slow the speed of traffic) where appropriate is another option that can be deployed when trying to create a safer experience for pedestrians. Bulbouts dramatically reinforce a crosswalk or pedestrian area and assist in restricting the area for travel, slowing the speed of traffic. Bulbouts can also have other positive qualities. They provide a community with unique articulation and create larger areas for plazas, landscaping, and outdoor seating areas for restaurants and cafes.

Streetscape Enhancement

The streetscape of a downtown is another significant contributor to the pedestrian experience. Enhancements along the sidewalk, whether functional like a bench or aesthetic like a sculpture, provide comfort to pedestrians travelling close to traffic. Wide sidewalks provide space for streetscape enhancements and a feeling of comfort and safety to pedestrians.

Careful consideration should be taken when planning streetscape enhancements. Pedestrian amenities such as benches, planters and fountains constructed as part of a streetscape enhancement program to enhance the aesthetics of a downtown streetscape may also require additional width. Widening the sidewalk where these facilities are deployed may be necessary to prevent traffic impediments and safety concerns for pedestrians.

Seating

Supplying pedestrians with places to sit throughout the downtown enriches the pedestrian fabric and adds to the comfort of an area. Whether formal, such as benches, or informal, such as a planters and low masonry walls, any elevated flat surface that can serve as a place for a pedestrian to sit should be welcomed. For varying reasons, people enjoy having the option of sitting along the sidewalk of a downtown. A businessman may want to relax and enjoy being outdoors; parents with young children may stop and tie a shoe; senior citizens may simply just want to watch the “activity” on the street; or a family may want to sit down and enjoy a treat purchased from a downtown merchant. Regardless of purpose, functional seating space that is located favorably will most certainly be utilized throughout the day, no matter the time or season.

Pedestrian Scale

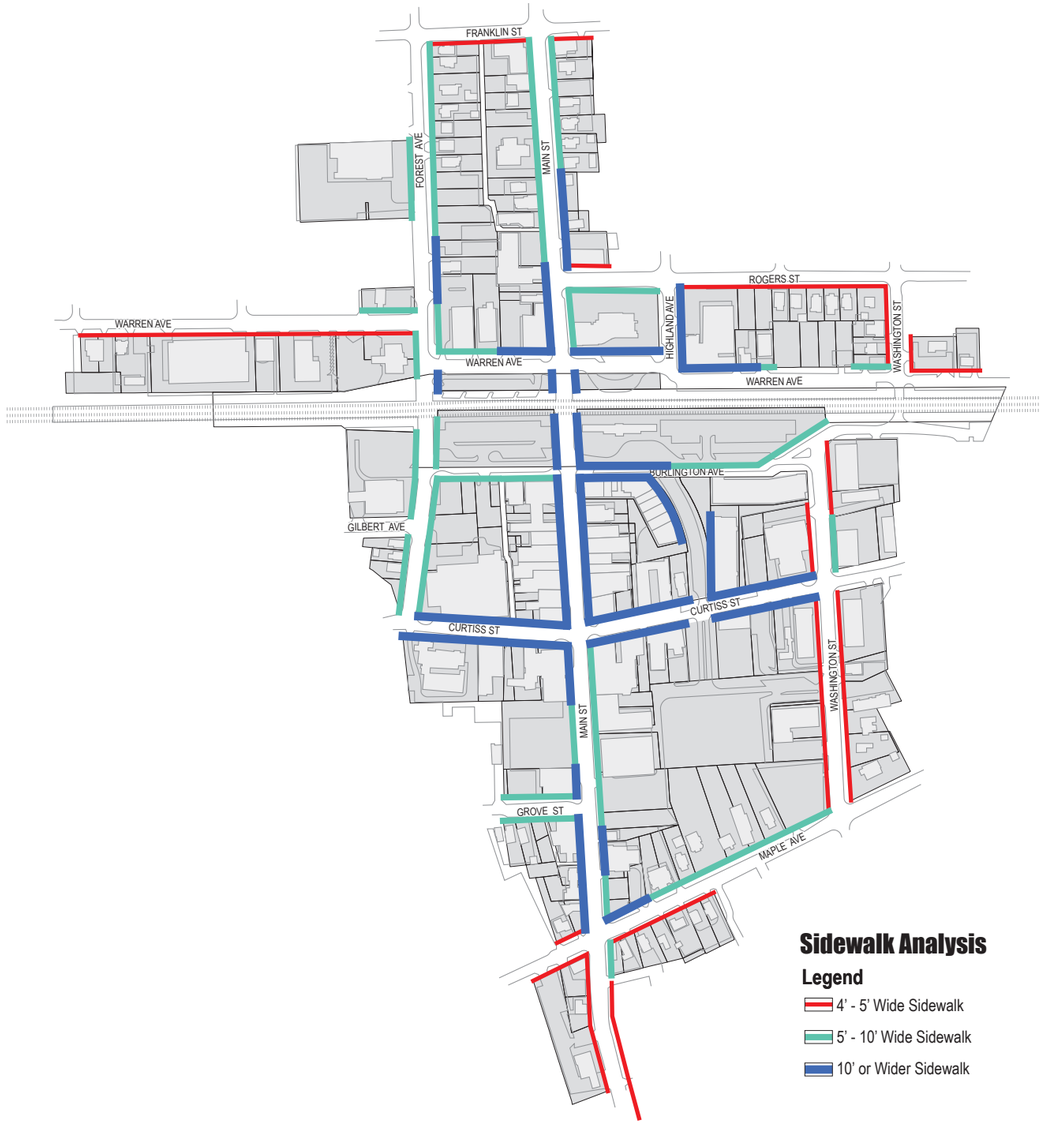
Establishing and maintaining a pedestrian scale is a subtle design consideration that often goes unnoticed by pedestrians: however, the effects of its implementation can be profound. The American Planning Association’s Planners Dictionary defines pedestrian scale as the “design and construction considerations based upon the scale of a human being which [instill] occupants and users of the built environment with a sense of comfort and security.” As a general rule, these design and construction considerations are typically applied in the area between the ground and 18 to 20 feet above ground. This area is commonly referred to as the pedestrian realm.

A good example of a pedestrian-scaled design element is the use of short lampposts 10 to 12 feet in height in place of typical streetlights. The concept of pedestrian scale can be applied to many of the elements previously mentioned including crosswalks and sidewalks and can also be incorporated within architectural details.

At every opportunity, a community should act to create a more intimate and secure downtown. Designing the pedestrian right-of-way with the pedestrian scale in mind is an excellent means of attaining this goal. With a downtown designed at the pedestrian scale, a community is sure to enhance its overall pedestrian fabric.

Landscaping

Landscaping can also serve an important function in enhancing a good pedestrian fabric within a community’s downtown. Strategically placed trees, shrubs, flowers, and planters help soften a central business district and promote a positive image of the area in the minds of pedestrians. Landscaping can also provide and enhance the sense of security a pedestrian feels while traveling though the area.


FRANKLIN ST
FOREST AVE
MAIN ST
ROGERS ST
HIGHLAND AVE
WASHINGTON ST
WARREN AVE
WARREN AVE
WARREN AVE
BURLINGTON AVE
GILBERT AVE
CURTISS ST
CURTISS ST
MAIN ST
WASHINGTON ST
GROVE ST
MAPLE AVE
Sidewalk Analysis
Legend
4' - 5' Wide Sidewalk
5' - 10' Wide Sidewalk
10' or Wider Sidewalk


FRANKLIN ST
FOREST AVE
MAIN ST
ROGERS ST
HIGHLAND AVE
WASHINGTON ST
WARREN AVE
WARREN AVE
WARREN AVE
BURLINGTON AVE
GILBERT AVE
CURTISS ST
CURTISS ST
MAIN ST
WASHINGTON ST
GROVE ST
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Crosswalk Analysis
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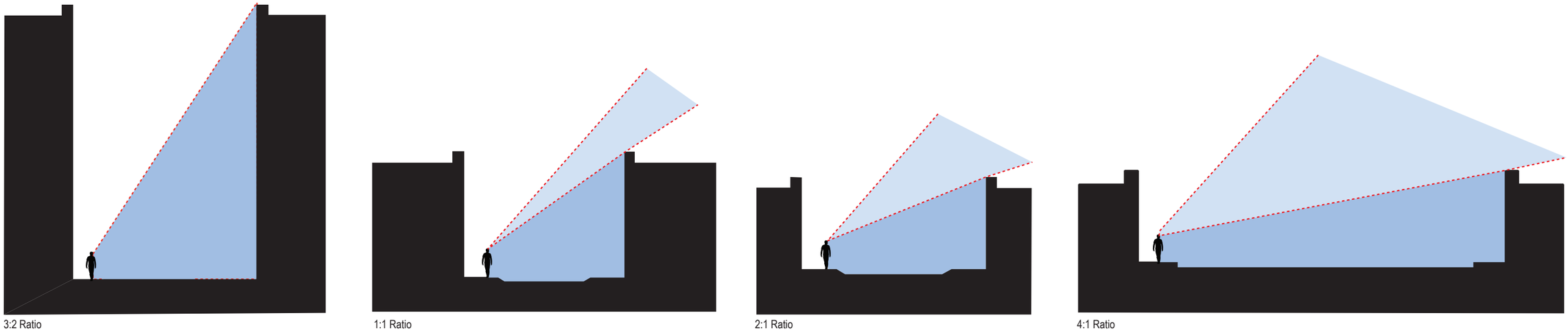
Good
Fair
Poor
No Crosswalk
Sidewalk



3:2 Ratio

1:1 Ratio

2:1 Ratio

4:1 Ratio

SENSE OF ENCLOSURE

Providing a “sense of enclosure” should be a goal every municipality strives to achieve in their downtown area. Good street spatial definition can help provide a sense of enclosure to the community’s downtown through the conscious use of building separation and building height as tools. A standard of minimum ratios should be encouraged and enforced to establish and maintain a sense of enclosure in the downtown of a community. Establishing and maintaining a sense of enclosure provides a community with a certain level of comfort and makes the downtown area much more inviting and pedestrian friendly. An intimate character is also provided to the downtown area of a community as a result of establishing and maintaining a sense of enclosure. A community that supports the creation of a sense of enclosure is likely to be a successful and pedestrian friendly one.

Building Enclosure

The American Planning Association defines building enclosure as being “the ratio of building separation to building height.” The combination of building separation and building height determines the sense of enclosure experienced by pedestrians passing through an area. Municipalities should be aware of building enclosures and other design elements throughout their community in order to allow for the analysis and improvements of its urban space.

Rating Ratios

Calculating the ratio of building separation to building height can help a municipality determine whether or not a sense of enclosure has been created in their downtown. A municipality should first establish a minimum ratio of building separation to building height off of which to base their calculations. A minimum building separation to building height ratio of 2:1 has been recommended by the American Planning Association. This figure is supported by independent researchers outside of the APA as well. Any ratio larger than 2:1(i.e. 3:1, 4:1, etc.) will not establish a sense of enclosure in the downtown of a community. Ratios smaller than 2:1(i.e. 1.5:1, 1:1, etc.) will serve to enhance the sense of enclosure felt by a pedestrian in the downtown area of a community.

Calculating Ratios

Suppose that two buildings on both sides of a street are 100 feet in height and the separation or space between those two buildings is 100 feet. The ratio of building separation to building height would be 1:1. This ratio is smaller than the American Planning Association’s recommended minimum standard of 2:1 and a sense of enclosure would be experienced by pedestrians in this area.

The amount of sky a pedestrian can see while walking through the downtown of a community can also serve as a good measure of building enclosure for a particular area. For example, assume that a pedestrian is walking down a street where the buildings on either side are 100 feet in height and the separation between them is 300 feet. In this instance, as the pedestrian peers across the street, three-fourths of the area within his or her normal range of vision will be made up of the sky while one-fourth will be comprised of buildings. As the street narrows or buildings increase in height and the building enclosure ratio increases, the amount of sky in the pedestrian’s vision will decrease. At a building enclosure ratio of 3:2 a pedestrian will no longer be able to see the sky without tilting their head upward.

“Sense of Enclosure” Benefits

A community with an established sense of enclosure in its downtown is likely to experience a number of benefits as a result. These benefits include the establishment of a comfortable, inviting, and pedestrian friendly atmosphere in the downtown area as well as creating a more intimate character throughout the downtown.

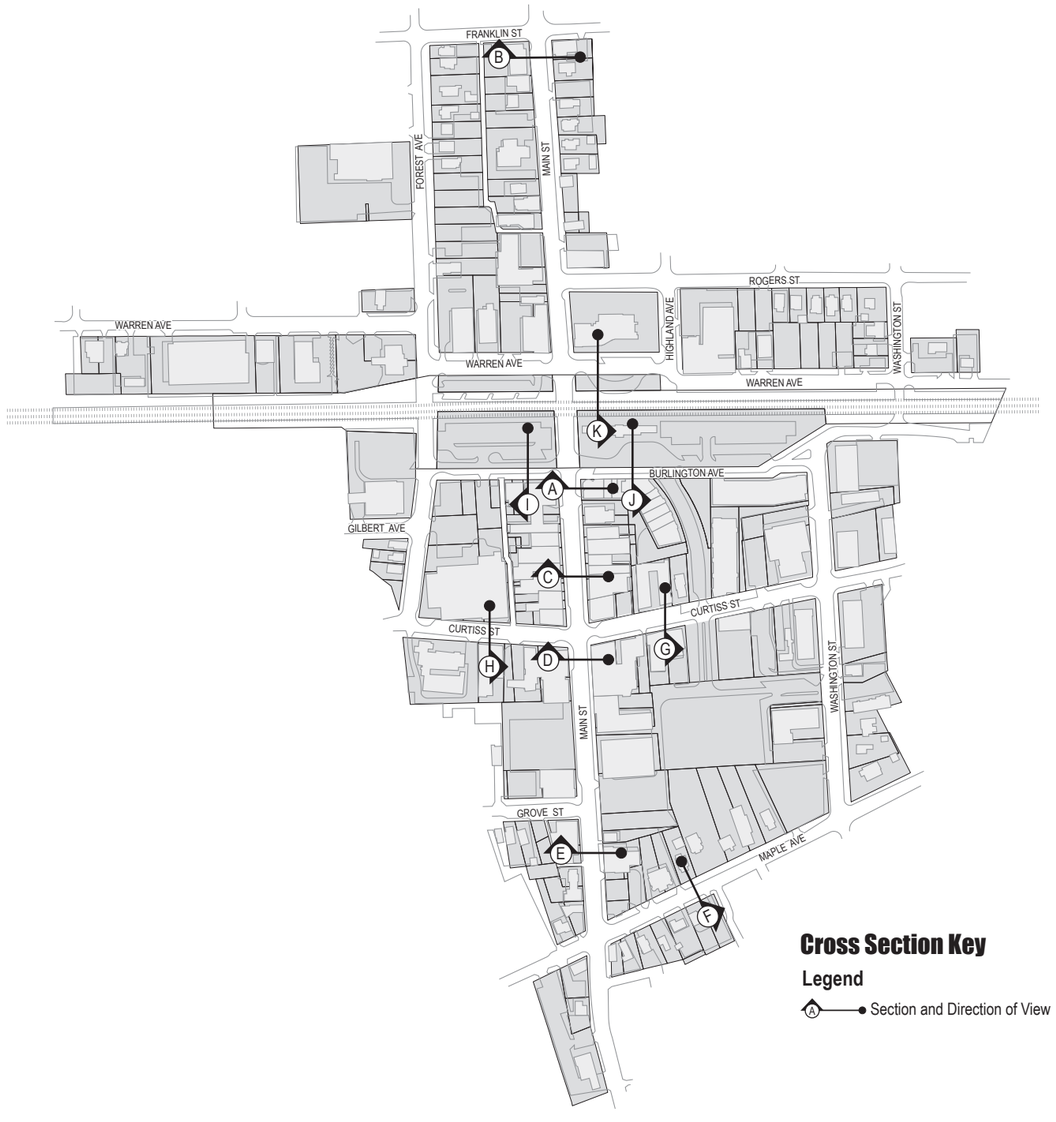
Pedestrian friendly Qualities

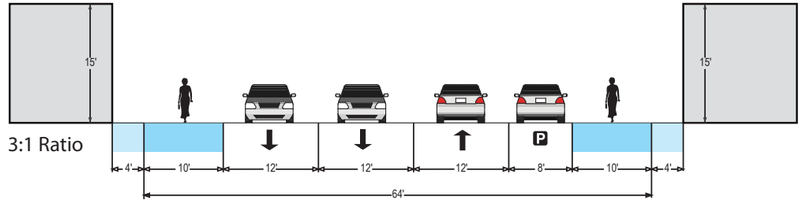
Building enclosures and the creation of a sense of enclosure provide pedestrians with a certain level of comfort. By meeting the minimum building enclosure ratio of 2:1 in its downtown, a community provides an atmosphere that is both protected and walkable. Streets with ratios like these can be perceived by pedestrians as narrower than they really are, because of the established sense of enclosure in the area. An area is inviting to pedestrians if it is perceived as being narrow, walkable, and protected. Any area within the downtown of a community that contains these pedestrian-friendly qualities will likely be successful as a result.

Character

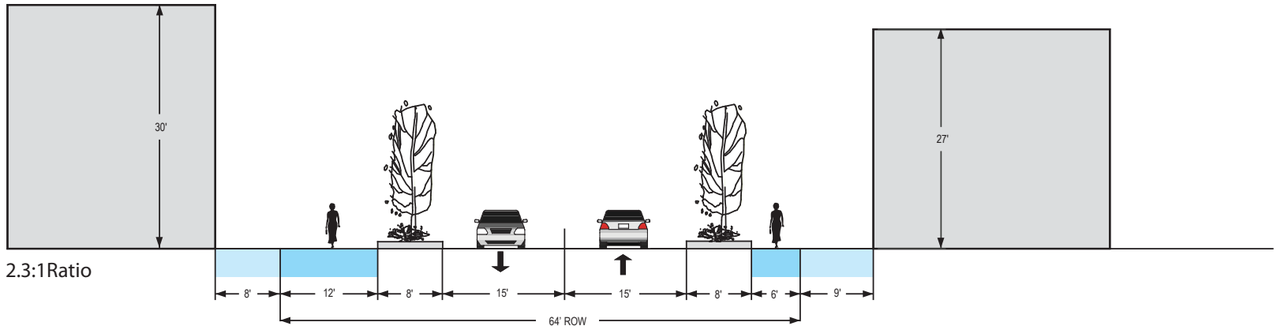
A sense of enclosure contributes to a unique character within a community's downtown area. The pedestrian's perception of a downtown's character is largely formed through the examination of their physical surroundings. The most prominent features of these surroundings are the downtown's buildings and streets. Pedestrians can perceive when buildings are able to provide a sense of enclosure to an area in relation to the other side of the street. This perceived sense of enclosure helps define the area as an intimate place with distinct character.

Downtowns that fail to provide a sense of enclosure due to a large building separation to building height ratio are likely to have trouble distinguishing themselves from other areas. The resulting lack of unique character and sense of place in these downtowns is likely to blame for any lack of success.

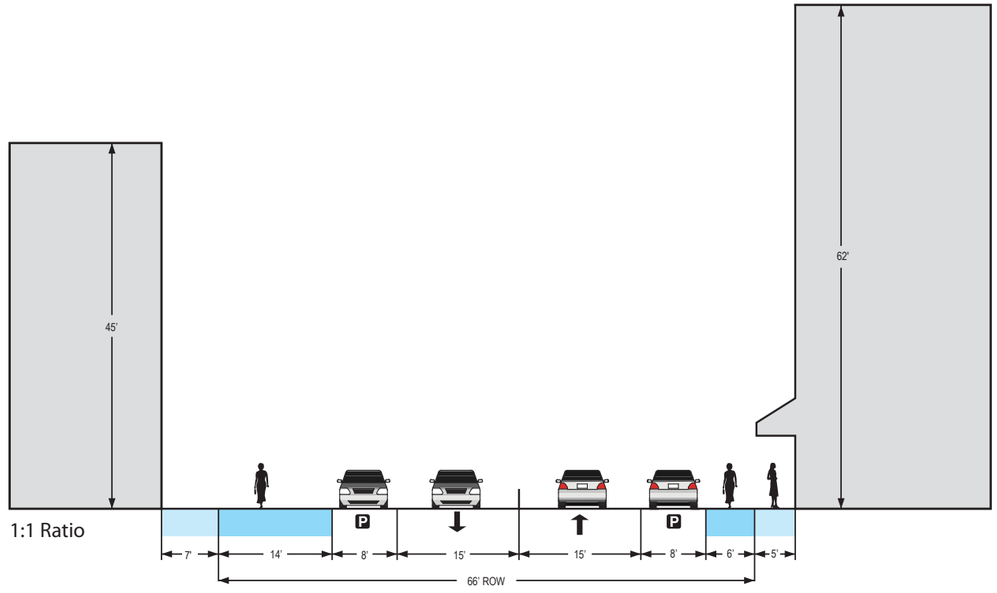




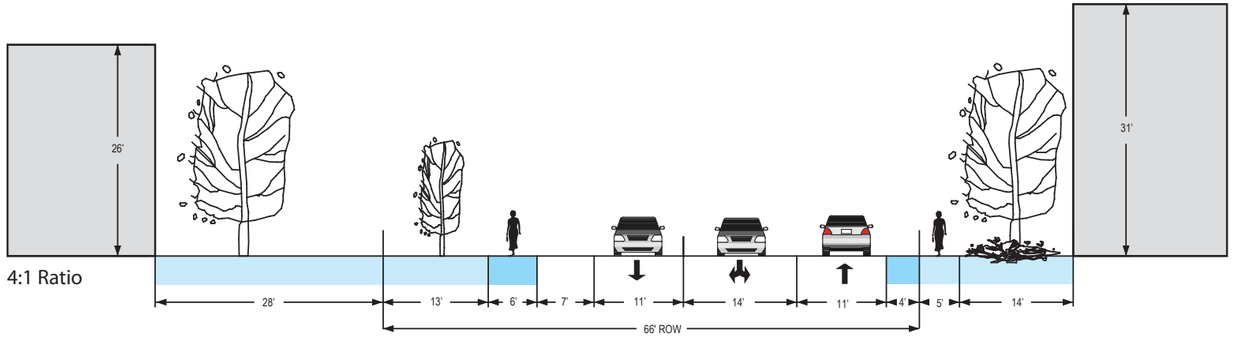
B Main Looking North at Franklin



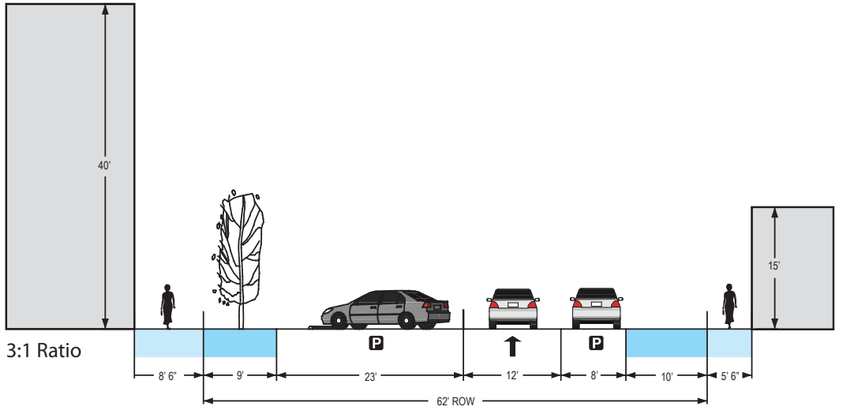
C Main between Burlington and Curtiss



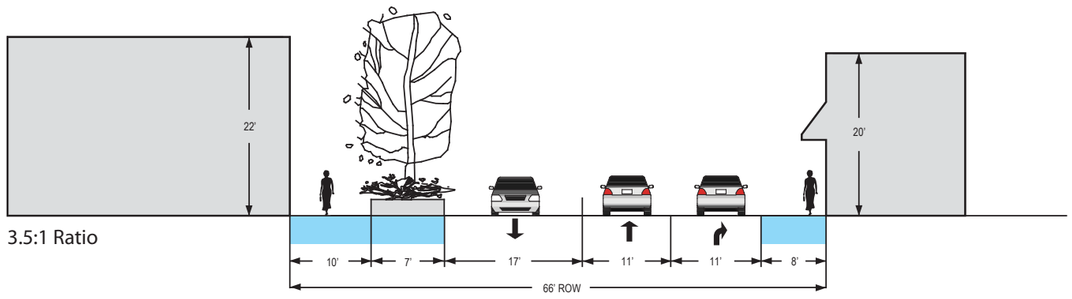
A Main Looking North at Burlington



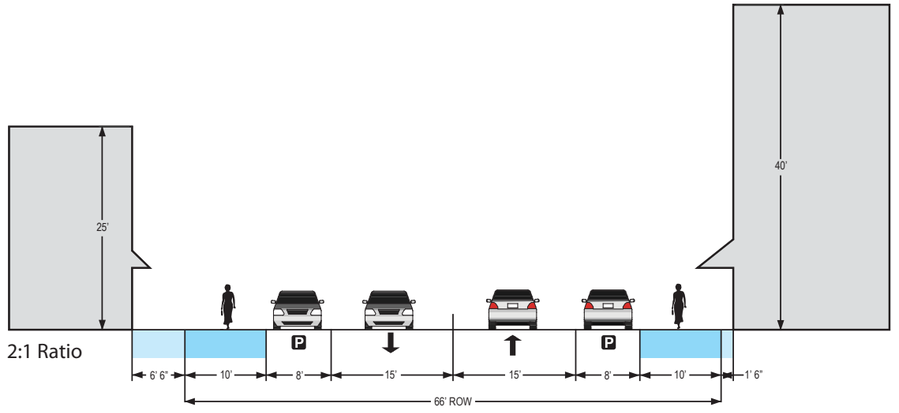
F Maple looking East between Main and Washington



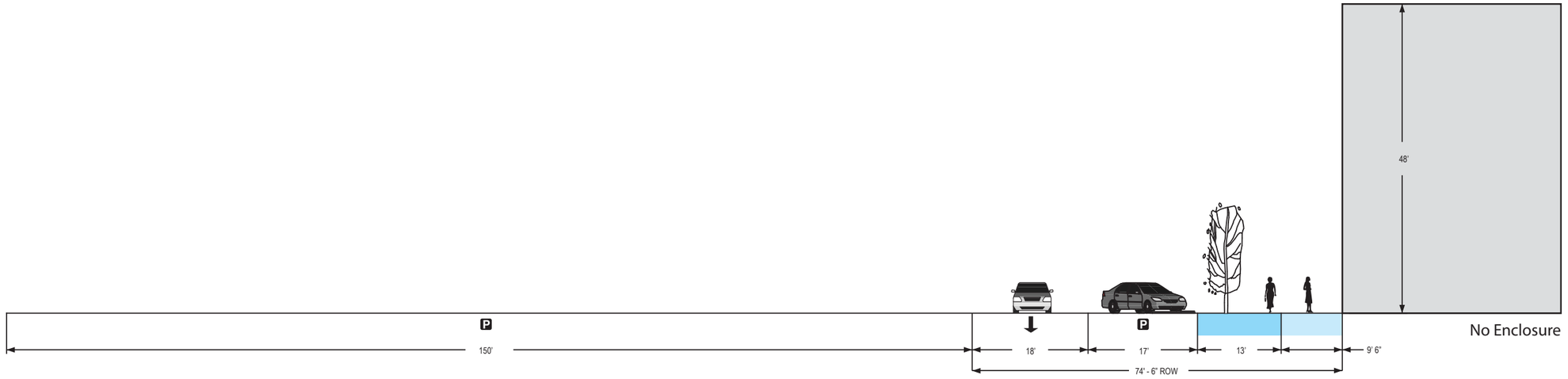
G Curtiss looking East between Main and Washington



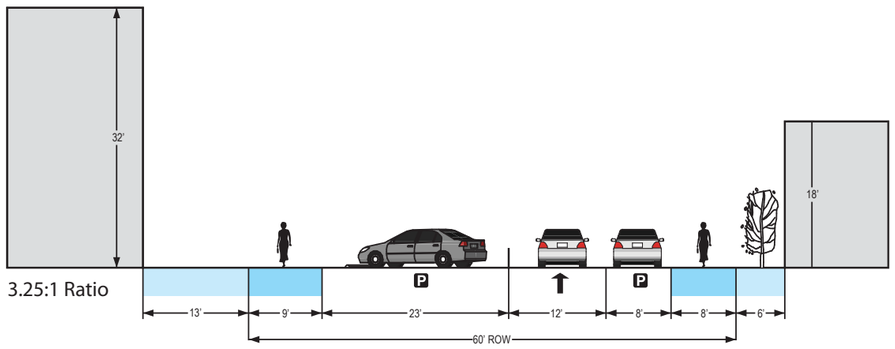
D Main looking North at Curtiss



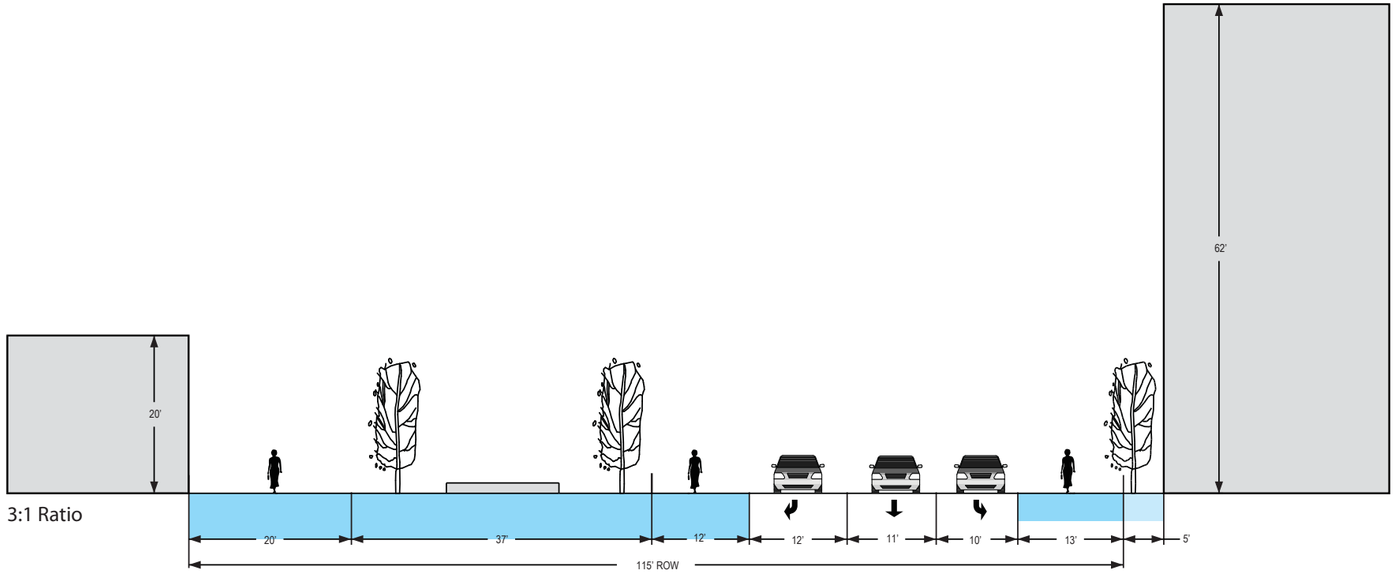
E Main looking North between Grove and Maple



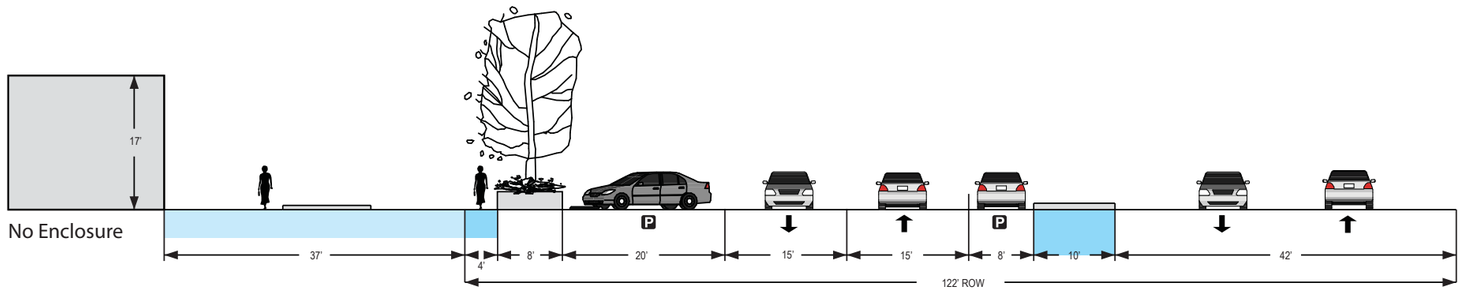
Burlington looking West between Forest and Main



Curtiss looking East between Forest and Main

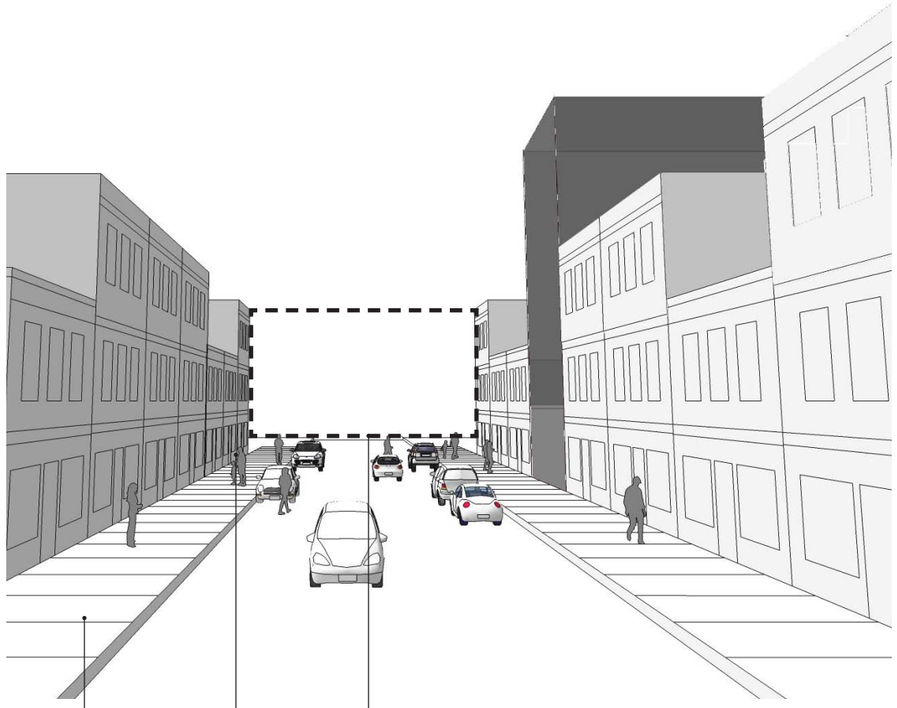


J Burlington looking East between Main and Washington



K Warren looking East between Main and Highland

Building heights contribute directly to perception of comfort and enclosure.



A building separation to building height ratio of 2:1 provides a protected and walkable atmosphere in the city

The amount of visible sky while walking is also be a good measure of building enclosure

The area's character is obtained by examining their physical surroundings

Building Height/Sense of Enclosure Considerations

Good street spatial definition can help provide a "sense of enclosure" to the downtown of a municipality by using building separation and building height. A standard of minimum ratios should be encouraged and enforced to establish and maintain a "sense of enclosure" in Downers Grove.

Downtowns that fail to provide a "sense of enclosure" because their building separation to building height ratio is too large are likely to have trouble distinguishing themselves from others. A lack of character and "sense of place" in these downtowns is likely to blame.

The combination of building separation and building height determines the "sense of enclosure" experienced by pedestrians passing through the area.

A municipality should first establish a minimum ratio of building separation to building height to base their calculations off of.

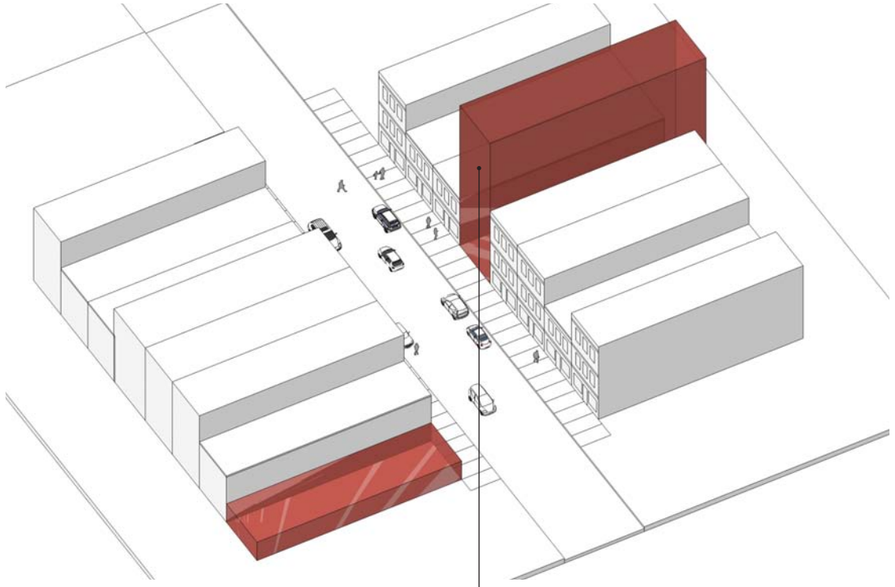
Planners Richard Hedman and Andrew Jaszewski confirm the recommendation of the American Planning Association by stating, "A 1:2 ratio is the minimum desirable ratio of height to width for good street spatial definition."

The amount of sky a pedestrian can see while walking through the downtown of a community is also be a good measure of building enclosure for a particular area.

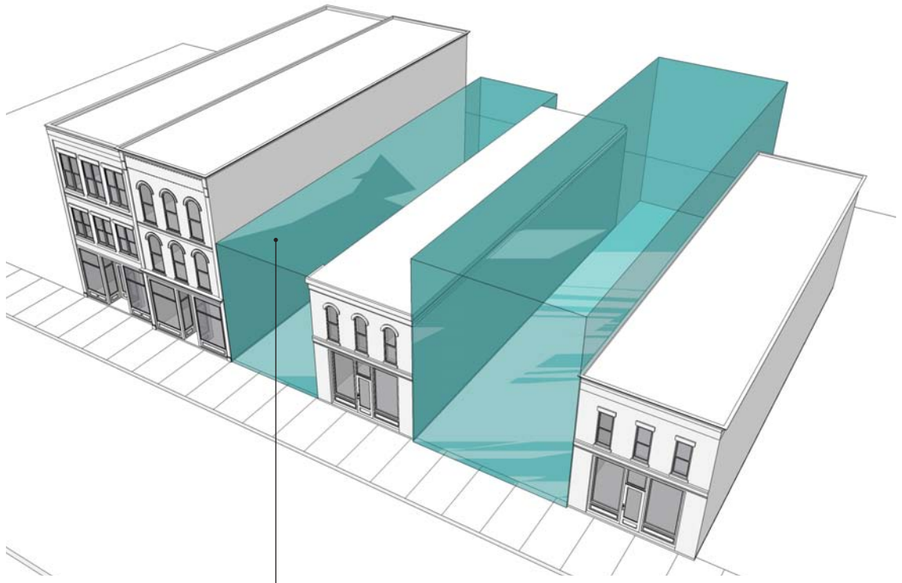
The establishment of a comfortable, inviting, and pedestrian-friendly atmosphere in the downtown area of a community.

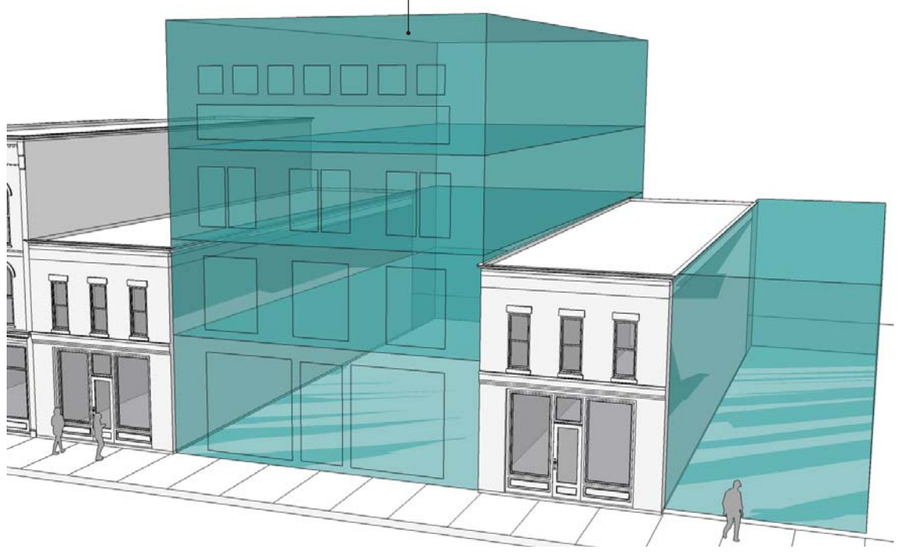
A building separation to building height ratio of 2:1 or less provides an atmosphere in the city that is both protected and walkable.

Pedestrians most often obtain their perceptions of the character of a downtown area by examining their physical surroundings. The most prominent of these are the buildings and streets.



Inappropriate Building Massing





Appropriate Building Massing

Massing Considerations

The combination of building massing determines the "sense of enclosure" experienced by pedestrians passing through Downers Grove.

Municipalities should be aware of building massing throughout the downtown of their communities, as it is the primary determinate of the overall downtown context.

A "sense of enclosure" can be achieved by creating and enforcing building massing standards throughout the downtown of a municipality.

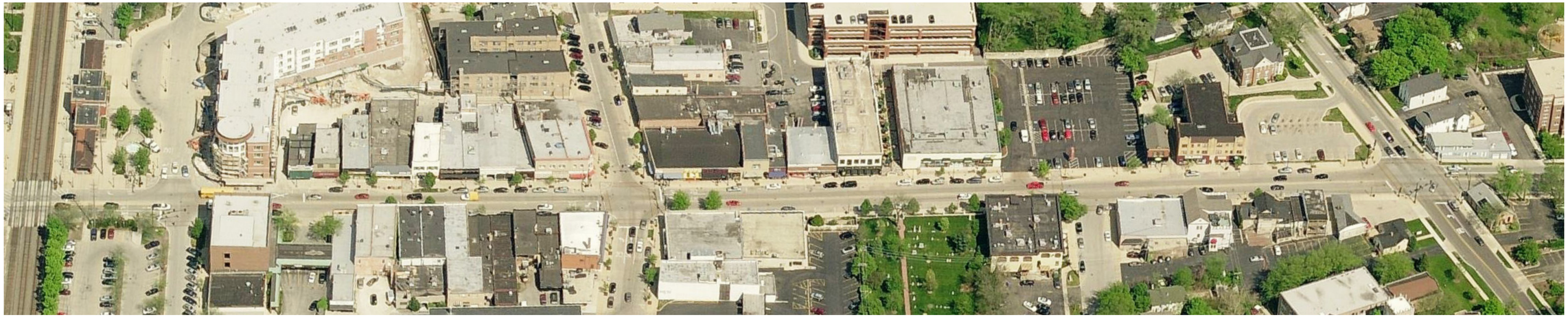
Successful implementation and maintenance of these standards will lead to a number of benefits, including the establishment of a comfortable, inviting, and pedestrian-friendly atmosphere throughout the downtown area of a municipality.

Creating a proportional building massing within the downtown is essential to the success of the overall area.

Encourage covering the entire lot.

The height and setback of a building should be consistent with that of its neighbors.

The scale of the building should fit within the context of the surrounding area. The building massing within the streetscape should have a consistent setback thus creating a continuous sidewalk width.



STREEWALLS & STOREFRONTS

A “Streetwall” is a term used to describe the continuous built form of buildings at or near the front property line, with no or very small side yards. It is the composition of building facades, the space (or lack thereof) between buildings, and their relationship to adjacent sidewalks. The streetwalls in a downtown help distinguish it from other commercial areas and contribute significantly to its pedestrian friendly atmosphere and overall sense of place.

Gaps in the streetwall can isolate sections of an area from one another and break up the cohesiveness of a downtown. Gaps can be both physical and functional. An example of a physical gap would be a building constructed with side yards, not sharing common walls with a neighboring building. A functional gap refers to a land use occupying space along the streetwall that is incompatible or hostile to the pedestrian.

Storefronts in a downtown also play an important role in the creation of a vibrant and exciting downtown. They allow businesses to display their goods and services to pedestrians passing by and provide visual interest in the streetwall. Long blank facades absent of windows, storefronts or any other visual interest also create gaps in the streetwall and can cause isolation between sections of the downtown.

The successful utilization of streetwalls and storefronts is essential in creating a more cohesive and vibrant pedestrian environment.

Effectively Using Streetwalls

Streetwalls are created when commercial buildings, typically in the central business district or downtown, are located adjacent to one another at the front setback or property line. No gaps exist between buildings and many buildings even share sidewalk walls. Building setbacks are also very similar to one another with some minor setback variation. Effectively utilizing streetwalls creates an atmosphere of connectedness and cohesiveness along a street. Successful streetwalls prevent sections of a downtown from becoming isolated from one another. They also help establish a sense of place throughout a downtown. The establishment and maintenance of a continuous streetwall in the downtown should be a goal of any municipality.

Parking Lots and Setbacks

Parking lots and large setbacks are some of the most common causes of gaps in the streetwall, often existing at the front of a commercial site in the downtown. As a general rule, a municipality should discourage the development of parking lots in front of commercial buildings in a downtown. Instead, a municipality should encourage parking in the rear of commercial buildings and place the building at the front property line. By placing the parking in the rear of the commercial buildings, a downtown area is able to maintain a streetwall, maintaining a more pedestrian friendly atmosphere.

Buildings with Long, Blank Facades

Commercial buildings with long, blank facades can also act as gaps in the streetwall. Even if these buildings have setbacks consistent with adjacent structures and no physical gaps exist between adjacent structures, their blank facades are uninviting to pedestrians. Murals and window displays can provide visual enhancements, making an area more inviting and pedestrian friendly.

Land Use

Gaps in the streetwall can also be created by use of a site. While storefronts and setbacks may be similar to others in the downtown area, the use may be one that does not relate to or complement the surrounding mix of uses. Retail, dining, and entertainment uses create an exciting and active mix of uses, while banks and offices are examples of less desirable ground floor uses in the Downtown that can create a gap that does not engage or attract pedestrians. Downtown should encourage a mix of retail, restaurant, and entertainment uses on the ground floor with office and residential uses located on the upper floors of buildings.

Vacant Buildings and Empty Lots

Vacant buildings and empty lots in the downtown are common causes of gaps in streetwalls. These underutilized parcels of land can create areas of isolation within the downtown by breaking up the cohesiveness and continuity of a streetwall.

Empty lots and vacant buildings provide a municipality with the opportunity to redevelop the sites. The sites should be redeveloped with uses complimentary to adjacent buildings and the streetwall should be re-established wherever possible.

The Importance of Storefronts

Bronxville, New York, defines a storefront as being, “Display windows of a building housing a commercial use visible from a street, sidewalk, or other pedestrian way accessible to the public, or adjacent public or private property.” Their importance for businesses in the central business district or downtown can not be understated. Storefronts allow businesses to advertise the goods and services they provide to all pedestrians passing by their building.

Storefronts also maintain the streetwalls of a downtown by providing pedestrian friendly and inviting displays. Without storefronts, the facades of buildings within a downtown would likely be blank, boring, uninviting, and plain.

Storefronts create and maintain a distinct sense of place throughout the downtown. Display windows help pedestrians associate the community with the unique services and goods provided by commercial uses in the area.

Examples of appropriate street walls that create a vibrant retail environment and satisfying pedestrian experience

Streetwall & Storefront Considerations

The presence of a continuous street wall and storefronts help create a "sense of place" in the community of Downers Grove. Successful streetwalls prevent sections of the downtown from becoming isolated from one another.

By placing the parking in the rear of the commercial use(s), a downtown area is able to maintain its continuous street wall. The creation of isolated sections of the downtown is prevented and a more pedestrian-friendly atmosphere results.

The existence of storefronts or display windows of the building makes the area more inviting and pedestrian-friendly.

A municipality should encourage uses that complement one another, such as restaurants and coffee houses.

Empty lots and vacant buildings provide a municipality with the opportunity to redevelop the sites. The sites should be redeveloped with uses complmentary to adjacent buildings and the street wall should be re-established in the downtown of a community.

Storefronts allow businesses to advertise the goods and services they provide to all pedestrians passing by their building.

Storefronts also maintain the street walls of a downtown by providing pedestrian-friendly and inviting displays. Without storefronts, the facades of buildings downtown would be blank, boring, uninviting, and plain.

Display windows help pedestrians associate the community with the unique services and goods provided by commercial uses in the area.

BLOCK ANALYSIS OF DOWNTOWN DOWNERS GROVE

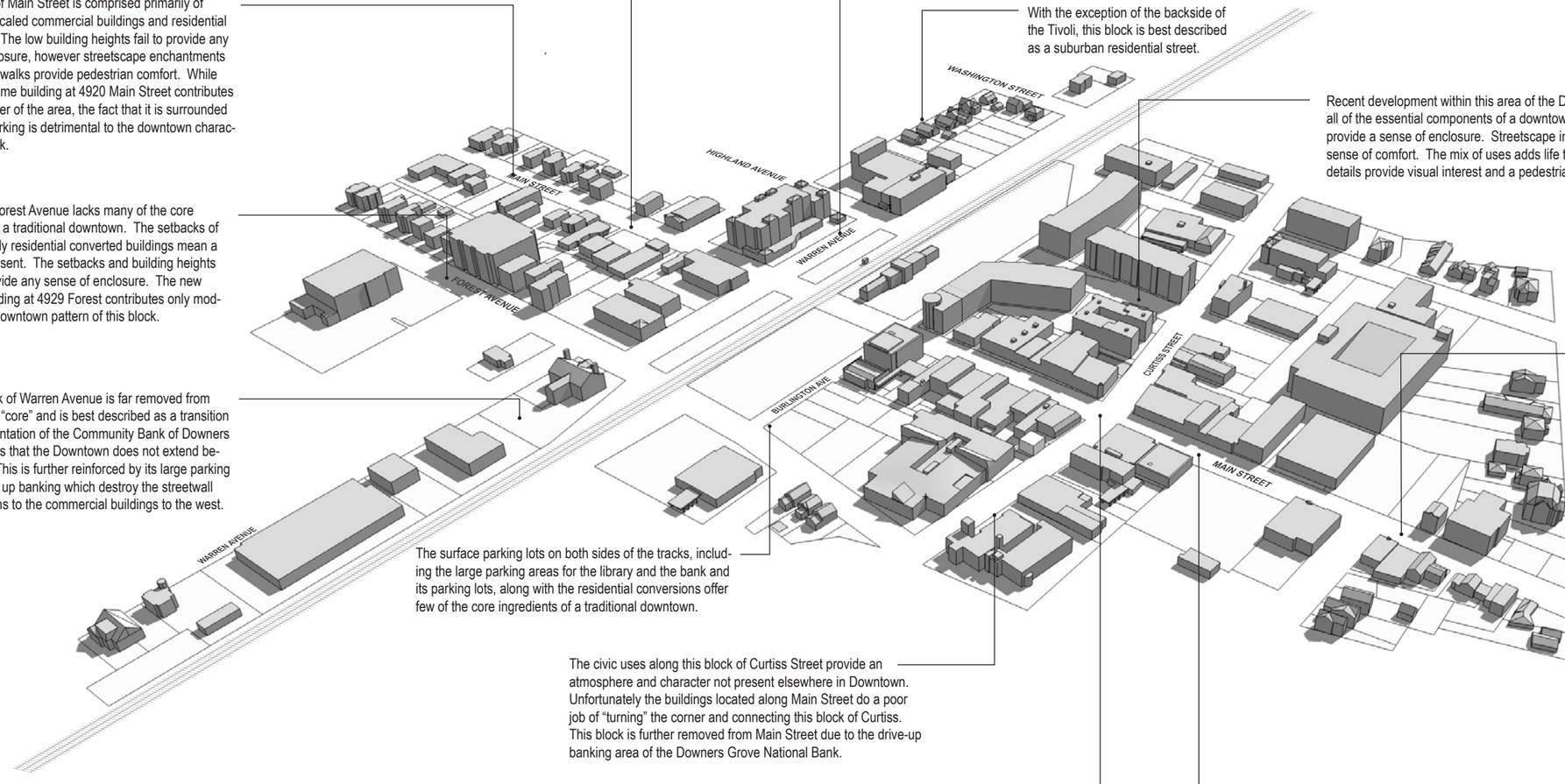
An analysis of different blocks and areas of Downtown are presented below. This is preceded by a block by block, building by building overview and assessment.

The White Hen Pantry building at 4946-4952 Main Street is set back from the property line and has parking in front of the building. This development pattern is typical of a commercial use along a corridor such as Ogden Avenue, but not typical or generally desirable in a downtown. The development setback pattern is detrimental to the streetwall and negatively impacts the pedestrian connections to the north and the overall character of this section of Main Street.

The character and feel of this block is significantly enhanced by the presence of the Tivoli Theatre and Station Crossing. The majestic Tivoli with its ornate details provides a unique character to the area, and the plazas and seating areas along with the mix of uses provide enough interest to overcome the void created by the railroad tracks and lack of built form on the south side.

This section of Main Street is comprised primarily of residentially scaled commercial buildings and residential conversions. The low building heights fail to provide any sense of enclosure, however streetscape enchantments and wide sidewalks provide pedestrian comfort. While the funeral home building at 4920 Main Street contributes to the character of the area, the fact that it is surrounded by surface parking is detrimental to the downtown character of the block.

With the exception of the backside of the Tivoli, this block is best described as a suburban residential street.



Recent development within this area of the Downtown provides almost all of the essential components of a downtown. The building heights provide a sense of enclosure. Streetscape improvements provide a sense of comfort. The mix of uses adds life to the area. Architectural details provide visual interest and a pedestrian scale.

This block of Forest Avenue lacks many of the core components of a traditional downtown. The setbacks of the single-family residential converted buildings mean a streetwall is absent. The setbacks and building heights also fail to provide any sense of enclosure. The new residential building at 4929 Forest contributes only moderately to the downtown pattern of this block.

The low one-story buildings in this part of Main Street along with the surface parking lots fail to provide any sense of comfort and enclosure to the pedestrians, resulting in a feeling of isolation from other parts of Downtown. The surface parking lots also "kill" the streetwall and significantly impact a pedestrians desire to travel north towards Maple.

The 1100 block of Warren Avenue is far removed from the Downtown "core" and is best described as a transition area. The orientation of the Community Bank of Downers Grove suggests that the Downtown does not extend beyond Forest. This is further reinforced by its large parking area and drive up banking which destroy the streetwall any connections to the commercial buildings to the west.

The surface parking lots on both sides of the tracks, including the large parking areas for the library and the bank and its parking lots, along with the residential conversions offer few of the core ingredients of a traditional downtown.

The civic uses along this block of Curtiss Street provide an atmosphere and character not present elsewhere in Downtown. Unfortunately the buildings located along Main Street do a poor job of "turning" the corner and connecting this block of Curtiss. This block is further removed from Main Street due to the drive-up banking area of the Downers Grove National Bank.

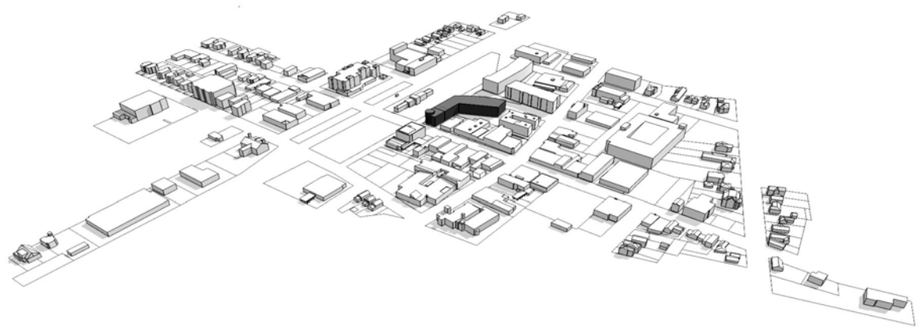
This area of downtown exhibits most of the ingredients of a traditional downtown. With the exception of the US Bank drive-up banking facility the street wall is maintained throughout the entire block. Wide sidewalks, street furniture, pedestrian scale lighting and outdoor dining areas provide a sense of comfort. A mid-block crosswalk is well defined and adds to the pedestrian friendliness of the area. Buildings also contribute, with their architectural details and storefront windows. The low rise buildings however fail to provide a sense of enclosure.

Even though a cemetery occupies a large segment of this block, this section of Main Street is one of the best block segments in Downtown. The masonry wall maintains visual interest along the west side of the street and keeps the streetwall intact. A pedestrian arcade connects the parking garage with Main Street and provides areas for outdoor dining. Emmetts, Ballydoyles and the Downers Grove National Bank are all noteworthy buildings that contribute to Downtown in terms of their use and architecture.

With the exception of the historic smith building at the intersection of Maple and Main, this block contributes nothing to the downtown character. The primary land use in this block is surface parking and the uses reinforce an automobile orientation.

Burlington Avenue - South Side **-** Mochel Drive to Main Street

5101 Main Street
939 - 949 Burlington Avenue
5104 - 5128 Mochel Drive
Footprint: 22,270 sq ft
Lot Size: 38,500 sq ft
Lot Coverage: 57.8%
Height: 4 stories
Approx FAR: 2.3
Era: Post-2000
Style: Post-modern
Quality: Good
Value: High
Urban Character: Good
Ⓐ Ⓢ Ⓗ Ⓟ



Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

Quality: Classified by general structural and exterior condition, as follows: Very Good, Good, Average, Poor.

Value: Classified by general quality of the design and adherence to stylistic traditions, as follows: High, Medium, Low.

Urban Character: Classified by contribution to the urban character of Downers Grove, as follows: Excellent, Good, Average, Poor.

Downtown Components Key

Ⓐ Architectural Component

Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

Ⓖ Open Space and Gathering Area

Curtiss Street - South Side - Main Street to Forest Avenue

5140 Main Street
Downers Grove National Bank
Footprint: 12,575 sq ft
Lot Size: 24,775 sq ft
Lot Coverage: 50%
Height: 1 story
Approx FAR: 0.50
Era: 1930-1950, and 1970s
Style: Modern
Quality: Very Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓟ Ⓖ

1037-1043 Curtiss Street
Footprint: 8,970 sq ft
Lot Size: 12,800 sq ft
Lot Coverage: 70%
Height: 1 story
Approx FAR: .70
Era: 1950-1960
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

1047 Curtiss Street (original)
Footprint: 14,480 sq ft
Lot Size: 38,380 sq ft
Lot Coverage: 38%
Height: 3 stories
Approx FAR: 1.13
Era: 1920-1930
Style: Traditional
Quality: Good
Value: High
Urban Character: Good
Ⓐ Ⓗ Ⓟ Ⓖ

1047 Curtiss Street (addition)
Footprint: 14,480 sq ft
Lot Size: 38,380 sq ft
Lot Coverage: 38%
Height: 3 stories
Approx FAR: 1.13
Era: 1960-1970
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ Ⓢ Ⓗ Ⓟ Ⓖ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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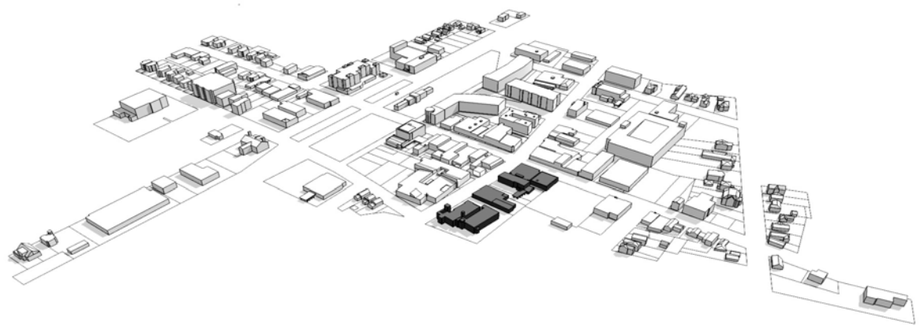

Curtiss Street - North Side - Main Street to Forest Avenue

1050 Curtiss Street
Downers Grove Public Library
Footprint: 36,000 sq ft
Lot Size: 56,820 sq ft
Lot Coverage: 63%
Height: 2 stories
Approx FAR: 1.27
Era: Original 1970-1980, Addition 1990-2000
Style: Modern
Quality: Average
Value: Medium
Urban Character: Average
H P G

1028 Curtiss Street
Footprint: 1,735 sq ft
Lot Size: 1,886 sq ft
Lot Coverage: 92%
Height: 1 story
Approx FAR: .92
Era: 1950-2000
Style: Modern
Quality: Average
Value: Medium
Urban Character: Average

5134 Main Street
Footprint: 3,110 sq ft
Lot Size: 4,430 sq ft
Lot Coverage: 70%
Height: 2 stories
Approx FAR: 1.40
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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Downtown Components Key

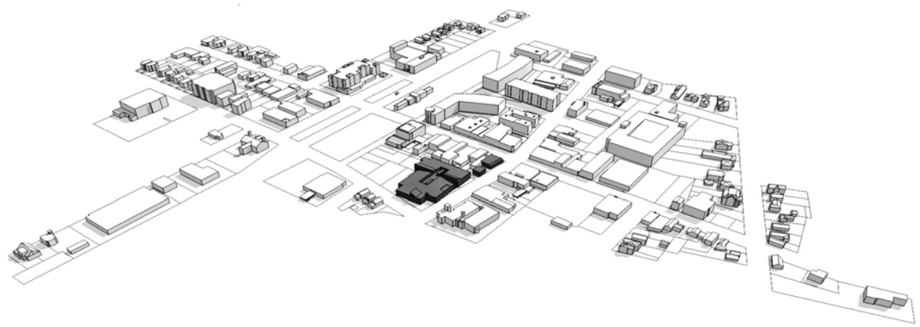
A Architectural Component

S Strong Streetwall

H Building Height

P Strong Pedestrian Realm

G Open Space and Gathering Area



Curtiss Street - North Side - Main Street to Mochel Drive

5133-5135 Main Street
Farmer and Merchants Bank Building
Footprint: 4,425 sq ft
Lot Size: 5,430 sq ft
Lot Coverage: 81%
Height: 2 stories
Approx FAR: 1.63
Era: 1890-1900
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ

1012-1014 Curtiss Street
Footprint: 2,890 sq ft
Lot Size: 3,363 sq ft
Lot Coverage: 86%
Height: 1 story
Approx FAR: .86
Era: 1950-2000
Style: Modern
Quality: Good
Value: Medium
Urban Character: Average

1008-1010 Curtiss Street
Footprint: 9,600 sq ft
Lot Size: 13,520 sq ft
Lot Coverage: 71%
Height: 3 stories
Approx FAR: 2.13
Era: 1900-1950
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ Ⓖ

944 Curtiss Street
Footprint: 1,835 sq ft
Lot Size: 6,970 sq ft
Lot Coverage: 26%
Height: 2 stories
Approx FAR: .53
Era: 1900-1940
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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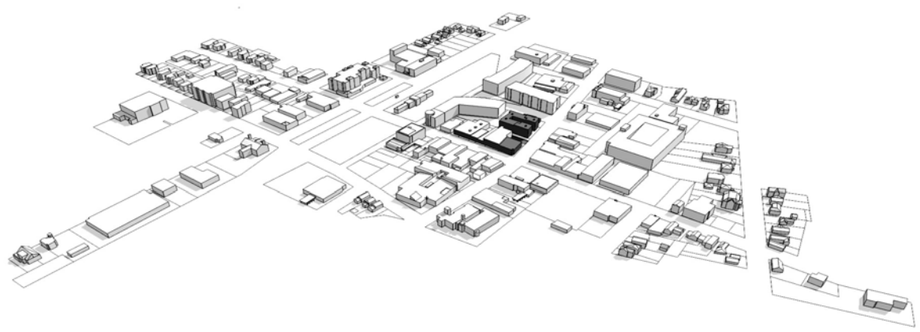

Curtiss Street - North Side **-** Mochel Drive to Washington Street

926-930 Curtiss Street
Footprint: 15,480 sq ft
Lot Size: 20,845 sq ft
Lot Coverage: 74%
Height: 4 stories
Approx FAR: 2.97
Era: Post-2000
Style: Post-modern
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ Ⓢ Ⓗ

920 Curtiss Street
Footprint: 15,155 sq ft
Lot Size: 27,510 sq ft
Lot Coverage: 55%
Height: 1 story
Approx FAR: .55
Era: 1930-1940
Style: Traditional
Quality: Good
Value: High
Urban Character: Good
Ⓐ Ⓢ Ⓟ Ⓖ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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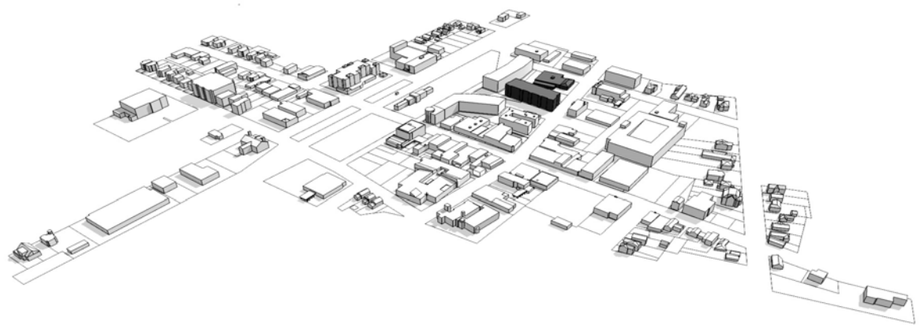

Curtiss Street - South Side - Washington Street to Mochel Drive

921-927 Curtiss Street
Masonic Temple
Footprint: 8,971 sq ft
Lot Size: 25,240 sq ft
Lot Coverage: 36%
Height: 4 stories
Approx FAR: 1.42
Era: 1920-1930 and 1950-2000
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ Ⓖ

933-937 Curtiss Street
Footprint: 4,030 sq ft
Lot Size: 18,385 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .44
Era: 1900-1950
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ

933-937 Curtiss Street
Footprint: 19,391 sq ft
Lot Size: 23,710
Lot Coverage: 82%
Height: 4 stories
Approx FAR: 3.27
Era: Post-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

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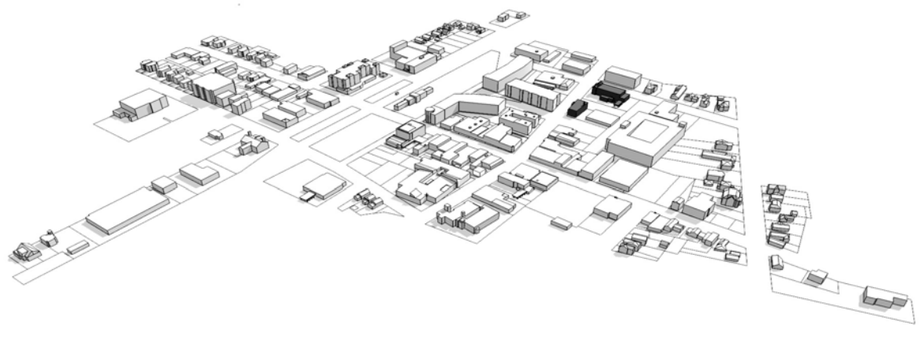

Forest Avenue - West Side **-** Curtiss Street to Burlington Avenue

5120 Forest Avenue
Footprint: 780 sq ft
Lot Size: 1,828 sq ft
Lot Coverage: 42%
Height: 2 stories
Approx FAR: .84
Era: Pre-1940
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
Ⓗ

5116 Forest Avenue
Footprint: 1,150 sq ft
Lot Size: 4,330 sq ft
Lot Coverage: 27%
Height: 2 stories
Approx FAR: .53
Era: Pre-1940
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
Ⓗ

5114 Forest Avenue
Footprint: 960 sq ft
Lot Size: 3,618 sq ft
Lot Coverage: 27%
Height: 2 stories
Approx FAR: .53
Era: Pre-1940
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
Ⓗ

5112 Forest Avenue
Footprint: 1,195 sq ft
Lot Size: 4,030 sq ft
Lot Coverage: 30%
Height: 2 stories
Approx FAR: .59
Era: Pre-1940
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
Ⓗ

5100 Forest Avenue
Footprint: 12,180 sq ft
Lot Size: 47,800 sq ft
Lot Coverage: 25%
Height: 1 story
Approx FAR: .25
Era: 1950-2000
Style: Modern
Quality: Average
Value: Medium
Urban Character: Average

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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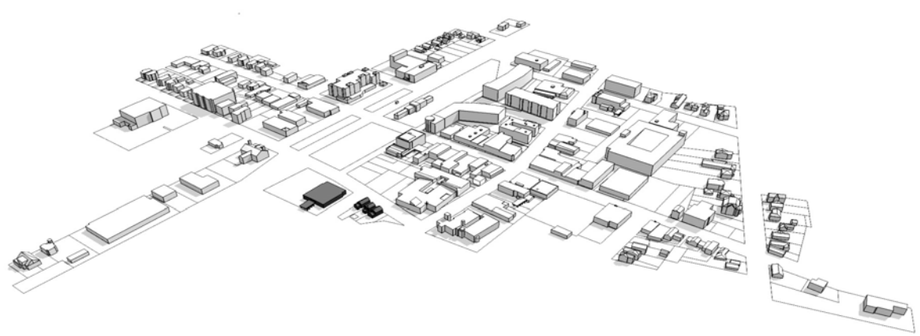

Forest Avenue - West Side **-** Burlington Avenue to Warren Avenue

1111 Warren Avenue
Footprint: 5,630 sq ft
Lot Size: 34,325 sq ft
Lot Coverage: 16%
Height: 2 stories
Approx FAR: 16%
Era: Post-2000
Style: Post Modern
Quality: Very Good
Value: Medium
Urban Character: Good
Ⓐ Ⓗ Ⓟ

4958 Forest Avenue
Footprint: 1,580 sq ft
Lot Size: 9,985 sq ft
Lot Coverage: 16%
Height: 1 story
Approx FAR: .16
Era: 1970-1980
Style: Modern
Quality: Poor
Value: Medium
Urban Character: Poor

1110 Warren Avenue
Footprint: 10,260 sq ft
Lot Size: 102,266 sq ft
Lot Coverage: 10%
Height: 6 stories
Approx FAR: .60
Era: 1970-1980
Style: Modern
Quality: Good
Value: Low
Urban Character: Poor
Ⓗ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

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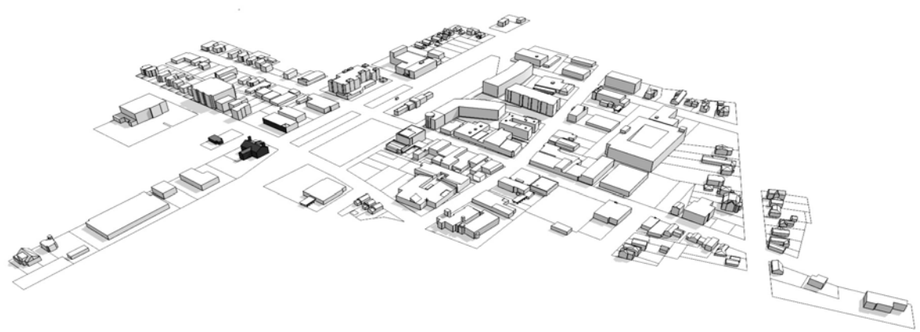


Forest Avenue - East Side **-** Franklin Street to Warren Avenue

4901 Forest Avenue
Footprint: 1,230 sq ft
Lot Size: 5,485 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .45
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

4903 Forest Avenue
Footprint: 1,345 sq ft
Lot Size: 6,960 sq ft
Lot Coverage: 19%
Height: 2 stories
Approx FAR: .39
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

4909 Forest Avenue
Footprint: 1,230 sq ft
Lot Size: 5,485 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .45
Era:1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

4917 Forest Avenue
Footprint: 1,015 sq ft
Lot Size: 7,015 sq ft
Lot Coverage: 14%
Height: 2 stories
Approx FAR: .29
Era:1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

4921 Forest Avenue
Footprint: 1,315 sq ft
Lot Size: 7,015 sq ft
Lot Coverage: 19%
Height: 2 stories
Approx FAR: .37
Era:1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

4925 Forest Avenue
Footprint: 1,575 sq ft
Lot Size: 7,015 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .45
Era:1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

4929 Forest Avenue
Footprint: 17,000 sq ft
Lot Size: 22,256 sq ft
Lot Coverage: 76%
Height: 5 stories
Approx FAR: 3.8
Era: Post-2000
Style: Post Modern
Quality: Average
Value: Medium
Urban Character: Average
A H

4941 Forest Avenue
Footprint: 2,705
Lot Size: 8,715 sq ft
Lot Coverage: 31%
Height: 2 stories
Approx FAR: .62
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average

4945 Forest Avenue
Footprint: 1,395 sq ft
Lot Size: 8,875 sq ft
Lot Coverage: 16%
Height: 2 stories
Approx FAR: .31
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average

4949 Forest Avenue
Footprint: 2,250 sq ft
Lot Size: 8,880 sq ft
Lot Coverage: 25%
Height: 3 stories
Approx FAR: .76
Era:1900-1950
Style: Traditonal
Quality: Very Good
Value: High
Urban Character: Excellent
A H

1034 Warren Avenue
Footprint: 7,855 sq ft
Lot Size: 23,370 sq ft
Lot Coverage: 34%
Height: 2 stories
Approx FAR: .67
Era: 1950-2000
Style: Post Modern
Quality: Average
Value: Medium
Urban Character: Average

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

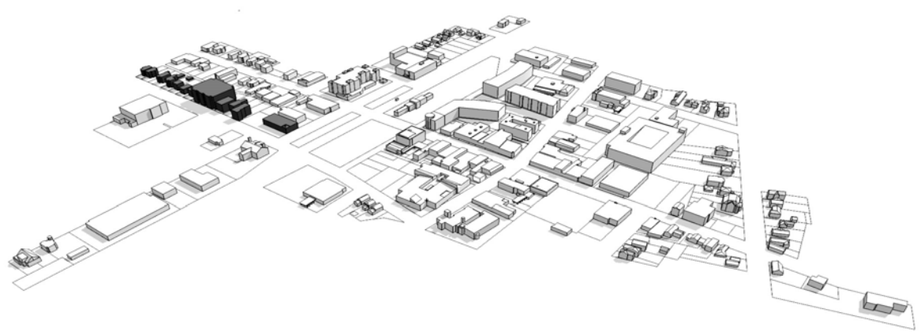
Quality: Classified by general structural and exterior condition, as follows: Very Good, Good, Average, Poor.

Value: Classified by general quality of the design and adherence to stylistic traditions, as follows: High, Medium, Low.

Urban Character: Classified by contribution to the urban character of Downers Grove, as follows: Excellent, Good, Average, Poor.

Downtown Components Key

- A Architectural Component
- S Strong Streetwall
- H Building Height
- P Strong Pedestrian Realm
- G Open Space and Gathering Area



Franklin Street - South Side **-** Main Street to Forest Avenue

4901 Main Street
Footprint: 2,745 sq ft
Lot Size: 6,460 sq ft
Lot Coverage: 42%
Height: 1 story
Approx FAR: .42
Era: 1950-2000

4900 Main Street
Footprint: 5,865 sq ft
Lot Size: 13,200 sq ft
Lot Coverage: 44%
Height: 1 story
Approx FAR: .44
Era: 1950-2000

4901 Forest Avenue
Footprint: 1,230 sq ft
Lot Size: 5,485 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .45
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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Downtown Components Key

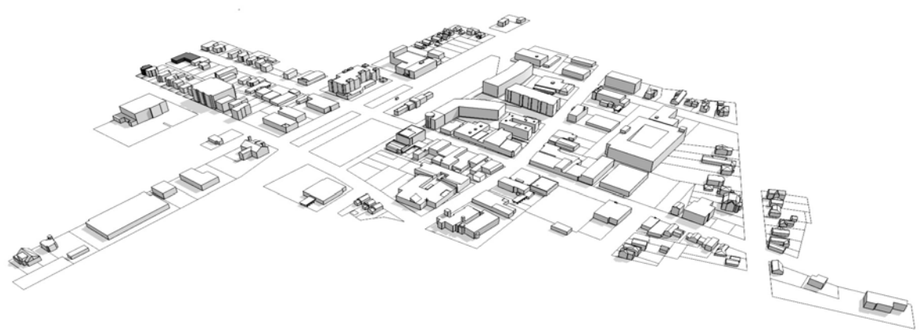
A Architectural Component

S Strong Streetwall

H Building Height

P Strong Pedestrian Realm

G Open Space and Gathering Area



Grove Street - South Side **-** Main Street West

5216 Main Street
Footprint: 5,075 sq ft
Lot Size: 6,100 sq ft
Lot Coverage: 83%
Height: 1 Story
Approx FAR: .83
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Good

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

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Quality: Classified by general structural and exterior condition, as follows: Very Good, Good, Average, Poor.

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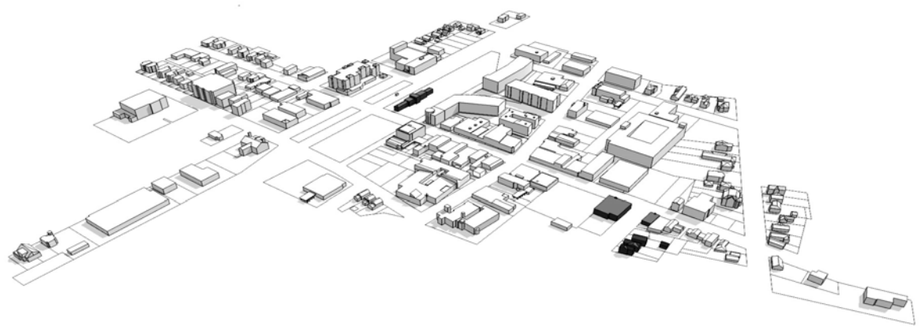
Urban Character: Classified by contribution to the urban character of Downers Grove, as follows: Excellent, Good, Average, Poor.

Downtown Components Key

- **A** Architectural Component
- **S** Strong Streetwall
- **H** Building Height
- **P** Strong Pedestrian Realm
- **G** Open Space and Gathering Area

Grove Street - North Side **-** Main Street West

5200 Main Street
Footprint: 7,925 sq ft
Lot Size: 16,000 sq ft
Lot Coverage: 50%
Height: 2 stories
Approx FAR: .99
Era: Pre-1900
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
A H P G



Highland Avenue - West Side - Roger Street to Warren Avenue

934-940 Warren Avenue
5015-5021 Highland Avenue
Footprint: 22,840 sq ft
Lot Size: 37,512 sq ft
Lot Coverage: 61%
Height: 3 stories
Approx FAR: 1.8
Era: 1900-1930
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

Quality: Classified by general structural and exterior condition, as follows: Very Good, Good, Average, Poor.

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Urban Character: Classified by contribution to the urban character of Downers Grove, as follows: Excellent, Good, Average, Poor.

Downtown Components Key

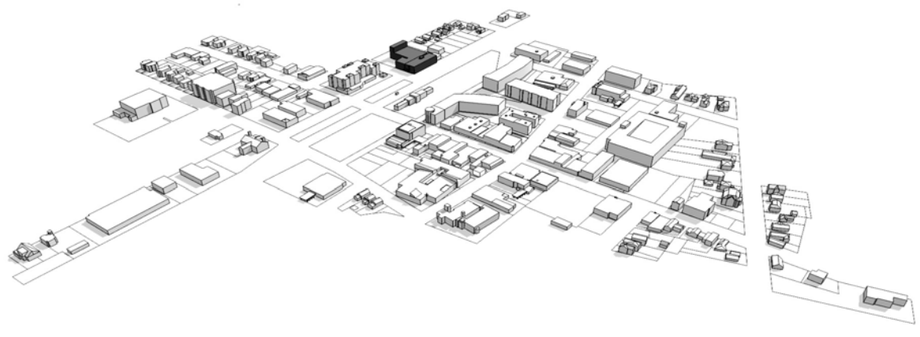
Ⓐ Architectural Component

Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

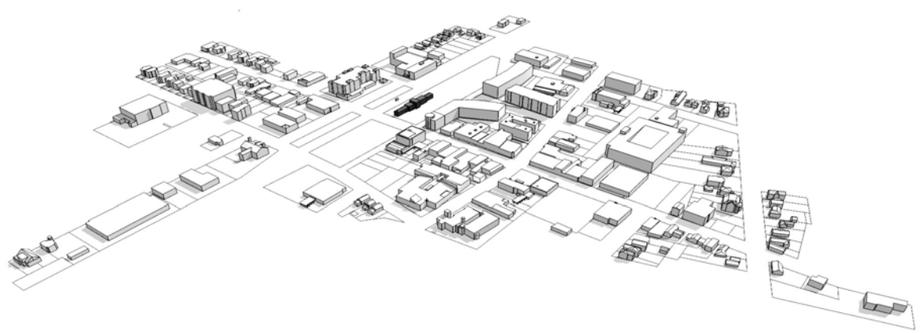
Ⓖ Open Space and Gathering Area



Main Street - East Side **-** Warren Avenue to Burlington Avenue

5001 Main Street
Footprint: 5,285 sq ft
Lot Size: 106,620 sq ft
Lot Coverage: 5%
Height: 1 story
Approx FAR: .05
Era: 1900-1930
Style: Post Modern
Quality: Very Good
Value: High
Urban Character: Average
Ⓐ Ⓖ Ⓟ

5101 Main Street
939 - 949 Burlington Avenue
5104 - 5128 Mochel Drive
Footprint: 22,270 sq ft
Lot Size: 38,500 sq ft
Lot Coverage: 57.8%
Height: 4 stories
Approx FAR: 2.3
Era: Post-2000
Style: Post-modern
Quality: Good
Value: High
Urban Character: Good
Ⓢ Ⓗ Ⓟ Ⓖ



Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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Era: Classified by general date of construction based upon historical research and fieldwork.

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Downtown Components Key

Ⓐ Architectural Component

Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

Ⓖ Open Space and Gathering Area

Main Street - East Side **-** Burlington Avenue to Curtiss Street

5101 Main Street
939 - 949 Burlington Avenue
5104 - 5128 Mochel Drive
Footprint: 22,270 sq ft
Lot Size: 38,500 sq ft
Lot Coverage: 57.8%
Height: 4 stories
Approx FAR: 2.3
Era: Post-2000
Style: Post-modern
Quality: Good
Value: High
Urban Character: Good
A S H

5109 Main Street
Footprint: 1,846 sq ft
Lot Size: 5,670 sq ft
Lot Coverage: 33%
Height: 1 story
Approx FAR: .33
Era: Pre-1900 and 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average

5111 Main Street
Footprint: 1,950 sq ft
Lot Size: 3,705 sq ft
Lot Coverage: 53%
Height: 2 stories
Approx FAR: 1.05
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Good
H S

5115 Main Street
Footprint: 3,170 sq ft
Lot Size: 4,770 sq ft
Lot Coverage: 66%
Height: 1 story
Approx FAR: .66
Era: 1950-2000
Style: Intermediate
Quality: Average
Value: Low
Urban Character: Average
S

5117 Main Street
Footprint: 5,455 sq ft
Lot Size: 6,585 sq ft
Lot Coverage: 83%
Height: 1 story
Approx FAR: .83
Era: 1900-1950
Style: Indeterminate
Quality: Poor
Value: Low
Urban Character: Average
S G

5121 Main Street
Footprint: 2,170 sq ft
Lot Size: 3,950 sq ft
Lot Coverage: 55%
Height: 2 stories
Approx FAR: 1.10
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Good
H S

5123 Main Street
Footprint: 2,990 sq ft
Lot Size: 5,320 sq ft
Lot Coverage: 56%
Height: 1 story
Approx FAR: .56
Era: 1900-1950
Style: Modern
Quality: Good
Value: High
Urban Character: Good
S

5127-5129 Main Street
Footprint: 6,947
Lot Size: 6,695 sq ft
Lot Coverage: 100%
Height: 1 story
Approx FAR: 1.0
Era: 1950-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
S

5131 Main Street
Style: Indeterminate
Quality: Poor
Value: Low
Urban Character: Good
S

5131-5135 Main Street
Footprint: 4,425 sq ft
Lot Size: 5,430 sq ft
Lot Coverage: 81%
Height: 2 stories
Approx FAR: 1.63
Era: Pre-1900
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
A H S

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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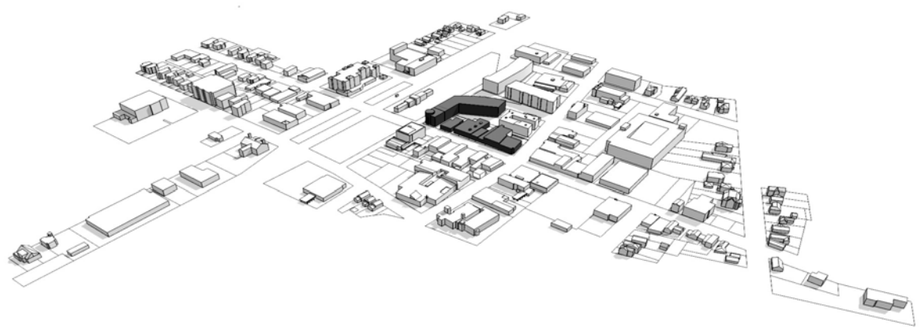

Main Street - East Side **-** Maple Avenue South

1015 Maple Avenue
Footprint: 1,095 sq ft
Lot Size: 3,185 sq ft
Lot Coverage: 34%
Height: 2 stories
Approx FAR: .69
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H

5329 Main Street
Footprint: 18,085 sq ft
Lot Size: 48,195 sq ft
Lot Coverage: 20 %
Height: 5 stories
Approx FAR: 1.88
Era: Post-2000
Style: Post Modern
Quality: Good
Value: Medium
Urban Character:Good
A H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

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Downtown Components Key

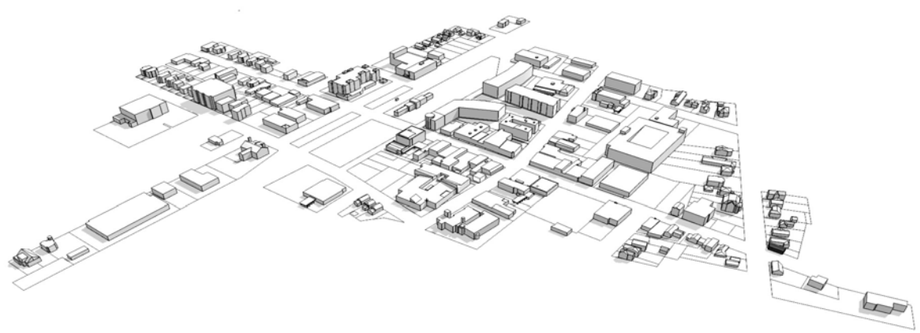
A Architectural Component

S Strong Streetwall

H Building Height

P Strong Pedestrian Realm

G Open Space and Gathering Area



Main Street - East Side **-** Curtiss Street to Maple Avenue

5137-5145 Main Street
Footprint: 6,936 sq ft
Lot Size: 7,206 sq ft
Lot Coverage: 96%
Height: 1 story
Approx FAR: .96
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Medium
Urban Character: Average

S

5137-5145 Main Street
Footprint:
Lot Size:
Lot Coverage:
Height: 1 story
Approx FAR:
Era: 1950-2000
Style: Traditional
Quality: Good
Value: High
Urban Character: Good

S

5147 Main Street
Footprint:
Lot Size:
Lot Coverage:
Height: 2 stories
Approx FAR:
Era: 1900-1950
Style: Indeterminate
Quality: Average
Value: Medium
Urban Character: Average

S H

5149 Main Street
Footprint:
Lot Size:
Lot Coverage:
Height: 1 story
Approx FAR:
Era: 1950-2000
Style: Traditional
Quality: Average
Value: High
Urban Character: Good

S

5151-5155 Main Street
Footprint:
Lot Size:
Lot Coverage:
Height: 1 story
Approx FAR:
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Good

S

5157 Main Street
Footprint:
Lot Size:
Lot Coverage:
Height: 2 stories
Approx FAR:
Era: Post-2000
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent

S H A

5207 Main Street
Subway
Footprint: 16,590 sq ft
Lot Size: 19,435 sq ft
Lot Coverage: 85%
Height: 1 story
Approx FAR: .85
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

5219-5221 Main Street
Footprint: 990 sq ft
Lot Size: 5,080 sq ft
Lot Coverage: 19%
Height: 2 stories
Approx FAR: .39
Era: Pre-1900
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Good

H A

5223-5231 Main Street
Footprint: 6,535 sq ft
Lot Size: 8,224 sq ft
Lot Coverage: 79%
Height: 3 stories
Approx FAR: 2.38
Era: 1900-1950

H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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Downtown Components Key

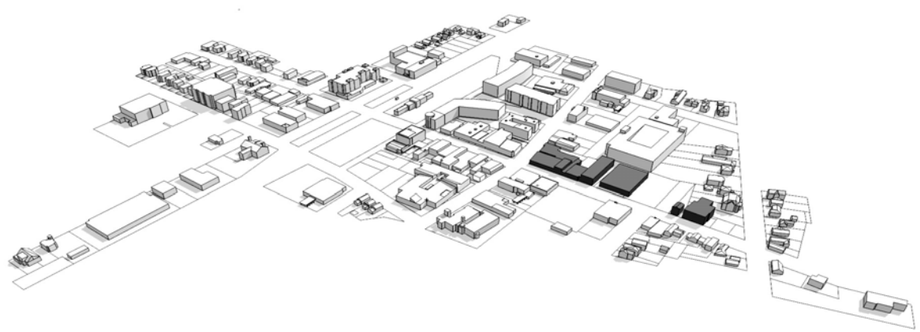
A Architectural Component

S Strong Streetwall

H Building Height

P Strong Pedestrian Realm

G Open Space and Gathering Area



Main Street - East Side **-** Rogers Street to Warren Avenue

4947 Main Street
Footprint: 5,311 sq ft
Lot Size: 12,140 sq ft
Lot Coverage: 44%
Height: 1 stories
Approx FAR: .44
Era: 1900-1950
Style: Traditional
Quality: Very Good
Value: High
Urban Character: Good

950-994 Warren Avenue
965 Roger Street
Footprint: 22,000 sq ft
Lot Size: 43,850 sq ft
Lot Coverage: 50%
Height: 4 stories
Approx FAR: 2.0
Era: Post-2000
Style: Post Modern
Quality: Good
Value: Medium
Urban Character: Good
A S H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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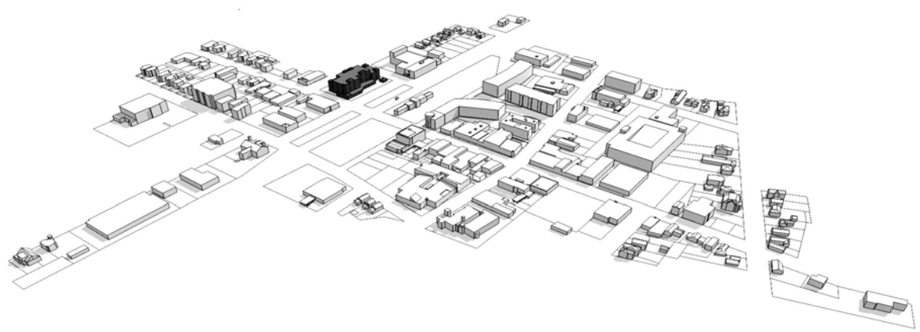

Main Street - West Side **-** Curtiss Street to Burlington Avenue

5134 Main Street
Footprint: 3,110 sq ft
Lot Size: 4,430 sq ft
Lot Coverage: 70%
Height: 2 stories
Approx FAR: 1.40
Era: 1900-1950
Style: Indeterminate
Quality: Average
Value: Poor
Urban Character: Average
S H

5130 Main Street
Lot Size: 3,623 sq ft
Height: 1 story
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
S

5128 Main Street
Lot Size: 3,623 sq ft
Height: 2 stories
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
S H

5126 Main Street
Height: 1 story
Era: 1900-1950
Style: Traditional
Quality: Average
Value: High
Urban Character: High
A S

5124 Main Street
Height: 2 stories
Era: Pre-1900
Style: Traditional
Quality: Average
Value: High
Urban Character: High
A S

5116-5118 Main Street
Footprint: 5,610 sq ft
Lot Size: 7,960 sq ft
Lot Coverage: 70%
Height: 2 stories
Approx FAR: 1.41
Era: 1900-1950
Style: Traditional
Quality: Average
Value: High
Urban Character: High
A S H P

5114 Main Street
Footprint: 3,155 sq ft
Lot Size: 5,530 sq ft
Lot Coverage: 57%
Height: 2 stories
Approx FAR: 1.14
Era: 1900-1950
Style: Traditional
Quality: Average
Value: High
Urban Character: High
A S H P

5112 Main Street
Footprint: 3,480 sq ft
Lot Size: 3,932 sq ft
Lot Coverage: 89%
Height: 2 stories
Approx FAR: 1.77
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
S H

5100 Main Street
Footprint: 7,755 sq ft
Lot Size: 11,285 sq ft
Lot Coverage: 69%
Height: 3 stories
Approx FAR: 2.06
Era: 1950-2000
Style: Modern
Quality: Good
Value: Medium
Urban Character: Average
H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

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Downtown Components Key

- A Architectural Component
- S Strong Streetwall
- H Building Height
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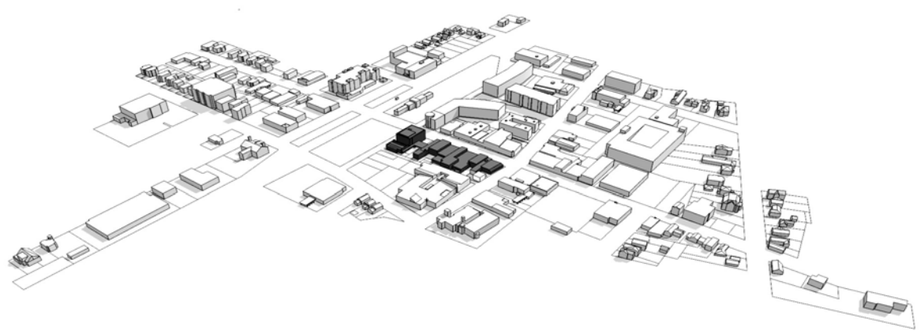


Main Street - West Side **-** Grove Street to Curtiss Street

5200 Main Street
Footprint: 7,925 sq ft
Lot Size: 16,000 sq ft
Lot Coverage: 50%
Height: 2 stories
Approx FAR: .99
Era: 1900-1950
Style: Traditional
Quality: Very Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ Ⓖ

5150 Main Street
Footprint: 5,281 sq ft
Lot Size: 5,848 sq ft
Lot Coverage: 90%
Height: 1 story
Approx FAR: .90
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average
Ⓐ Ⓢ

5140 Main Street
Footprint: 12,576 sq ft
Height: 1 story
Era: 1950-2000
Style: Modern
Quality: Very Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓟ Ⓖ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

Quality: Classified by general structural and exterior condition, as follows: Very Good, Good, Average, Poor.

Value: Classified by general quality of the design and adherence to stylistic traditions, as follows: High, Medium, Low.

Urban Character: Classified by contribution to the urban character of Downers Grove, as follows: Excellent, Good, Average, Poor.

Downtown Components Key

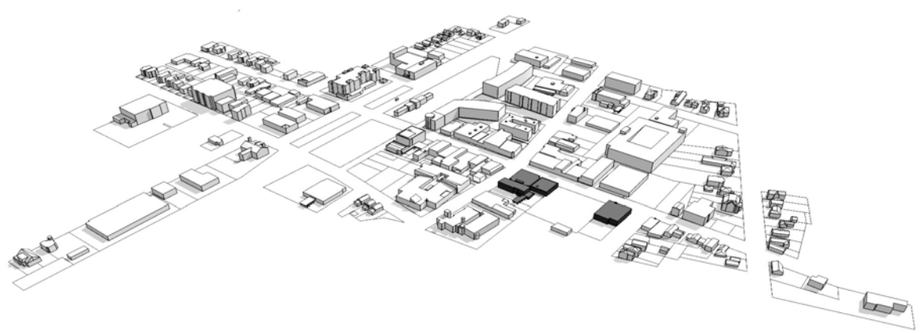
Ⓐ Architectural Component

Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

Ⓖ Open Space and Gathering Area



Main Street - West Side **-** Franklin Street South

4946-4952 Main Street
Footprint: 5,173 sq ft
Lot Size: 13,284 sq ft
Lot Coverage: 39%
Height: 1 story
Approx FAR: .39
Era: 1990-2000
Style: Post Modern
Quality: Average
Value: Low
Urban Character: Poor

4934 Main Street
Footprint: 3,540 sq ft
Lot Size: 5,760 sq ft
Lot Coverage: 61%
Height: 1 story
Approx FAR: .61
Era: 1950-2000
Style: Modern
Quality: Average
Value: Low
Urban Character: Poor

4932 Main Street
Footprint: 2,635 sq ft
Lot Size: 6,710 sq ft
Lot Coverage: 39%
Height: 1 story
Approx FAR: .39
Era: Pre-1950
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average

4920 Main Street
Footprint: 5,640 sq ft
Lot Size: 21,490 sq ft
Lot Coverage: 26%
Height: 2 stories
Approx FAR: .52
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Good
A H

4912 Main Street
Footprint: 1,230 sq ft
Lot Size: 6,855 sq ft
Lot Coverage: 18%
Height: 2 stories
Approx FAR: .36
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average

4910 Main Street
Footprint: 2,620 sq ft
Lot Size: 6,750 sq ft
Lot Coverage: 39%
Height: 1 story
Approx FAR: .39
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

4900 Main Street
Footprint: 5,865 sq ft
Lot Size: 13,200 sq ft
Lot Coverage: 44%
Height: 1 story
Approx FAR: .44
Era: 1950-2000
Style: Modern
Quality: Good
Value: Low
Urban Character: Average

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

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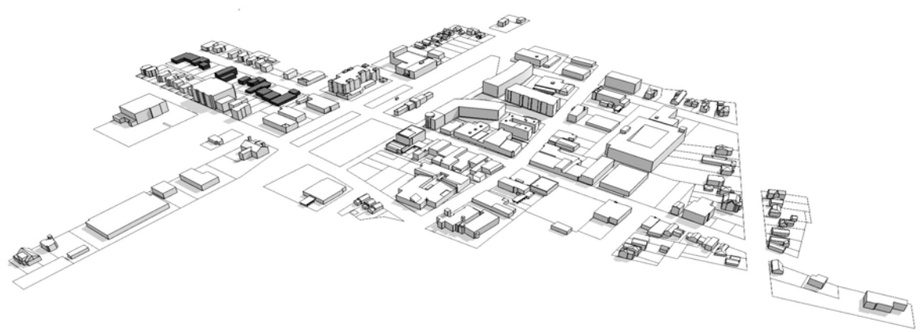
Downtown Components Key

- A Architectural Component
- S Strong Streetwall
- H Building Height
- P Strong Pedestrian Realm
- G Open Space and Gathering Area



Main Street - West Side - Warren Avenue North

5002 Main Street
Footprint: 6,135 sq ft
Height: 2 stories
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average
H

5004 Main Street
Footprint: 1,480 sq ft
Height: 2 stories
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average
H

4958 Main Street
Footprint: 1,390 sq ft
Lot Size: 3,470 sq ft
Lot Coverage: 40%
Height: 2 stories
Approx FAR: .80
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Good
A H

4956 Main Street
Footprint: 1,915 sq ft
Lot Size: 3,445 sq ft
Lot Coverage: 56%
Height: 1 story
Approx FAR: .56
Era: 1900-1950
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average

4954 Main Street
Footprint: 6,288 sq ft
Lot Size: 6,885 sq ft
Lot Coverage: 91%
Height: 1 story
Approx FAR: .91
Era: 1900-1950
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

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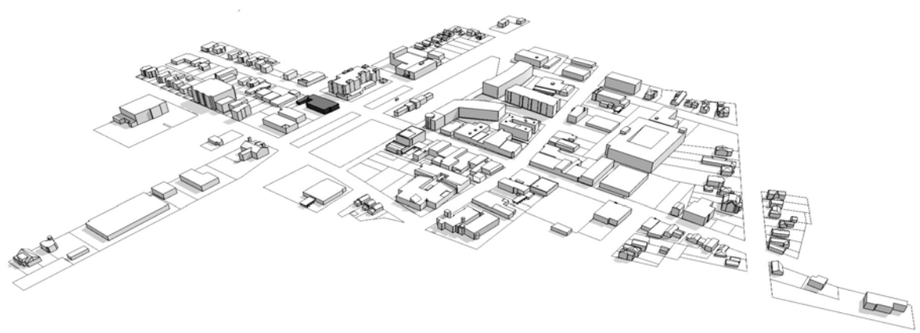
S Strong Streetwall

H Building Height

P Strong Pedestrian Realm

G Open Space and Gathering Area



Main Street - West Side **-** Maple Avenue to Grove Street

1026 Maple Avenue
Footprint: 1,408 sq ft
Lot Size: 8,207 sq ft
Lot Coverage: 17%
Height: 1 story
Approx FAR: .17
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

5236 Main Street
Footprint: 1,450 sq ft
Lot Size: 4,140 sq ft
Lot Coverage: 35%
Height: 1 story
Approx FAR: .35
Era: 1900-1950
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

5232-5234 Main Street
Footprint: 1,088 sq ft
Lot Size: 5,782 sq ft
Lot Coverage: 19%
Height: 2 stories
Approx FAR: .38
Era: 1900-1950
Style: Indeterminate
Quality: Good
Value: Low
Urban Character: Poor
H

5224-5228 Main Street
Footprint: 1,495 sq ft
Lot Size: 3,150 sq ft
Lot Coverage: 47%
Height: 2 stories
Approx FAR: .95
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
A H

5222 Main Street
Footprint: 1,776 sq ft
Height: 2 stories
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
A H

5216 Main Street
Footprint: 6,855 sq ft
Height: 1 story
Era: 1900-1950
Style: Traditional
Quality: Good
Value: High
Urban Character: Good
A

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

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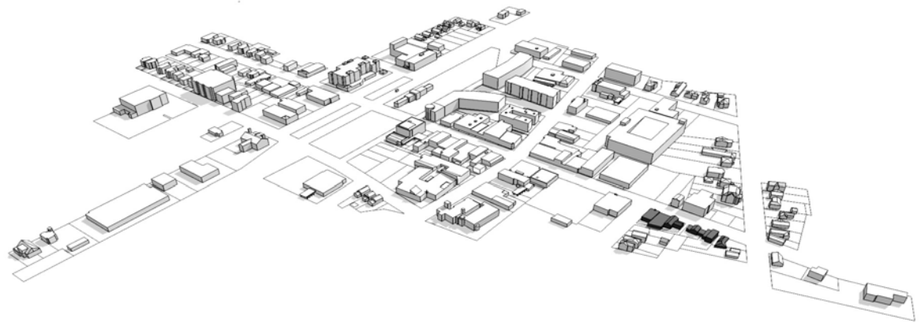

Main Street - West Side - Maple Avenue South

5330 Main Street
Footprint: 4,192 sq ft
Lot Size: 35,656
Lot Coverage: 12%
Height: 2 story
Approx FAR: .12
Era: 1950-2000
Style: Modern
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

5312 Main Street
Footprint: 1,220 sq ft
Lot Size: 5,980 sq ft
Lot Coverage: 20%
Height: 2 stories
Approx FAR: 1.88
Era:1900-1950
Style: Traditional
Quality: Average
Value: Low
Urban Character: Average
Ⓗ

5300 Main Street
Footprint: 1,410 sq ft
Lot Size: 7,715 sq ft
Lot Coverage: 18%
Height: 1 story
Approx FAR: .18
Era: Pre-1900
Style: Traditional
Quality: Very Good
Value: High
Urban Character: Good

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

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Lot Coverage: The percentage of the lot occupied by the primary building.

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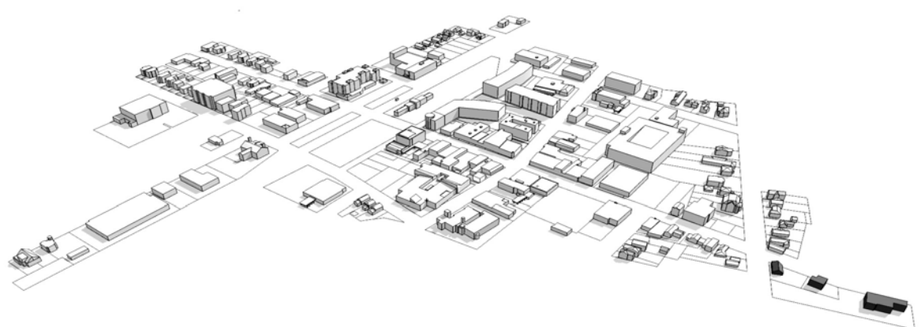

Main Street - East Side - Franklin Street to Rogers Street

4901 Main Street
Footprint: 2,745 sq ft
Lot Size: 6,460 sq ft
Lot Coverage: 42%
Height: 1 stories
Approx FAR: .42
Era: 1950-2000
Style: Modern
Quality: Good
Value: High
Urban Character: Average

4905 Main Street
Footprint: 1,550 sq ft
Lot Size: 6,975 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .44
Era: 1950-2000
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4913 Main Street
Footprint: 1,375 sq ft
Lot Size: 6,045 sq ft
Lot Coverage: 23%
Height: 2 stories
Approx FAR: .45
Era: Pre-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4915 Main Street
Footprint: 1,515 sq ft
Lot Size: 8,030 sq ft
Lot Coverage: 19%
Height: 3 stories
Approx FAR: .56
Era: Pre-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4919 Main Street
Footprint: 1,335 sq ft
Lot Size: 6,065 sq ft
Lot Coverage: 22%
Height: 2 stories
Approx FAR: .44
Era: Pre-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4923 Main Street
Footprint: 1,280 sq ft
Lot Size: 6,175 sq ft
Lot Coverage: 21%
Height: 2 stories
Approx FAR: .41
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4927 Main Street
Footprint: 1,240 sq ft
Lot Size: 4,930 sq ft
Lot Coverage: 25%
Height: 2 stories
Approx FAR: .50
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4941 Main Street
Footprint: 1,430 sq ft
Lot Size: 2,345 sq ft
Lot Coverage: 61%
Height: 3 stories
Approx FAR: 1.83
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
Ⓗ

4947 Main Street
Footprint: 5,311 sq ft
Lot Size: 12,140 sq ft
Lot Coverage: 44%
Height: 1 stories
Approx FAR: .44
Era: 1900-1950
Style: Traditional
Quality: Very Good
Value: High
Urban Character: Good
Ⓐ Ⓢ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

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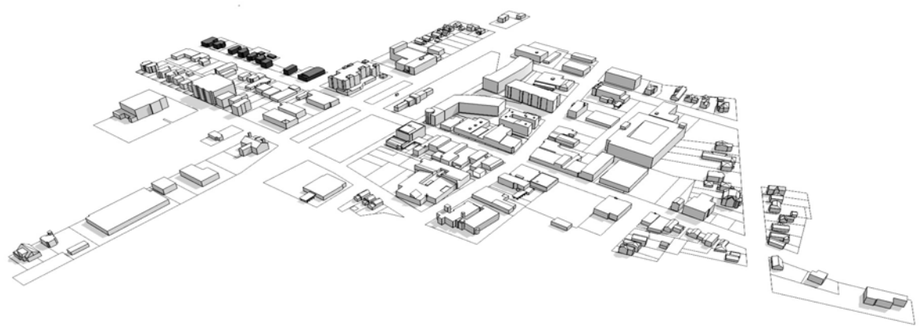

Maple Avenue - South Side **-** Main Street East

935 Maple Avenue
Footprint: 15,279 sq ft
Lot Size: 80,121 sq ft
Lot Coverage: 19%
Height: 3 stories
Approx FAR: .57
Era: 1900-1920
Style: Traditional
Quality: Good
Value: High
Urban Character: Average
H G

943 Maple Avenue
Footprint: 1,330 sq ft
Lot Size: 6,815 sq ft
Lot Coverage: 20%
Height: 3 stories
Approx FAR: .59
Era: Pre-1900
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
A H

947 Maple Avenue
Footprint: 1,030 sq ft
Lot Size: 6,825 sq ft
Lot Coverage: 15%
Height: 2 stories
Approx FAR: .30
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H

1001 Maple Avenue
Footprint: 1,185 sq ft
Lot Size: 8,705 sq ft
Lot Coverage: 14%
Height: 2 stories
Approx FAR: .27
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H

1005 Maple Avenue
Footprint: 870 sq ft
Lot Size: 5,965 sq ft
Lot Coverage: 15%
Height: 2 stories
Approx FAR: .29
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H A

1009 Maple Avenue
Footprint: 1,350 sq ft
Lot Size: 7,010 sq ft
Lot Coverage: 19%
Height: 3 stories
Approx FAR: .58
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H

1013 Maple Avenue
Footprint: 1,405 sq ft
Lot Size: 5,240 sq ft
Lot Coverage: 27%
Height: 2 stories
Approx FAR: .54
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H

1015 Maple Avenue
Footprint: 1,095 sq ft
Lot Size: 3,180 sq ft
Lot Coverage: 34%
Height: 2 stories
Approx FAR: .69
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average
H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

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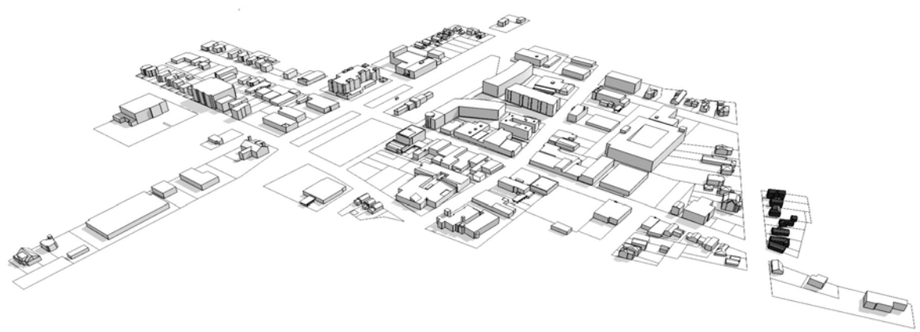

Maple Avenue - North Side - Main Street to Washington Street

1000 Maple Avenue
Footprint: 3,485 sq ft
Lot Size: 15,250 sq ft
Lot Coverage: 23%
Height: 2 stories
Approx FAR: .46
Era: 1950-2000
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

946 Maple Avenue
Footprint: 1,380 sq ft
Lot Size: 7,917 sq ft
Lot Coverage: 17%
Height: 3 stories
Approx FAR: .52
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
A H

942 Maple Avenue
Footprint: 1,905 sq ft
Lot Size: 30,282 sq ft
Lot Coverage: 6%
Height: 2 stories
Approx FAR: .13
Era: Pre-1900
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
A H

936 Maple Avenue
Lot Size: 17,680 sq ft
Height: 2 stories
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
H

932 Maple Avenue
Lot Size: 12,652 sq ft
Height: 1 story
Era: 1950-2000
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Poor
H

928 Maple Avenue
Footprint: 1,585 sq ft
Lot Size: 14,240 sq ft
Lot Coverage: 11%
Height: 2 stories
Approx FAR: .22
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average
A H

5202 Washington Street
Footprint: 9,975 sq ft
Lot Size: 14,675 sq ft
Lot Coverage: 68%
Height: 4 stories
Approx FAR: 2.72
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Poor
Urban Character: Average
H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

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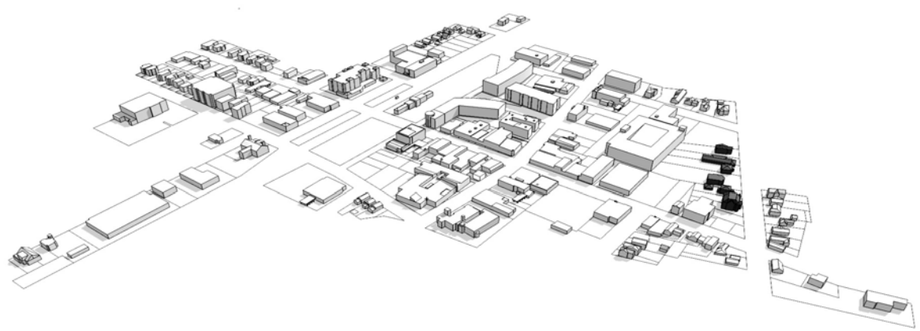

Mochel Drive - East Side **-** Burlington Avenue to Curtiss Street

926-930 Curtiss Street
Footprint: 15,480 sq ft
Lot Size: 20,845 sq ft
Lot Coverage: 74%
Height: 4 stories
Approx FAR: 2.97
Era: Post-2000
Style: Post Modern
Quality: Good
Value: High
Urban Character: Good
A S H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

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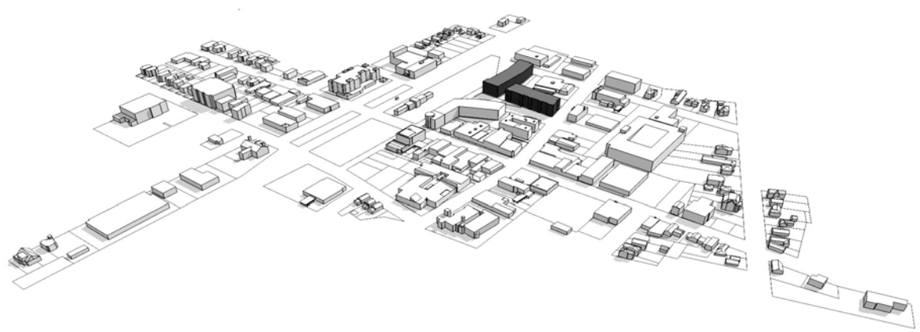

Rogers Street - South Side - Washington Street to Highland Avenue

903 Rogers Street
Footprint: 865 sq ft
Lot Size: 8,500 sq ft
Lot Coverage: 10%
Height: 2 stories
Approx FAR: .20
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average

H

907 Rogers Street
Footprint: 1,250 sq ft
Lot Size: 5,000 sq ft
Lot Coverage: 25%
Height: 3 stories
Approx FAR: .75
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average

H

911 Rogers Street
Footprint: 1,845 sq ft
Lot Size: 4,500 sq ft
Lot Coverage: 41%
Height: 1 story
Approx FAR: .41
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average

915 Rogers Street
Footprint: 1,530 sq ft
Lot Size: 5,000 sq ft
Lot Coverage: 31%
Height: 2 stories
Approx FAR: .61
Era: 1900-1950
Style: Traditional
Quality: Average
Value: Medium
Urban Character: Average

H

934-940 Warren Avenue
5015-5021 Highland Avenue
Footprint: 22,840 sq ft
Lot Size: 37,512 sq ft
Lot Coverage: 61%
Height: 3 stories
Approx FAR: 1.8
Era: 1900-1950
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent

H S

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

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Lot Coverage: The percentage of the lot occupied by the primary building.

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Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

Quality: Classified by general structural and exterior condition, as follows: Very Good, Good, Average, Poor.

Value: Classified by general quality of the design and adherence to stylistic traditions, as follows: High, Medium, Low.

Urban Character: Classified by contribution to the urban character of Downers Grove, as follows: Excellent, Good, Average, Poor.

Downtown Components Key

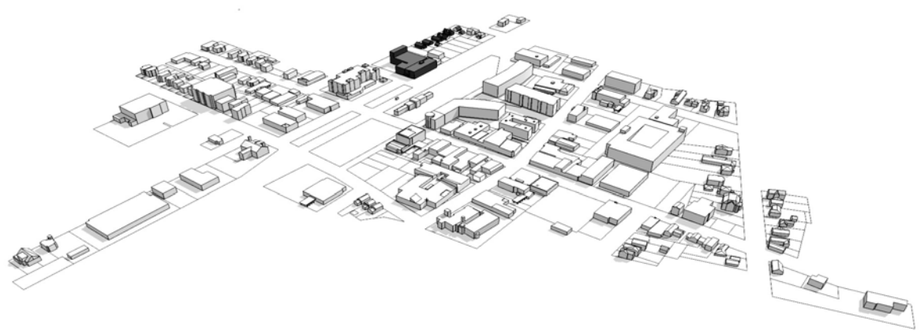
A Architectural Component

S Strong Streetwall

H Building Height

P Strong Pedestrian Realm

G Open Space and Gathering Area



Rogers Street - South Side **-** Highland Avenue to Main Street

950-994 Warren Avenue
965 Roger Street
Footprint: 22,000 sq ft
Lot Size: 43,850 sq ft
Lot Coverage: 50%
Height: 4 stories
Approx FAR: 2.0
Era: Post-2000
Style: Post Modern
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ Ⓢ Ⓗ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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Downtown Components Key

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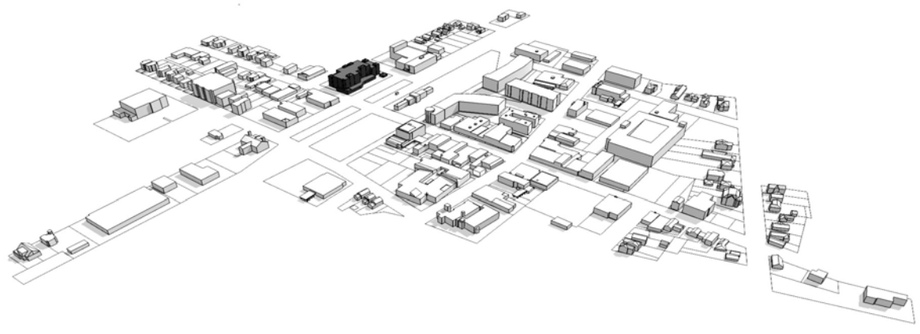
Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

Ⓖ Open Space and Gathering Area



Warren Avenue - North Side **-** Forest Avenue to Main Street

1034 Warren Avenue
Footprint: 7,855 sq ft
Lot Size: 23,370 sq ft
Lot Coverage: 34%
Height: 2 stories
Approx FAR: .67
Era: 1950-2000, and Post-2000
Style: Post Modern
Quality: Average
Value: Medium
Urban Character: Average

1030 Warren Avenue
Footprint: 5,260 sq ft
Lot Size: 16,780 sq ft
Lot Coverage: 31%
Height: 2 stories
Approx FAR: .63
Era: 1950-2000
Style: Modern
Quality: Good
Value: High
Urban Character: Good

Ⓗ

5002-5006 Main Street
Footprint: 8,856 sq ft
Lot Size: 20,791 sq ft
Lot Coverage: 43%
Height: 2 stories
Approx FAR: .85
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Average

Ⓗ Ⓟ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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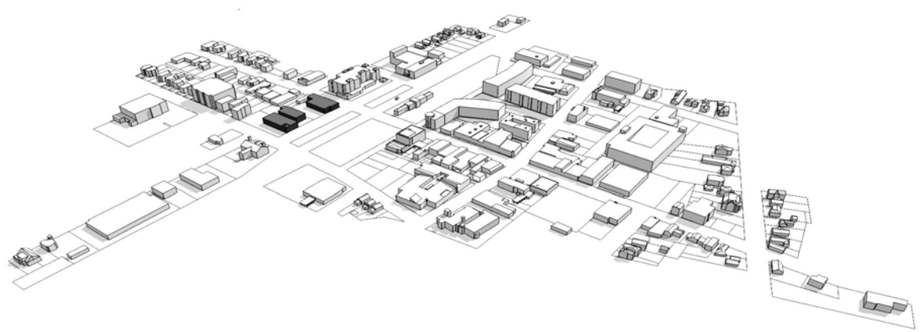
Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

Ⓖ Open Space and Gathering Area



Warren Avenue - North Side - Highland Avenue to Washington Street

924 Warren Avenue
Lot Size: 5,500 sq ft
Footprint: 2,555 sq ft
Lot Coverage: 46%
Height: 2 stories
Approx FAR: 0.93
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

922 Warren Avenue
Era: Post-2000
Style: Post Modern
Quality: Good
Value: Medium
Urban Character: Excellent
A S H

5008 Washington Street
Footprint: 1,050 sq ft
Lot Size: 5,000 sq ft
Lot Coverage: 21%
Height: 2 stories
Approx FAR: .42
Era: 1950-2000
Style: Indeterminate
Quality: Poor
Value: Low
Urban Character: Poor

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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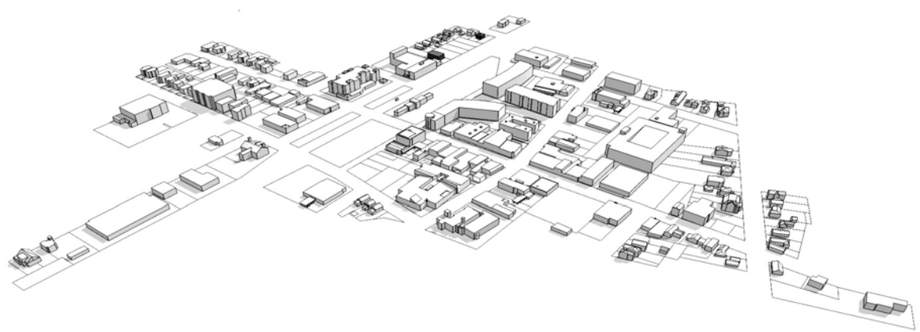
Downtown Components Key

- A Architectural Component
- S Strong Streetwall
- H Building Height
- P Strong Pedestrian Realm
- G Open Space and Gathering Area



Warren Avenue - North Side **-** Washington Street East

844 Warren Avenue
Footprint: 1,520 sq ft
Lot Size: 13,250 sq ft
Lot Coverage: 11%
Height: 1 story
Approx FAR: .11
Era: Pre-1900
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good

830 Warren Avenue
Footprint: 1,000 sq ft
Lot Size: 8,200 sq ft
Lot Coverage: 11%
Height: 2 story
Approx FAR: .24
Era: Pre-1900
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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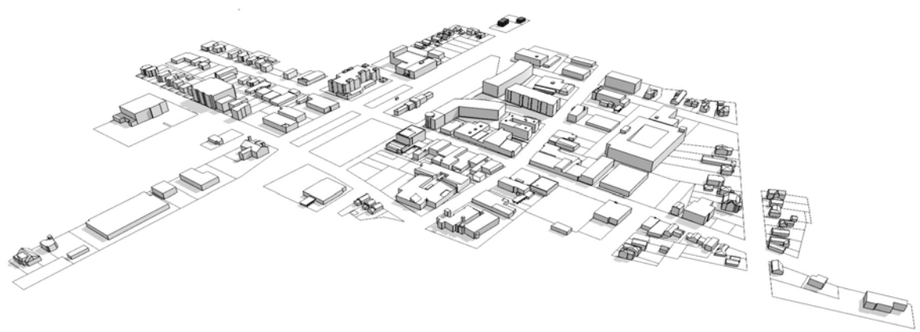
- S Strong Streetwall
- H Building Height
- P Strong Pedestrian Realm
- G Open Space and Gathering Area



Warren Avenue - North Side - Highland Avenue to Washington Street

934-940 Warren Avenue
5015-5021 Highland Avenue
Footprint: 22,840 sq ft
Lot Size: 37,512 sq ft
Lot Coverage: 61%
Height: 3 stories
Approx FAR: 1.8
Era: 1900-1950
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ

928 Warren Avenue
Lot Size: 6,600 sq ft
Footprint: 1,510 sq ft
Lot Coverage: 23%
Height: 2 stories
Approx FAR: 0.45
Era: 1900-1950
Style: Traditional
Quality: Good
Value: Medium
Urban Character: Average

924 Warren Avenue
Lot Size: 5,500 sq ft
Footprint: 2,555 sq ft
Lot Coverage: 46%
Height: 2 stories
Approx FAR: 0.93
Era: 1950-2000
Style: Indeterminate
Quality: Average
Value: Low
Urban Character: Poor

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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Downtown Components Key

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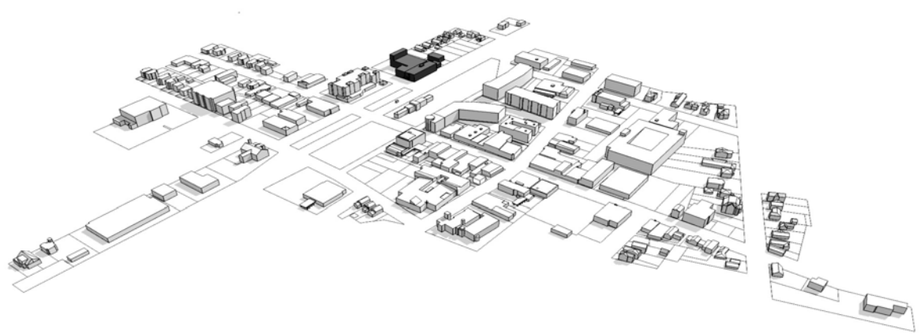

Warren Avenue - South Side **-** Forest Avenue West

1111 Warren Avenue
Footprint: 5,630 sq ft
Lot Size: 34,325 sq ft
Lot Coverage: 16%
Height: 2 stories
Approx FAR: .33
Era: Post-2000
Style: Post Modern
Quality: Very Good
Value: Medium

Ⓐ Ⓗ

1121 Warren Avenue
Footprint: 7,470 sq ft
Lot Size: 27,775 sq ft
Lot Coverage: 27%
Height: 2 stories
Approx FAR: .54
Era: 1950-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Average

Ⓐ Ⓗ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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Downtown Components Key

Ⓐ Architectural Component

Ⓢ Strong Streetwall

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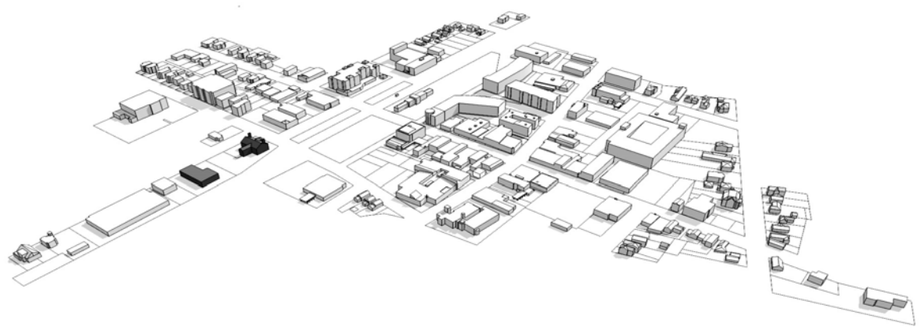
Ⓖ Open Space and Gathering Area



Warren Avenue - North Side **-** Forest Avenue West

4958 Forest Avenue
Footprint: 1,580 sq ft
Lot Size: 9,985 sq ft
Lot Coverage: 16%
Height: 1 story
Approx FAR: .16
Era: 1960-2000

1110 Warren Avenue
Footprint: 10,260 sq ft
Lot Size: 102,266 sq ft
Lot Coverage: 10%
Height: 6 stories
Approx FAR: .60
Era: 1950-2000
S H P

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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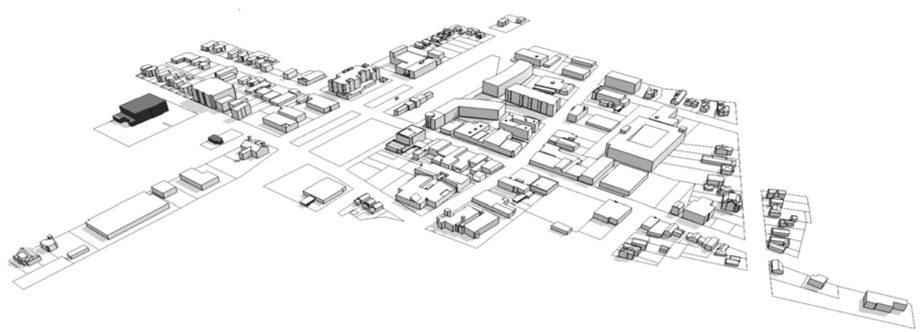
Downtown Components Key

- **A** Architectural Component
- **S** Strong Streetwall
- **H** Building Height
- **P** Strong Pedestrian Realm
- **G** Open Space and Gathering Area



Warren Avenue - North Side - Main Street to Highland Avenue

950-994 Warren Avenue
965 Roger Street
Footprint: 22,000 sq ft
Lot Size: 43,850 sq ft
Lot Coverage: 50%
Height: 4 stories
Approx FAR: 2.0
Era: Post-2000
Style: Post Modern
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ Ⓢ Ⓗ Ⓟ Ⓖ

934-940 Warren Avenue
5015-5021 Highland Avenue
Footprint: 22,840 sq ft
Lot Size: 37,512 sq ft
Lot Coverage: 61%
Height: 3 stories
Approx FAR: 1.8
Era: 1900-1950
Style: Traditional
Quality: Good
Value: High
Urban Character: Excellent
Ⓐ Ⓢ Ⓗ Ⓟ Ⓖ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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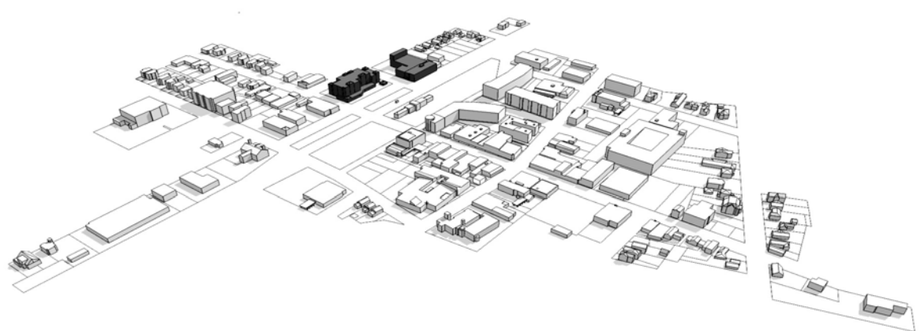

Washington Street - West Side **-** Curtiss Street to Burlington Avenue

920 Curtiss Street
Footprint: 15,155 sq ft
Lot Size: 27,510 sq ft
Lot Coverage: 55%
Height: 1 story
Approx FAR: .55
Era: 1900-1950
Ⓢ

935 Burlington Avenue

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

Era: Classified by general date of construction based upon historical research and fieldwork.

Style: Classified by basic style and form, as follows: Traditional; Modern; Post Modern; Indeterminate.

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Downtown Components Key

Ⓐ Architectural Component

Ⓢ Strong Streetwall

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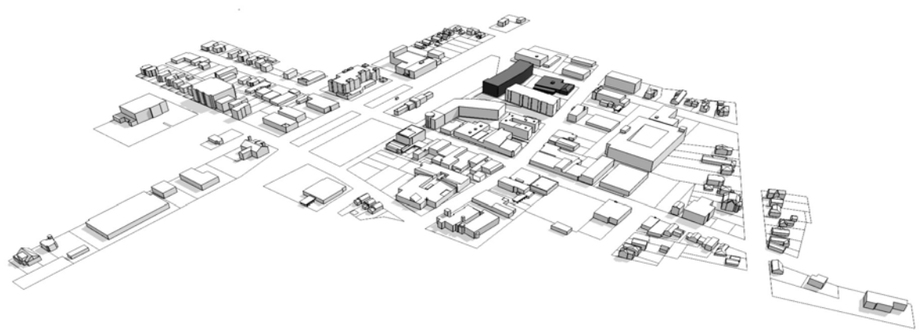
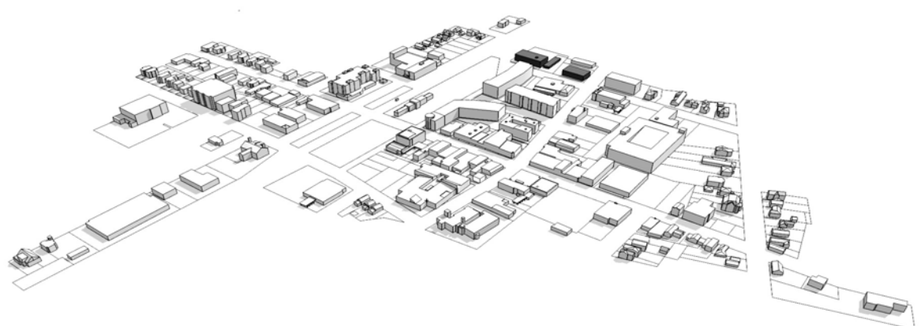
Ⓖ Open Space and Gathering Area



Washington Street - East Side - Curtiss Street North

5115-5119 Washington Street
Footprint: 6,265 sq ft
Lot Size: 19,813 sq ft
Lot Coverage: 32%
Height: 3 stories
Approx FAR: .95
Era: 1950-2000
Style: Modern
Quality: Average
Value: Medium
Urban Character: Average
Ⓗ



Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

Approx FAR: Approximate floor area ratio calculated by footprint multiplied by the number of stories divided by the lot size.

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Downtown Components Key

Ⓐ Architectural Component

Ⓢ Strong Streetwall

Ⓗ Building Height

Ⓟ Strong Pedestrian Realm

Ⓖ Open Space and Gathering Area

Washington Street - East Side - Curtiss Street to Maple Avenue

5133 Washington Street
Footprint: 7,595 sq ft
Lot Size: 26,180 sq ft
Lot Coverage: 29%
Height: 5 stories
Approx FAR: 1.45
Era: 1950-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ Ⓗ

5145 Washington Street
Footprint: 1,495 sq ft
Lot Size: 7,850 sq ft
Lot Coverage: 19%
Height: 2 stories
Approx FAR: .38
Era: 1950-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
Ⓗ

5201 Washington Street
Footprint: 3,660 sq ft
Lot Size: 12,905 sq ft
Lot Coverage: 28%
Height: 1 story
Approx FAR: .28
Era: 1950-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ

5205 Washington Street
Footprint: 1,940 sq ft
Lot Size: 7,377 sq ft
Lot Coverage: 26%
Height: 2 stories
Approx FAR: .53
Era: Pre-1900
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
Ⓐ Ⓗ

5211 Washington Street
Footprint: 1,020 sq ft
Lot Size: 10,853 sq ft
Lot Coverage: 9%
Height: 2 stories
Approx FAR: .19
Era: Pre-1900
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
Ⓗ

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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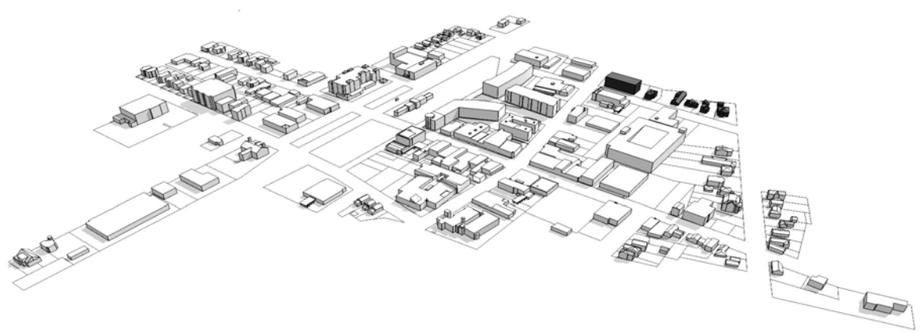

Washington Street - West Side **-** Maple Avenue to Curtiss Street

5202 Washington Street
Lot Size: 9,975 sq ft
Building Footprint: 14,675 sq ft
Lot Coverage: 68%
Height: 4 stories
Approx FAR: 2.72
Era: 1950-2000
Style: Indeterminate
Quality: Good
Value: Medium
Urban Character: Good
A H

921-927 Curtiss Street
Footprint: 8,971 sq ft
Lot Size: 25,240 sq ft
Lot Coverage: 36%
Height: 4 stories
Approx FAR: 1.24
Era: 1900-1950
A H

Building Information Key

Footprint: Building footprint square footage from Village GIS and aerial photography.

Lot Size: Lot size in square feet based on Village GIS.

Lot Coverage: The percentage of the lot occupied by the primary building.

Height: The approximate number of full stories based on field surveys and oblique angled ortho imagery.

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- P Strong Pedestrian Realm
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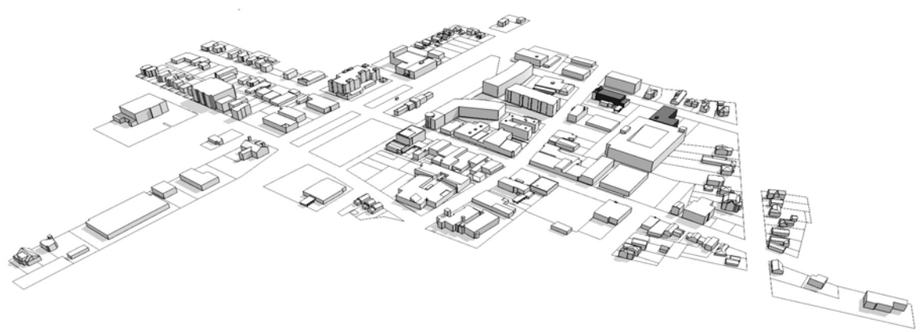


FINAL REMARKS

A slumping housing market and high fuel prices are two of the many indicators suggesting that the way Americans live will change. Sprawling suburban development may be a thing of the past and a more compact urban form its replacement. As people become more environmentally conscious, transit-oriented development will likely be the next boom.

Transit-oriented development (TOD) is a term that describes new development that maximizes the use of a transportation facility or network. Although this is typically public transportation, TOD principles may also be applied around highway interchanges and other transportation nodes. Traditionally, TOD is applied in areas within a half-mile (derived from a pedestrian's propensity to travel) from a major public transportation facility, such as a Metra Station. TOD strives to maximize transit ridership and reduce dependency of the automobile. It is also deployed as a means of invigorating an area with investment and bolstering a residential population to sustain commercial businesses. While new communities race to create these areas, Downtown Downers Grove has existed for decades.

The Village of Downers Grove and its Downtown are well positioned to succeed and prosper. Its strategic location in southeastern DuPage County with exposure and access to various transportation routes will continue to give the Village a distinct and competitive advantage over other communities. So too will the forward thinking leadership that has embraced residential density and redevelopment in its Downtown.

NEXT STEPS

The Downtown Development Pattern Book is intended to serve as the starting point for the establishment of a new Downtown Plan, Downtown Design and Development Guidelines, and revised Downtown zoning and development regulations. The key components of a successful Downtown Downers Grove have been clearly identified in this Pattern Book, as they relate to the physical form and sense of place and character. By embracing these key components as primary objectives of downtown development and improvement, the Village is better able to create and implement guidelines, regulations, and plans that reflect the best of what a downtown can and should be.

Downtown Plan

The next order of business for the Village regarding the downtown should be the development of a new Downtown Plan. The new plan should establish the goals, objectives, and future vision for the Downtown. The Plan should establish the desired character of the Downtown for both new development and the improvement of existing structures to remain. The new Downtown Plan should build upon the findings of the Downtown Development Pattern Book and incorporate the key components of a successful downtown within the existing architectural and historical context of the central business district.

Design & Development Guidelines

To provide better direction and oversight for new proposed development and to communicate the desired character and vision of the Downtown, the Village should create Design and Development Guidelines to be used to guide and evaluate all new development and proposed improvements. Guidelines are not intended to dictate architecture style but rather to establish an overall quality and character for new developments and improvements. Guidelines can address building scale and orientation, articulation and massing, parking location and screening, public plazas and gathering places, signage and awning treatments, building materials and detail, streetscape and pedestrian amenities and more. When used appropriately in conjunction with plans and regulatory practices, design and development guidelines can be one of the most effective tools for ensuring the desired character, quality, and appropriateness of new development. The Downtown Development Pattern Book provides the ideal starting point for the formulation of such guidelines.

Zoning and Development Regulations

After planning comes zoning. Zoning and development regulations are tools to be used to realize planning objectives. Regulations addressing height, setback, floor area ratio, lot coverage, building planes, massing, perceived visual bulk, and more should be established that reflect the Downtown Development Pattern Book, the new Downtown Plan, and the Downtown Design and Development Guidelines. It is crucial that the Villages codes and ordinances dovetail with and support the Village's planning objectives. Concepts such as overlay districts, form-based codes, and more responsive and flexible planned unit development ordinances should also be considered, and based in part on the findings and content of the Downtown Development Pattern Book.

ADDITIONAL CONSIDERATIONS

Architectural Detail

Architectural detail is an essential component of a downtown and plays a significant role in establishing and enhancing an area's overall character and sense of place. Buildings with unique architectural aspects are an effective way of enhancing the sense of place. To ensure that only high quality, appropriate, and aesthetically-pleasing architecture is constructed in the downtown, a municipality should ensure the use of their Architectural Design Review Board to review, assess, and improve upon development proposals. Doing so will make certain that all development taking place within the downtown is high in quality and in aesthetic appearance and the sense of place of a community will be enhanced.

Mix of Uses

A mix of appropriate land uses is essential for a successful downtown. The downtown should primarily be focused on providing retail, restaurant, and entertainment uses on the ground floor, with residential and office uses located on the upper floors of buildings. The mix and location of businesses and uses within the downtown is also the key component to providing a downtown that is vibrant and active throughout the day and evening, functioning as a destination for Village residents and surrounding communities.

Public Spaces & Gathering Areas

Gathering places and public spaces can have a positive impact on a community, especially in the downtown. These areas provide a number of different benefits and services to a community and its residents, including venues for various events to take place, increasing downtown foot traffic and activity, providing a boost to the downtown economy by attracting residents, and providing necessary services and facilities for community residents.

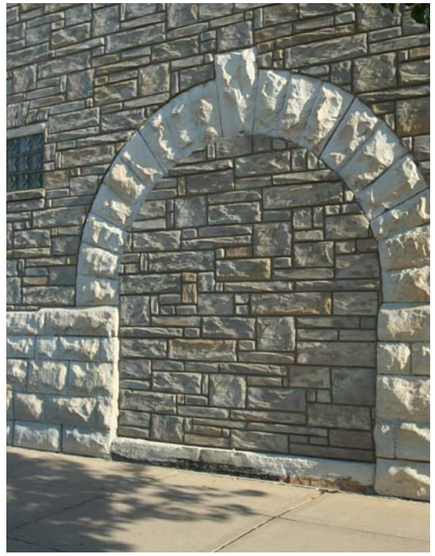
These parks and plazas, civic areas and public facilities, and informal gather places are some of the important components that make a downtown unique and attractive. These places and spaces should be supported and maintained by the Village and incorporated as desirable components of the downtown.

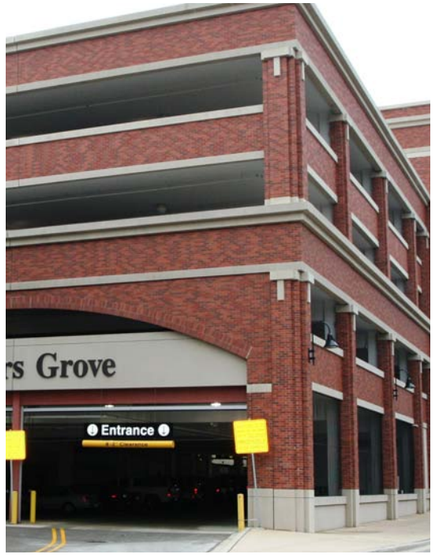
Pedestrian Fabric

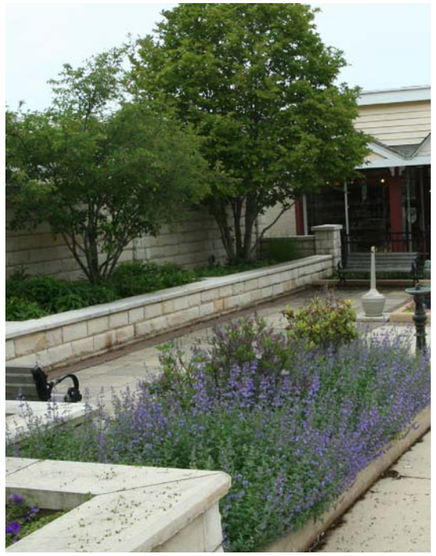
The pedestrian fabric plays an intrinsic role in defining a community's downtown. By utilizing the tools available to it, a community can enhance its pedestrian fabric in a significant way. Creating a pedestrian friendly atmosphere should be a priority for every downtown. To achieve such an atmosphere, improvements to crosswalks and the streetscape should be made where necessary. Providing the needed landscaping, seating, and other amenities at the pedestrian scale will improve a downtown's sense of place, making the area a destination within the community.

Sense of Enclosure

Every municipality should strive to establish and maintain a sense of enclosure in the their downtown area. A sense of enclosure can be achieved by creating and enforcing minimum building separation to building height ratio standards throughout the downtown of a municipality. Successful implementation and maintenance of these ratio standards will lead to a number of benefits. These benefits include the establishment of a comfortable, inviting, and pedestrian friendly atmosphere throughout the downtown of a municipality and enhance the success of the area.







Streetwalls and Storefronts

Streetwalls and storefronts play an important role in the creation of a sense of place in the downtown. Effectively used, streetwalls can create a connected and cohesive downtown atmosphere. Downtowns with gaps in their streetwalls often have sections that feel isolated from one another, resulting in an environment that is less pedestrian friendly. However, the use of storefronts can help isolated areas feel more connected and can help establish a sense of place throughout the downtown.

The successful utilization of streetwalls and storefronts within the downtown should be a goal of every community. Utilizing streetwalls and storefronts in this way will create a more cohesive and thriving downtown environment.

Compact Street Grid

The street grid of a community plays an important role in defining an area The size and shape of the blocks comprising the street grid determine the extent to which a community is walkable. The existence of a large block of land (like a superblock) can interrupt the connectivity and accessibility to certain sites in a community and can harm the character and feel of an area. For this reason, block sizes and shapes should be managed and maintained at a pedestrian-scale when and where possible. Utilizing the grid system is an effective way of achieving this goal and should be encouraged. Managing the street grid in this way will help create a more pedestrian friendly environment.