# VILLAGE OF DOWNERS GROVE
**Report for the Village Council Meeting**
**3/7/2017**

| SUBJECT: | SUBMITTED BY: |
|---|---|
| 2017 Comprehensive Plan | Stan Popovich, AICP<br>Director of Community Development |

## SYNOPSIS

An ordinance has been prepared to adopt the Comprehensive Plan for the Village of Downers Grove.

## STRATEGIC PLAN ALIGNMENT

*Update to the Comprehensive Plan* and a *Review of the Downtown Zoning* are Top Priority Action Items for 2015-2017.

## FISCAL IMPACT

N/A

**UPDATE & RECOMMENDATION**
The Comprehensive Plan was discussed at the February 14 and February 21, 2017 Village Council meetings. The Comprehensive Plan update schedule includes a discussion and review at the March 7 and March 21 Village Council meetings.

## BACKGROUND

In March 2016, the Village Council created the Comprehensive Planning Ad Hoc Committee (CPC). The CPC was charged with updating the Village's 2011 Plan and developing updated zoning regulations for the downtown. The Plan is ready for Village Council review while the updated zoning regulations are currently being discussed by the CPC.

Comprehensive Planning Ad Hoc Committee (CPC)
The CPC met seven times between April and November 2016 to review and update the Plan. The CPC reviewed each section of the existing Plan and recommended updates to the Plan which were then incorporated into the Draft Plan. As part of this review, the CPC reviewed an updated Downtown Focus Area Plan and new focus area plans for 63rd Street and 75th Street.

The draft Downtown Focus Area Plan was also reviewed by the Plan Commission and Village Council. The Council recommendations were then incorporated into the Draft Plan.

At their November 2016 meeting, the CPC recommended forwarding the draft updated Plan to the Plan Commission for their consideration. The significant changes that the CPC recommended are listed below:

| Section | Page # in document | Description |
|---|---|---|
| 1 | 8 | Changed first paragraph to reflect current conditions |
| 1 | 11 - 13 | Inserted summaries of plans that have been completed since the 2011 adoption |
| 1 | 14 - 19 | Updated demographic information |
| 2 | 20 - 23 | Included new vision statement based on improvements since 2011 and the 2016 Comprehensive Planning Process |
| 3 | 26 | Updated Future Land Use Plan based on improvements since 2011 and the 2016 Comprehensive Planning Process |
| 4 | 39 | Added subsection regarding Historic Preservation |
| 4 | 42 - 43 | Updated policy recommendations, including new policy recommendations on green buildings and historic preservation |
| 5 | 50 | Removed paragraph regarding Sign Ordinance |
| 5 | 54 -55 | Updated policy recommendations, including new policy recommendation on historic preservation |
| 6 | 61 | Updated North-South Traffic Flow based on completion of Belmont Road underpass |
| 6 | 62 | Updated bicycle mobility and safety section |
| 6 | 65 | Updated sidewalk section |
| 6 | 66 | Updated parking section |
| 6 | 68-69 | Included new policy recommendations on electric cars, car sharing and bike sharing programs |
| 6 | 70-71 | Included new policy recommendations on grade separated pedestrian tunnel with Metra and a bike rack system |
| 7 | 73 | Updated Downers Grove Park District mission statement |
| 7 | 81 | Included new policy recommendations on rain gardens and the enhancement of the tree canopy |
| 8 | 84 - 85 | Updated School District plans |
| 8 | 88-89 | Updated facilities discussion to reflect current status |
| 8 | 92 | Updated facilities discussion to reflect current status |
| 9 | 102 - 103 | Revised catalyst sites based on recent developments |
| 9 | 104 - 113 | Revised Downtown Focus Area based on 2016 Comprehensive Planning Process |
| 9 | 116 - 117 | Revised catalyst sites based on recent developments |
| 9 | 118 - 121 | Revised Ogden Avenue so that it is no longer separated into east, middle and west sections. Catalyst sites revised based on recent developments. |
| 9 | 128 - 129 | Included new 63rd Street Key Focus Area |
| 9 | 130 - 131 | Included new 75th Street Key Focus Area |
| 10 | 137 - 143 | Added descriptions for various implementation funding sources and incentives |

Plan Commission review

The Plan Commission reviewed the Draft Plan at their December 2016 and January 2017 meetings. The Plan Commission review process is detailed below:

December 5, 2016 meeting – Plan Commission discussed all sections of the draft Plan and provides various comments.

December 21, 2016 – Staff provided updated draft Plan incorporating the Commission's earlier comments to the Plan Commission for their review. Staff also prepared a second document which compared the updated draft Plan to the existing Plan. This comparison document identifies all changes (grammar, content, images, etc.) that occurred between the two plans.

January 9, 2017 meeting – The Plan Commission reviewed the updated draft Plan and comparison document. The members provided additional grammatical and editorial comments but primarily discussed the Downtown Focus Area Plan. The Commission proposed revised text in the Downtown Focus Area plan. The significant changes that the Plan Commission recommended are listed below:

| Section | Page # in document | Description |
|---|---|---|
| 1 | 11 | Added description of downtown pattern book |
| 9 | 104 | Revised first introductory paragraph of the Downtown Focus Area |
| 9 | 105 | Added key concept regarding density in the Downtown Edge |
| 9 | 106 | Added centralized garbage collection recommendation in block bounded by Franklin, Main, Warren and Forest |
| 9 | 111 | Revised text throughout Downtown Core and Downtown Edge descriptions |
| Goals | 151 | Revised goal regarding Downtown Pattern Book |

The Plan Commission unanimously recommended approval of the updated Draft Plan with their proposed modifications.

Public Comment
Public comment was received throughout the process at both the CPC and Plan Commission meetings and are captured in the meeting minutes.

## ATTACHMENTS

Existing Plan
http://www.downers.us/public/docs/departments/com_dvlpment/CompPlan2011%20amended%207-21-15.pdf
December 21, 2016 updated draft Plan
December 21, 2016 comparison document of the existing Plan and the updated draft Plan
January 9, 2017 excerpts of PC recommended Plan
Plan Commission memo – December 2016 and January 2017
Plan Commission meeting minutes
CPC meeting minutes
Council comments and proposed revisions

Comp Plan 2017

**ORDINANCE NO. _____**

**AN ORDINANCE UPDATING THE VILLAGE'S COMPREHENSIVE PLAN**

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by shading/underline; deletions by ~~strikeout~~):

**Section 1. That Section 1.12 is hereby amended to read as follows:**

**1.12 Comprehensive plan.**

The official Comprehensive Plan for the Village of Downers Grove shall consist of the following elements:

(a) The Comprehensive Plan dated ~~October 4, 2011~~ _____, as amended from time to time; and

(b) The Future Land Use Narrative dated March 21, 1995, and approved April 3, 1995, and the Future Land Use Map dated April 13, 2005, and approved June 7, 2005; and

(c) The development plans as may be approved by the Council from time to time, including a street and thoroughfare plan, a community facilities plan, a public utilities plan, a housing plan, neighborhood plans, and an official map; and

To the extent that the Comprehensive Plan is inconsistent with any provision or part of the Future Land Use Narrative and Map or the development plans, that Future Land Use Narrative and Map and those development plans shall control. (Ord. No. 2118, § 1; Ord. No. 2694, § 2; Ord. No. 2743, § 2; Ord. No. 3265, § 5; Ord. No. 3734, 4/3/95; Ord. No. 3781, 9/25/95; Ord. No. 4626, 11/16/04; Ord. No. 4652, 2/15/05; Ord. No. 4671, 5/3/05; Ord. No. 4675, 5/17/05; Ord. No. 4681, 6/7/05; Ord. No. 5227, 10/4/11; Ord. 5470, 7/21/15)

**Section 2.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 3.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____
Mayor

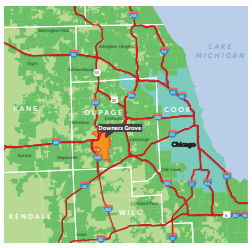
Passed:
Published:
Attest:_____
Village Clerk

Village of Downers Grove

# Comprehensive Plan





















Adopted October 4, 2011
Updated 2015
Updated 2017

APA IL AWARD

# Village of Downers Grove
# Comprehensive Plan

## Acknowledgements


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Bob Barnett, Commissioner
Margaret Earl, Commissioner
Greg Hose, Commissioner
William Waldack, Commissioner
Nicole Walus, Commissioner
Bill White, Commissioner
David S. Olsen, Former Commissioner
Gina Vattimo, Former Commissioner

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# Introduction

The Comprehensive Plan for the Village of Downers Grove, Illinois, sets forth a long-range guide for the maintenance and enhancement of existing community areas, and for improvements, developments and redevelopments within the Village and its planning jurisdiction.

This update to the Comprehensive Plan ("The Plan") is the result of a planning process conducted with Village Staff and a committee of community representatives. This process and update evaluated the policies and recommendations of the Comprehensive Plan from 2011 and recommends changes as needed based on progress made by the Village and external realities that now impact Downers Grove.

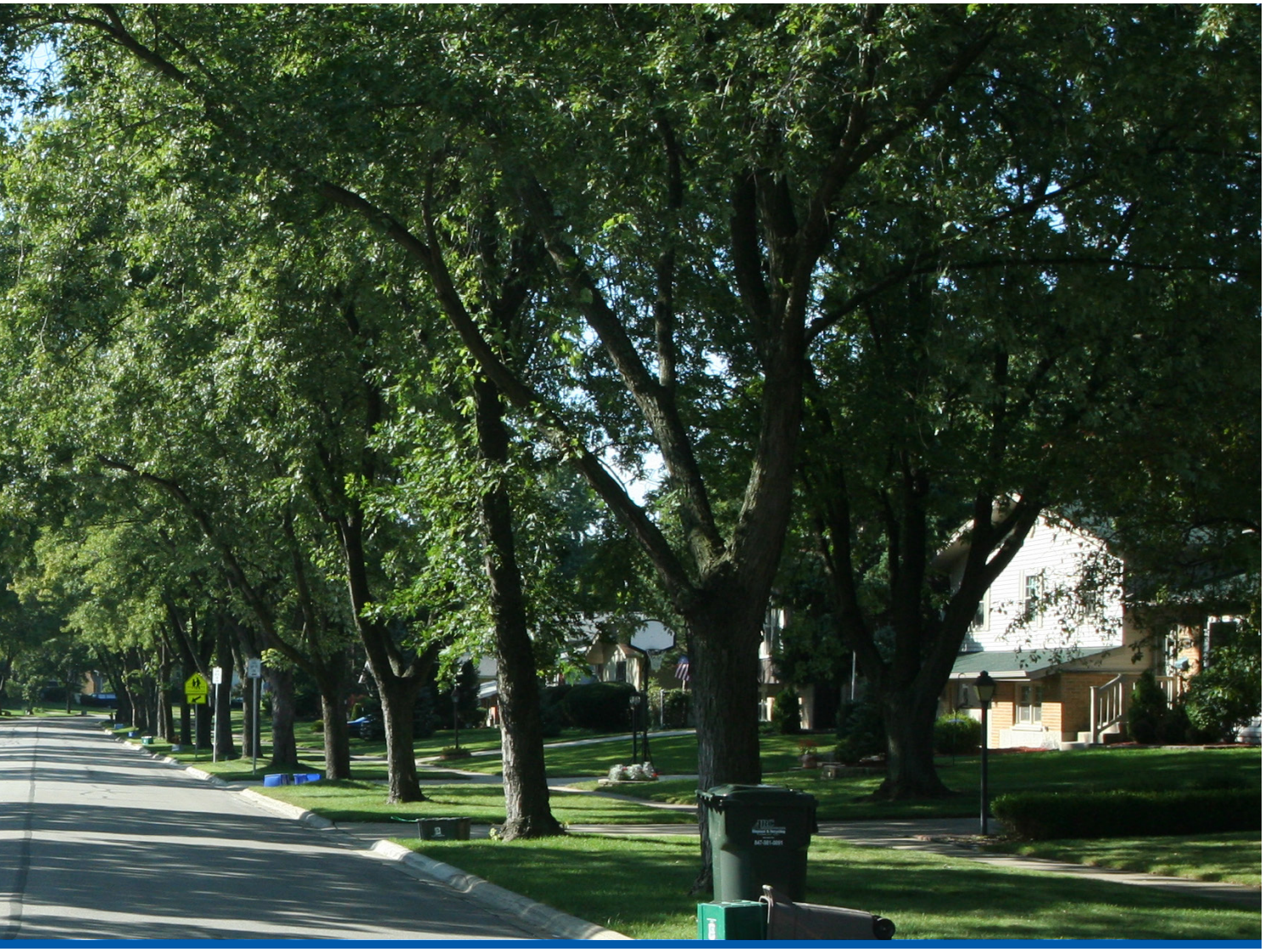
## The Downers Grove Community

The Village of Downers Grove is a community of over 48,000 located approximately 22 miles southwest of Chicago. Downers Grove residents enjoy convenient proximity to a major metropolitan city while experiencing a hospitable, small town environment. Beyond its borders, the Village is well-located in the western suburbs with excellent access to recreational, employment and shopping opportunities. The Village is regarded as a desirable community within which to live for its high quality schools and residential neighborhoods.

Established in the early 1800s, Downers Grove has a rich past with established neighborhoods and a traditional downtown. The Village's location along the Burlington Northern Santa Fe (BNSF) railroad has been a significant source of growth and prosperity, first for freight and now commuter service. Downers Grove has obtained regional importance in the modern era due to its proximity to I-88 and I-355 and its three Metra stations.

Metra service in the Village connecting to downtown Chicago is unrivaled by any of its neighbors. Downers Grove has emerged as a regional employment center and major shopping and dining destination.

A location map for the Village of Downers Grove is provided in the Regional Setting graphic on **page 4.**



## Purpose of the Comprehensive Plan

As the Village looks towards its future, the Comprehensive Plan will guide development decisions and help ensure quality of life remains high. The Comprehensive Plan accomplishes this by directing the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; the revitalization of the Village's key commercial areas; and the provision of parks, schools, and other public facilities.

It addresses residential neighborhoods, commercial and business development, public and institutional lands, and the public rights-of-way. The Comprehensive Plan promotes the Village of Downers Grove's unique assets and should be used to achieve the collective vision of the Village while attracting new families and development.

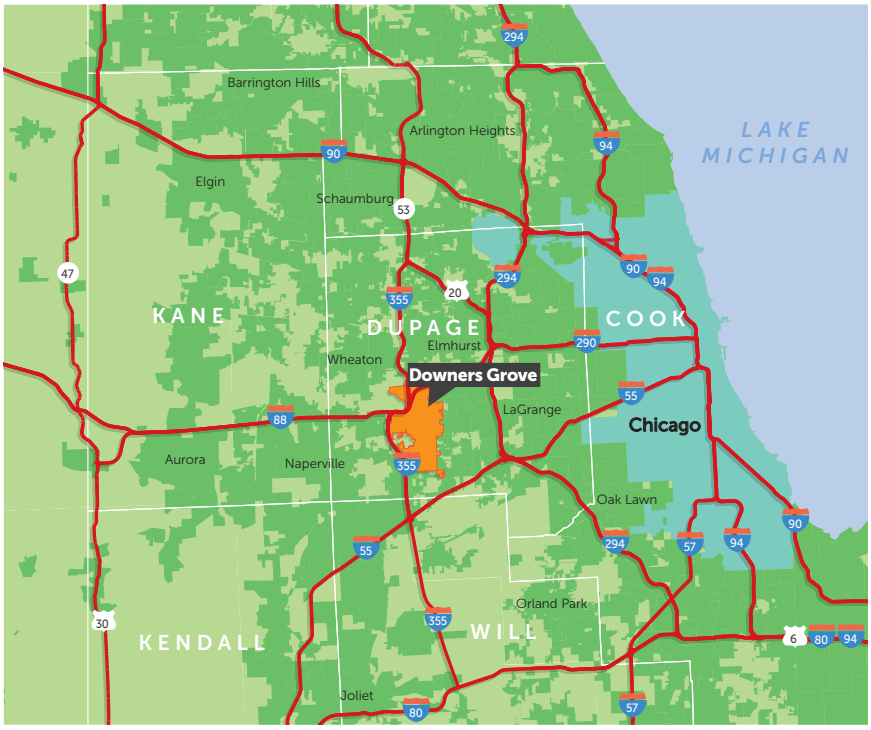
The Comprehensive Plan provides numerous recommendations that are designed to help the Village achieve its overall vision. These recommendations do not take into account fiscal or other constraints. The recommendations also do not account for future best practices or technological advancements. As such, the Village will need to re-evaluate the recommendations at regular intervals to keep the Plan current and in tune with the aspirations of the community and adapt it to changing conditions.

THE COMPREHENSIVE PLAN SETS FORTH LONG-RANGE RECOMMENDATIONS FOR THE MAINTENANCE AND ENHANCEMENT OF EXISTING COMMUNITY AREAS, AND FOR DESIRABLE IMPROVEMENTS, DEVELOPMENTS AND REDEVELOPMENTS WITHIN THE VILLAGE AND ITS PLANNING JURISDICTION

The Comprehensive Plan is the official, adopted guide for future development and conservation within the Village of Downers Grove. The Plan sets forth goals, policies and objectives based on community desires and a thorough analysis of existing conditions and trends. The Comprehensive Plan articulates our community's vision for the desired physical, social, and economic characteristics of the Village for the next 15 to 20 years.

Additionally, it outlines policies and guidelines recommended to implement that vision for the long-range future of the community. The Comprehensive Plan helps preserve and protect important existing features and resources, coordinate new growth and development, and establish a strong, positive community identity.

The Comprehensive Plan considers the Village's regional setting and adjacent areas and influences by examining all areas of the Village and the adjacent unincorporated areas that fall within the Village's planning jurisdiction based on existing boundary agreements with neighboring municipalities including Darien, Westmont, Oak Brook, Lombard, Glen Ellyn, Lisle and Woodridge.



## State Planning Acts

Several Illinois statutes contain general descriptions of what a comprehensive plan is, and what it should contain. The Illinois Municipal Code (65 ILCS 5/11-12-5(1)) dictates that a city or village plan commission must prepare and recommend a comprehensive plan to serve as a tool for guiding future development or redevelopment within the municipality. These plans cover the entire incorporated area of the municipality and can extend to land up to one and a half miles beyond its corporate limits. Elected bodies (i.e. village and city councils) charge their appointed planning or zoning commission with the task of preparing a plan and once it is complete, they vote on its adoption as a guiding document for the municipality.

The Illinois Local Planning Technical Assistance Act (Public Act 92-0768, Sec. 5) provides additional guidance as to what elements a comprehensive plan should address, including land use, natural resources and the environment, transportation, economic development and housing/residential development. In addition to these essentials it is suggested that a comprehensive plan consider additional elements, adjusting to suit unique community issues, including: parks and open space, historic preservation, urban design, subareas/key focus areas, agriculture and forestry, and technology.

## Foundation versus Obligation

It is important to understand that a comprehensive plan is a vision of what a community wants to become and a roadmap on how to get there. It is not a definitive course of action or a legally binding obligation of what must be done. Rather it is an aspirational document that describes in general terms what the community is to become and what steps and actions can help meet community goals.

Although comprehensive plans are required to be adopted by communities, their legal authority is limited. They are documents that guide future development of a community; they are not, themselves, development plans. A comprehensive plan serves as a foundation for decision making in a community and is not a mandate. The Plan is intended to inform regulatory tools (such as a zoning ordinance) and also a community's decisions, as leaders determine courses of action and the most appropriate forms of development and growth for a community.

## The Planning Process

In March 2016, the Village of Downers Grove hired Houseal Lavigne Associates to conduct the update to the 2011 Comprehensive Plan, which involved working closely with the Comprehensive Planning Ad Hoc Committee in order to evaluate the 2011 plan and make recommendations on updates.

The planning process entailed a high degree of input from the Comprehensive Planning Ad Hoc Committee. Policies and recommendations from the 2011 Comprehensive Plan were assessed on their present-day applicability given improvements made by the Village and economic and demographic realities that may have changed. Best practices on innovative approaches to a number of challenges that face Downers Grove were factored in as well.

### Comprehensive Planning Ad Hoc Committee

In order to guide and assist the Consultant with developing the Plan, the Comprehensive Planning Ad Hoc Committee was established. The Comprehensive Planning Ad Hoc Committee convened in March 2016 for the first monthly meeting of that year to develop the update to the Comprehensive Plan. The Comprehensive Planning Ad Hoc Committee was charged with three responsibilities:

- Hold regular, open public meetings to discuss and update components of the Comprehensive Plan.
- Oversee the addition of subarea plans for 63rd Street and 75th Street for the updated Comprehensive Plan.
- Offer draft amendments to the Downtown Zoning regulations.




## Organization of the Comprehensive Plan

The Comprehensive Plan is divided into the following 10 sections:

### Plan Background

This section of the Plan provides an understanding of the public input process, existing plans and studies and the current demographic profile for the Village.

### A Vision for the Future

This section describes, in general terms, the kind of community that Downers Grove desires to be in the future. It includes a vision statement for the community, which describes an "ideal" setting for the community in the year 2031.

### Land Use Plan & Policies

The Land Use Plan establishes land use designations for all areas of the Village, presents recommendations for improving and enhancing existing land use areas, and promotes compatible new development and redevelopment in selected locations.

### Residential Areas Plan & Policies

This section provides recommendations and policies specific to improving Downers Grove's residential areas.

### Commercial Areas Plan & Policies

This section provides recommendations and policies specific to improving Downers Grove's commercial and industrial areas.



## Transportation Plan & Policies

The Transportation Plan presents policies and recommendations related to access, traffic circulation, parking, pedestrian and bicycle movement, and public transportation.

## Parks, Open Space and Environmental Features Plan & Policies

This section presents policies and recommendations for maintaining and enhancing the community's open space and environmental features, including parks, forest preserves, water features, wetlands, and any other environmental features of interest.

## Community Facilities Plan & Policies

This section provides an inventory of community facilities and presents policies and recommendations for municipal facilities, public utilities, telecommunications facilities, schools, institutions, cultural facilities, and other community facilities and services.

## Key Focus Area Plans

This section builds upon the generalized guidelines established in the Village-wide plans, providing more detailed and site specific improvement and development recommendations for the overall role and function of an area; land use and development; traffic, circulation and parking; and appearance and character.

## Implementation

This section presents specific actions including recommendations regarding development controls, priority improvement projects and redevelopment sites, and potential funding sources for implementing the recommendations of the Comprehensive Plan.

## Appendix: Goals & Objectives

This section presents goals and objectives that provide specific actions intended to move the community towards its desired vision.



# 1 Plan Background

The Village of Downers Grove's previous Comprehensive Plan was adopted in 2011. Since that time, the Village has experienced changes to its infrastructure and in its economic condition following the Great Recession. The 2011 plan recommended it be updated five years later in order to reflect progress made by the Village and to incorporate recent trends that would impact the Village. Data from the 2010 Census was also used to show present-day and projected demographic trends to help update this plan. The 2017 Comprehensive Plan assists the Village in setting long-term goals, coordinating local decision-making, and providing guidance to property owners and developers.

The Village built off of public input used in the 2011 Comprehensive Plan with updated demographic data and analysis of existing conditions and local and regional trends. The Village worked collaboratively to establish a vision and a plan that carries on the tradition and character of the community while continually addressing new challenges.

THE COMPREHENSIVE PLAN IS BASED ON A FOUNDATION OF PUBLIC INPUT




# Past Plans and Studies

A thorough review of the Village's existing and past plans, studies, and reports was conducted to gain a better understanding of prior Village initiatives, assessments, and objectives. Understanding the purpose and results of these documents provides important insight into what has already been studied and recommended for the Village.

As conditions change over time, the relevance of some documents is lessened while some components of other documents continue to provide community direction and remain representative of community aspirations. As part of inventorying and understanding existing conditions, a review of these documents is essential. A summary of reviewed documents follows.

## A Comprehensive Plan for Downers Grove, 1965

Comprised of 600 acres at the time of its original platting in 1872, Downers Grove grew to more than six times that size (4,000 acres) by the time the Village created its first Comprehensive Plan in 1965. The 1965 Comprehensive Plan identified the development issues facing the Village and took into consideration future growth. Given the time period, it is not surprising to read that the impetus for the plan was "urban outmigration" from the City of Chicago and its potential impacts on suburban municipalities.

Major issues identified included aesthetic concerns for Ogden Avenue and "blight" at the Village's borders. Overall goals of the plan were to preserve the low-density character of the Village and to preserve open space.

The 1965 plan estimated the 1963 population of the Village at 22,700 and projected a 1985 population of 56,000. It was estimated that this projected population would make up 80% of Downers Grove's maximum capacity. At the time of the 1965 plan, 51% of the Village land area was undeveloped. Of the developed area, approximately 73% was residential.

The Village's proximity to the Chicago, Burlington and Quincy (CB&Q) Railroad and several highways figured heavily in the plan and influenced the proposal of future land uses. Recommendations in the 1965 plan included the creation of a thoroughfare system, improving railroad crossings, and upgrades to the sewer systems.

## Neighborhood Plans, 1977-1989

Neighborhood plans were adopted for 31 Village neighborhoods between 1977 and 1989 as appendices to the Village Comprehensive Plan. These neighborhood plans identified existing land uses, future land uses, and street classifications. Typically one to three pages in length, they generally include a neighborhood map and a brief narrative of recommendations including floodplain management and proposed street vacations.

## Future Land Use Plan (Revised Narrative), 1995

The Future Land Use Plan divides land uses in the Village into nine designations. The revised narrative was approved by ordinance in 1995. The Future Land Use Plan confirmed the Village's boundary agreements with all neighboring jurisdictions which established a known limit to the Village's potential for outward growth. The narrative of the Future Land Use Plan delineated the neighborhood unit system of planning for the Village and identifies the Land Use Plan as a vital document with recommended updates every five years.

## Downers Grove Central Business District Master Plan, 1997

The Central Business District Master Plan was the largest CBD planning effort in over twenty years. The 1997 plan focused on 10 opportunity zones with specific recommendations for capital improvements including streetscaping, landscaping, parking lot improvements, alley resurfacing, and pedestrian connections. Conceptual drawings and estimated costs were provided.

## Ogden Avenue Commercial Corridor Master Plan, 1999

The Ogden Avenue Commercial Corridor Master Plan was undertaken by the Economic Development Commission and followed a 1997 Ogden Avenue shopper survey. The corridor stretches 3.7 miles and included 300 businesses at the time of the 1997 Master Plan. The corridor master plan includes five sub-areas, conceptual drawings and identified 24 potential development sites. Recommendations from the master plan include reducing the number of curb cuts, addressing outdated signage, improving parking efficiency, implementing a coordinated wayfinding system, and installing streetscape improvements.

## Village Bikeway Plan, 2000

Following the passage of landmark federal transportation acts (ISTEA and TEA-21) which provided, for the first time, funding for public bicycle improvements, the Village embarked on a comprehensive bikeway plan from 1998 to 2000. Rooted in recommendations from TCD II in 1994, this quality of life plan set out to improve transportation mode choice and encourage healthy living. Bicycle planning in the Village dates back to the 1970s when civic organizations such as the Jaycees and the Lions Club initiated efforts to increase the provision of bicycle paths. The result was the creation of several "tour loops" throughout the Village.

The Bikeway Plan sought to enhance these efforts by: examining existing conditions, developing a bicycle network philosophy, encouraging broad public participation, and outlining implementation strategies. The goals were to connect major destinations throughout the Village and to provide a network that was accessible to all levels of riders. Special attention was paid to connecting to existing and adjacent bicycle path networks. Additionally, the plan addressed wayfinding signage and bicycle parking. At the time of the Bikeway Plan, Metra did not allow bicycles on trains (a policy that has now been reversed).

## Recommendations for a Comprehensive Plan, 2003

As a precursor to the Comprehensive Plan update, a summary was created of the joint discussions of the Village Plan Commission and the Economic Development Commission regarding 14 focus areas for future development. The discussions specifically focused on land use planning for commercial areas. The Recommendations for a Comprehensive Plan used the principles of Smart Growth as its framework including recommendations for Transit-Oriented Development (TOD). Two notable differences from the topics covered in the 1965 Comprehensive Plan were the addition of "Telecommunications Infrastructure" and "Public Participation".

## Total Community Development

Downers Grove has a unique and long-standing commitment to public participation through its Total Community Development (TCD) process. TCD was first undertaken in the 1960s, a second round in the 1990s, and a third conducted in 2009. TCD is a process that is used to identify and examine all aspects of community life by engaging residents, business owners, and elected/appointed officials in a variety of settings and formats. What results is the identification of community issues, concerns, and corresponding recommendations that guide long-range planning in the Village.

## Downtown Parking Study, 2011

The 2011 Downtown Parking Study provides a comprehensive review of current and future parking needs in downtown Downers Grove. Recommendations that came out of this study intend to make efficient use of the existing parking and to improve the parking experience for downtown customers and visitors. At the same time, the recommendations seek to discourage the use of customer/visitor spaces by downtown employees by seeking to ensure that appropriate off-street parking options are provided at reasonable costs. The study found the use of public parking by patrons of multiple businesses through sharing arrangements to be the most efficient practice.

## Facility Sustainability Plan, 2012

**Seeking long-term solutions consistent with the comprehensive plan and minimizing the impact to the taxpayer.**

A 2012 Facility Condition Assessment identified the Police Station and Village Hall as "below average condition / requiring major renovation". Both buildings are in need of major system replacement in the coming years and have operational deficiencies. The Village Council has identified existing local sources of funding to support the improvements and is in the process of evaluating options for the best long-term solution, with the recommendations of the Comprehensive Plan in mind.

## Downers Grove Architectural & Historical Survey, 2012

In 2012, the Village surveyed four areas identified as having historical or architectural significance: Denburn Woods, Shady Lane Estates, E.H. Prince Subdivision and Maple Avenue/Main Street corridor. The survey details the architectural and historic context of Downers Grove and helps homeowners understand the historical significance of their property. The Survey also provides recommendations for property owners who wish to voluntarily landmark their property.

## Bicycle & Pedestrian Plan, 2013

In 2013, the Village was awarded a Community Planning Program grant by the Chicago Metropolitan Agency for Planning (CMAP) to update the previous bicycle plan from 2000. The purpose of this update was to ensure the Village would be using best practices to plan and manage its transportation system, specifically for non-motorized trips. The major elements of the plan update included creating goals and identifying key findings and developing achievable recommendations. The Plan's goals include:

- Improving mobility and safety for bicyclists & pedestrians
- Improving the pedestrian experience in Downtown
- Encouraging reduction in car trips by using non-motorized means of transportation
- Improving connections to regional bike routes
- Completing the sidewalk network
- Being recognized as a "Bicycle-Friendly Community"

## Stormwater System Plans, 2014

In 2006, a Stormwater Master Plan was completed which provided recommendations for how the stormwater system should be managed to ensure compliance with the federal and county regulations.

In 2007, a Watershed Infrastructure Improvement Plan (WIIP) was completed which provided recommendations on capital improvements that should be made to the stormwater system. To address some of the recommended capital needs, the Village issued $25 million in debt in 2008. The full value of the bond has now been used to fund a variety of stormwater improvement projects.

The 2014 Stormwater Project Analysis included a new approach for prioritizing stormwater capital improvement projects that is consistent with the Village's fee-based stormwater utility. The goal of this new approach is to establish a minimum service level standard for stormwater management such that the stormwater system will safely convey and store 95% of all rainfall events.

## 55th Street Improvement Study, 2015

The DuPage County Division of Transportation is in the process of designing plans for improvements to the 55th Street corridor. The scope of the project includes intersection improvements at 55th Street and Main Street and 55th Street at Fairview Avenue, resurfacing 55th Street from Dunham Road to Williams Street, and signal interconnection from Dunham Road to Clarendon Hills Road. The purpose of these improvements is to improve the flow of traffic on this County arterial roadway, improve safety for motorists and pedestrians, and reduce the use of neighborhood streets for regional transportation.

## Water System Improvement, Project Plan 2015

The Village completed a plan which identified all the major water system components, including water storage, back-up wells, and water mains. In conjunction with the Community Investment Program, this plan identifies major water projects over the next five years.

## Neighborhood Traffic Studies #1-4, 2010-2015

In 2010, the Village of Downers Grove established the Neighborhood Traffic Study Program, to comprehensively evaluate transportation issues throughout the Village's neighborhoods, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations.

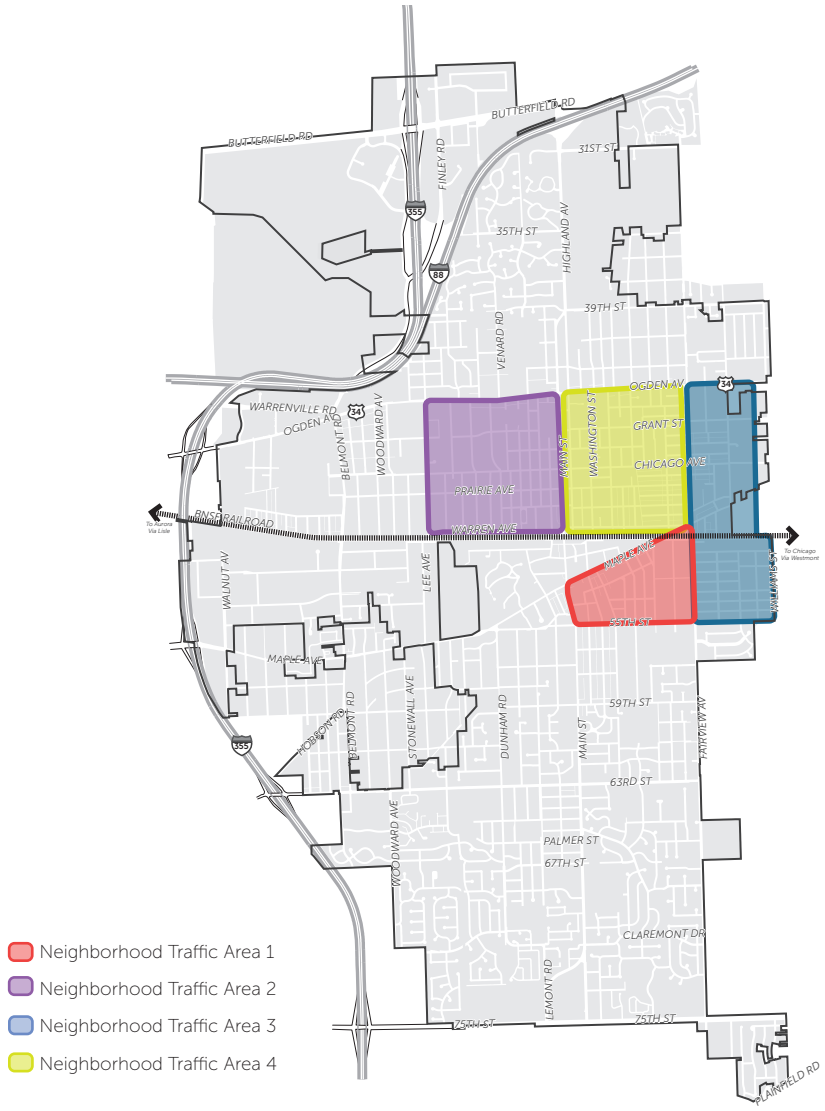
## Economic Development Plan to Enhance the Sales Tax Base, 2016

The Economic Development Plan to Enhance the Sales Tax Base was a "Top Priority Action Item" identified by the Village Council and the Downers Grove Economic Development Corporation (EDC). The Plan is based on a Competitive Retail Alignment Study commissioned by the EDC.

This plan includes the following:

- Recommended retail segments for attraction and retention
- Strategies for attraction and retention
- Locations suitable for retail development

The key conclusion of the report is that retailers want to locate in Downers Grove, but appropriate, easy-to-develop sites are limited. The Village and the EDC should assist in reducing the risk and cost to developers for infill sites.





# Demographic Profile

Over the next several years, Downers Grove is projected to experience a population increase to a projected population of 48,785 people by 2020. This is an increase from an estimated 2015 population of 48,079. This 2015 estimate is roughly 500 more people than what was expected for the 2014 population projections.

It is estimated that the number of households earning less than $75,000 will decrease and the number of households earning between $100,000 and $149,999 will increase. Significant growth for this income group is projected to occur among households in which the defined "head householder" is between 55 and 74 years of age, while a decrease is projected in the number of households aged 35 to 54. Growth in the number of households over the age of 55 will likely have an impact in demand for multi-family housing product as this age cohort is the largest market for condominiums and townhome units.

## Population Change

Table 1 includes information on changes in population and number of households within the Village of Downers Grove and DuPage County. Population is defined as the overall number of people within a specified geography. A household is defined as the group of individuals who live in the same dwelling unit. Any discussion of household age in the following overview is with regard to the age of the individual identified as the head of household.

Overall, the number of households and population in the Village is projected to increase over the next five years. The Village is also projected to match population growth seen for DuPage County overall. The Village's household growth is expected to trail DuPage County's growth slightly.



It is projected that the population of the Village will increase by 706 (1.5%) between 2015 and 2020 and the County will grow by 14,227 (1.5%).

Over the same five year period, the Village is projected to gain 318 households, representing a 1.6% increase. DuPage County is projected to grow by 6,044 households (1.8%) over the same period.

The median household income of Downers Grove is projected to grow by $12,949, or 16.0%, to $93,765 in 2020. This represents a compound annual growth rate of 3.02%.

**Table 1. Demographic Summary**
Village of Downers Grove and DuPage County, 2015-2020

| | 2015 | | 2020 | | 2015 - 2020 Total Change | |
|---|---|---|---|---|---|---|
| | *Downers Grove* | *DuPage County* | *Downers Grove* | *DuPage County* | *Downers Grove* | *DuPage County* |
| *Population* | 48,079 | 922,956 | 48,785 | 937,183 | 706 (1.5%) | 14,227 (1.5%) |
| *Households* | 19,389 | 341,275 | 19,707 | 347,319 | 318 (1.6%) | 6,044 (1.8%) |
| *Median Age* | 43.8 | 39.0 | 44.6 | 39.7 | 0.8 (1.8%) | 0.7 (1.8%) |
| *Median Household Income* | $80,816 | $80,251 | $93,765 | $91,719 | 12,949 (16.0%) | 11,468 (14.3%) |
| *Average Household Income* | $106,340 | $108,066 | $120,678 | $121,965 | 14,338 (13.5%) | 13,899 (12.9%) |
| *Per Capita Income* | $42,610 | $40,131 | $48,431 | $45,373 | 5,821 (13.7%) | 5,242 (13.1%) |

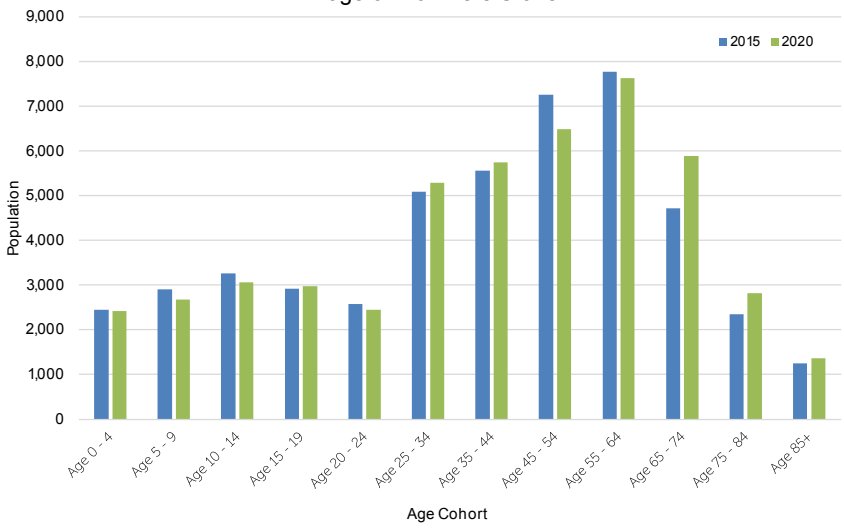
*Source: ESRI Business Analyst; Houseal Lavigne Associates*

## Age Profile

Chart 1 illustrates projected population change within age cohorts of the Village over the five-year period between 2015 and 2020. During this time period, the number of people under the age of 20 will decrease by 398 people (-3.4%). Individuals between the ages of 20 and 34 shall increase by 74 people (1.0%). The number of people between the ages of 35 and 44 shall increase by 180 people (3%). The senior population shall see the largest increase in population with ages 65-74 growing by 1,179 people (25%) and ages 75 and up also increasing with 583 people (16.2%). DuPage County is projected to experience a similar change in population among its age cohorts.

The estimated 2015 median age of 43.8 years for the Village is over 12% higher than that of DuPage County which had a median age of 39 in 2015. The Village's median age is projected to increase slightly to 44.6 in 2020.

**Chart 1. Projected Population Change by Age**
Village of Downers Grove



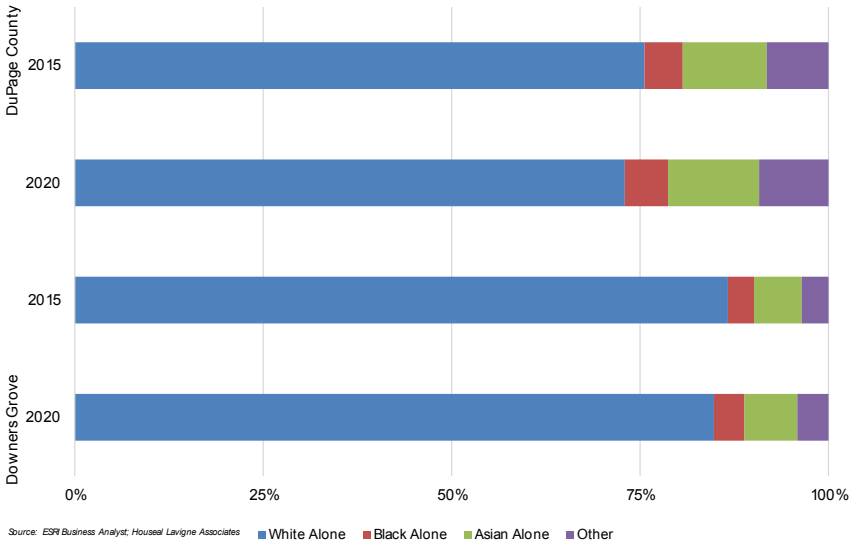

*Source: ESRI Business Analyst; Houseal Lavigne Associates*

## Race & Ethnicity

Charts 2 and 3 illustrate the estimated 2015 and projected 2020 racial and ethnic composition of the Village of Downers Grove and DuPage County. It should be noted that according to the federal government and the US Census, race and Hispanic origin are defined as two different concepts. Census respondents are asked to identify if they are Hispanic in a question that is independent of any questions asking to specify racial categories. For example, a community may have a 98% White Alone population and 2% Black Alone population. However, 30% of the population may be comprised of Hispanic individuals who identify with either racial category.

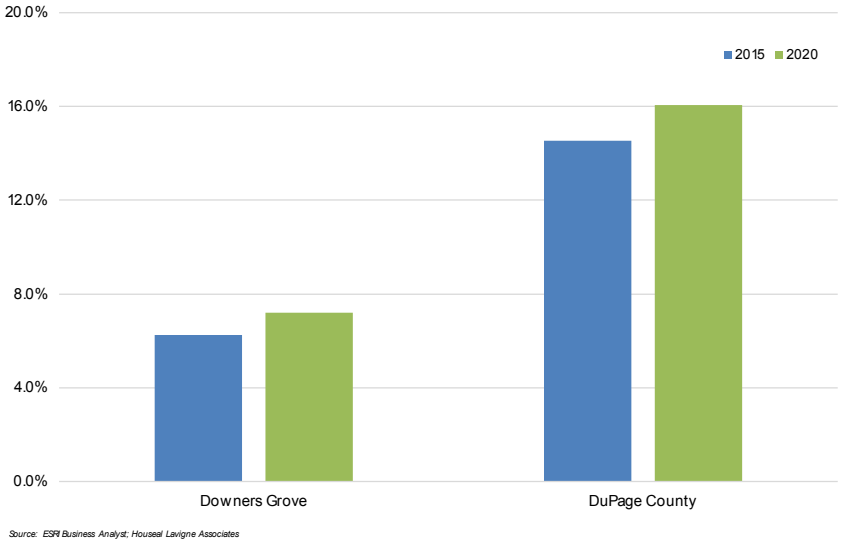
In 2015, it is estimated that 86.7% of the Village's population is comprised of individuals who are considered White Alone (as classified by the U.S. Census). The DuPage County population has a slightly smaller proportion (75.6%) of White Alone individuals. Between 2015 and 2020, it is projected that the White Alone population will have increased by 0.7% and 2.0% in Downers Groves and DuPage County respectively. The Asian Alone population is the largest racial minority population in both Downers Grove and DuPage County, comprising 6.3% and 11.1% of their respective 2015 populations. The only increase in population for the Village is anticipated to occur in the White Alone population which is projected to gain 284 individuals (14.9%) over the next five years. It is estimated that in 2015, the Village's population was 6.3% Hispanic (3,005 individuals) while DuPage County's population was 14.5% Hispanic (134,028 individuals).Between 2015 and 2020, the Hispanic population is projected to grow by 14.4% and 10.9% within the Village of Downers Grove and DuPage County respectively.

**Chart 2. Projected Racial & Ethnic Composition**
Village of Downers Grove, DuPage County: 2015 - 2020




Source: ESRI Business Analyst; Houseal Lavigne Associates

**Chart 3. Projected Hispanic Population**
Village of Downers Grove, DuPage County




Source: ESRI Business Analyst; Houseal Lavigne Associates

## Household Change

Charts 4 and 5 depict anticipated growth among Village and DuPage County households with regard to income between 2015 and 2020.

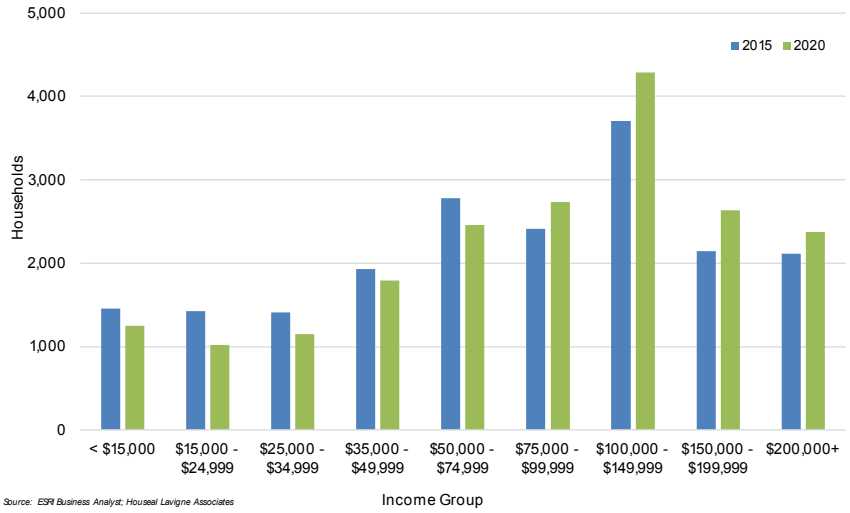
In 2015, the Village's estimated median household income was approximately $80,816 which was higher than that of DuPage County ($80,251). In 2020, Downers Grove's median income is expected to increase to $93,765, which will be higher than DuPage County's median income ($91,719).

The proportion of households with an annual income of less than $75,000 is projected to decrease by 1,333, or 14.8%, between 2015 and 2020. A stronger increase (33.4%) is projected to occur within the larger county.

The proportion of households with an annual income over $150,000 is projected to grow by 753 households (17.6%) between 2015 and 2020. The overall number of DuPage County households in this income group is projected to grow by 17.3% over the same time period.

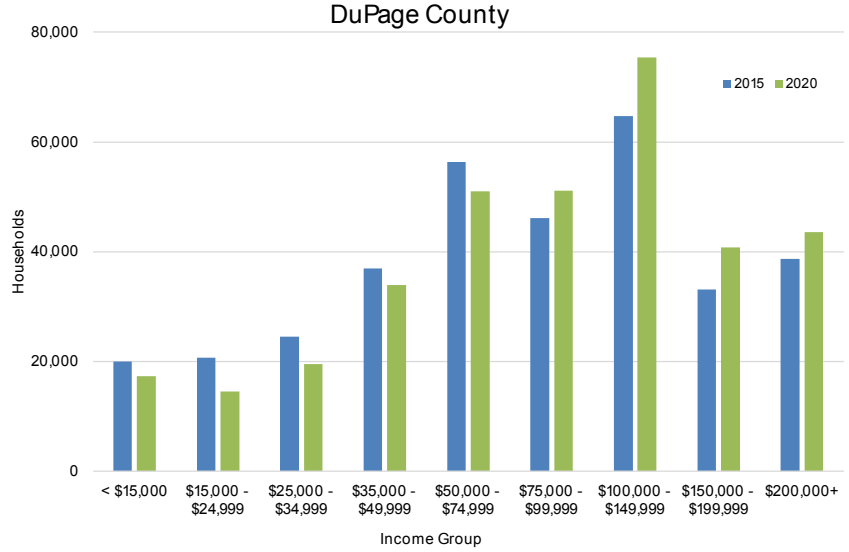
The greatest anticipated increase is projected to occur among households earning between $150,000 and $199,999. This population is projected to grow by 491 households (22.9%) and come to comprise over 13.4% of total households by 2020. Within DuPage County, an increase of 23.0% is projected for this income group.

**Chart 4. Projected Household Change by Income**
Village of Downers Grove




Source: ESRI Business Analyst; Houseal Lavigne Associates

**Chart 5. Projected Household Change by Income**
DuPage County




Source: ESRI Business Analyst; Houseal Lavigne Associates

## Age by Income

Chart 6 illustrates the projected change in the number of households according to the age of the head of household and household income. Changes projected to occur between 2015 and 2020 are shown as they pertain to each respective household age cohort in the Village of Downers Grove.

For example, the bars indicate change within the market area householder population between 2015 and 2020 for a specific age group. A bar for an age group is shown in each income bracket. A bar located above the zero line of the graph indicates growth, while a bar below the zero line indicates decline.

It is anticipated that the number of households age 35 to 54 will decrease in every income group that earns under $99,999. This age cohort will witness a decrease of 937 households (-11.5%).

The number of households age 55 to 74 is projected to grow across income groups earning more than $75,000. This age cohort will increase by a total of 437 households (5.8%).

The change in the number of households under 35 years of age is projected to be minimal across all income groups. Households under the age of 35 that make under $75,000 are expected to decrease by 183 households while households under the age of 35 with incomes making over $75,000 will increase by 217 households.

The largest increase of households is projected to occur among households aged 55 to 74. Of these cohorts, those earning over $100,000-$149,999 are expected to see the largest increase of 279 households. The largest anticipated decline in households is projected to occur among households age 55 to 74 earning under $25,000.

## Age by Income Implications

The age and income shifts projected to occur among the Village's household population may have an impact on the local demand for a range of housing products. The number of households in the 35 to 54 year old age cohorts is decreasing and 'empty nester' households are growing. At the same time, 35 to 54 year olds are seeing much larger decreases on the lower end of the income spectrum. In a typical market, "empty nester" households comprise a significant proportion of those purchasing multi-family units (condominiums, townhomes, rowhomes etc.). The anticipated growth in the Village's household population over the age of 55, particularly among higher income households may be accompanied by an increased demand for multi-family housing product.

**Chart 6. Projected Household Change by Age and Income**
Village of Downers Grove, 2015 - 2020




Source: ESRI Business Analyst; Houseal Lavigne Associates



# 2 A Vision for the Future

The Vision provides a basis for identifying many of the specific goals and objectives needed to lead the Village of Downers Grove in the direction of implementation. It describes an outcome that helps define purpose and intent for the many polices and recommendations contained in this document.

The Vision Statement identifies how the community has changed since the 2011 Comprehensive Plan was updated in 2016. It builds on the 2011 vision, and describes in detail what Downers Grove community will be 15 years in the future. This "retrospective" provides important focus and direction for the Comprehensive Plan update.

THE VISION IS AN ASPIRATIONAL RETROSPECTIVE WHICH DESCRIBES THE TYPE OF COMMUNITY DOWNERS GROVE DESIRES TO BE IN THE YEAR 2031



## In 2031...

Downers Grove's safe and quiet neighborhoods are its most cherished asset. They consist of a diverse and well-maintained housing stock which is primarily single-family homes, but also includes compatible and well located townhouses, condominiums and apartments. Some of the existing residential areas are still replenishing through redevelopment, however improved education and regulations have made teardowns more context sensitive. This has helped mitigate their impact on local character and flooding. Advocacy and education by the Village along with owner-initiated preservation has bolstered success in preserving architecturally or historically significant structures within the neighborhoods.

Guided by the Village's Comprehensive Plan, a number of high-end multi-family and mixed-use buildings have been constructed in and around the Downtown over the past fifteen years. Drawn by the dining, entertainment, and convenient access to Chicago via Metra, young professionals, empty nesters, and anyone looking for an urban lifestyle have flocked to Downtown. These developments, among others in the community have diversified housing options in the community, allowing residents to stay in Downers Grove through all stages of their lives.

At the same time, the Village was also working hard to maintain and enhance its tree canopy and address stormwater concerns. The invasive insects that once threatened the Village's trees is a thing of the past, and through active replanting and tree maintenance, the urban canopy is once again flourishing. The new trees have improved the appearance and character of neighborhoods and have helped minimize stormwater runoff and flooding potential. These efforts, combined with Low Impact Design (LID) (which mimic natural water filtration processes) for new development have helped mitigate stormwater issues within Downers Grove.



Downtown has maintained its competitiveness due to a solid employment base, an increase in the number of housing opportunities in and near the Downtown, improved parking, and the Village's innovative use of TIF and SSA districts. Downtown is also home to a number of special events and is a continued source of pride and identity for the entire Village. Not long ago the Village had to aggressively pursue businesses to locate in Downtown, today businesses flock to the few remaining vacancies.

All of Downers Grove's commercial areas are contributing to the Village through increased property and retail sales tax revenues. The corridors have also become central to celebrating Downers Grove's identity. Downers Grove's brand has been enhanced through entryway monuments, major developments, and consistent signage. The established commercial centers on 75th Street and 63rd Street have seen aging centers improved and vacancies filled. In some cases, older commercial properties that had poor visibility and excessive vacancies have been completely redeveloped with commercial or other uses that are more appropriate for the property.

Areas like Butterfield Road and the Ellsworth Technology Park are also boasting strong, unique, and sustainable economic opportunities. The office areas are notable for their regional access and are offering numerous corporations state of the art office space. The Ellsworth Technology Park succeeded in growing beyond the more traditional industrial uses found in other similar communities. Its attractive buildings and setting, along with easy expressway access and in-demand jobs, assures its value to the region for decades.



The Fairview Station area continues to evolve into the well-organized, revitalized and unique multi-use area imagined in the Comprehensive Plan. Its growth as a cohesive neighborhood and its attractiveness to those outside the community have resulted in enhanced Metra service and other local transportation improvements.

Through significant investment, Ogden Avenue has also been transformed. Once a linear corridor with several outdated and underperforming commercial uses, incremental redevelopment and improved landscaping has dramatically improved the corridor's appearance and contribution to the local economy. Investments in new sidewalks and improved pedestrian crosswalks have helped pedestrian mobility along the busy corridor, and has connected neighborhoods north and south to the diverse mix of businesses.

Important to the Village's overall desirability for residents has been the reputation of the Village's high-quality schools, parks, open spaces, and recreation facilities. The Village is a model community for local government in its partnering with other municipalities, state agencies, community service providers, local businesses, and residents to achieve its goals and address any concerns. Even before the 2011 Comprehensive Plan's adoption, a proactive village government initiated a thorough approach to infrastructure improvements which quickly mitigated stormwater concerns northeast of Downtown. Early recognition by Village leaders of the complexity of these issues and the intergovernmental relationships needed to effectively address them was crucial to Downers Grove's success.

Fifteen years after the Comprehensive Plan was regularly updated and continually updated every five years, the Village of Downers Grove's maintains the reputation as a great place to live, work, and shop and has become a premiere Chicago suburb. The tangible victories of careful planning are evident and the Village's plans and policies will create many more exciting opportunities and successes to come.



# 3 Land Use Plan

The Land Use Plan builds upon the existing land uses and development patterns within the Village and is an extension of the Comprehensive Plan's vision, policies and recommendations. The Land Use Plan is intended to promote a sustainable and holistic approach to growth and development that protects and enhances existing neighborhoods and promotes energy efficient building practices, strengthens commercial areas, protects industrial areas and employment centers, and enhances the Village's network of parks and open space and provision of community services.

The Land Use Plan is a guide for future land use and development that is respective of the fact that the Village is a developed and mature, established community. It strives to maintain and enhance the traditional form, character and distinguishing features of Downers Grove while accommodating high-quality and compatible improvements and new development in selected locations.

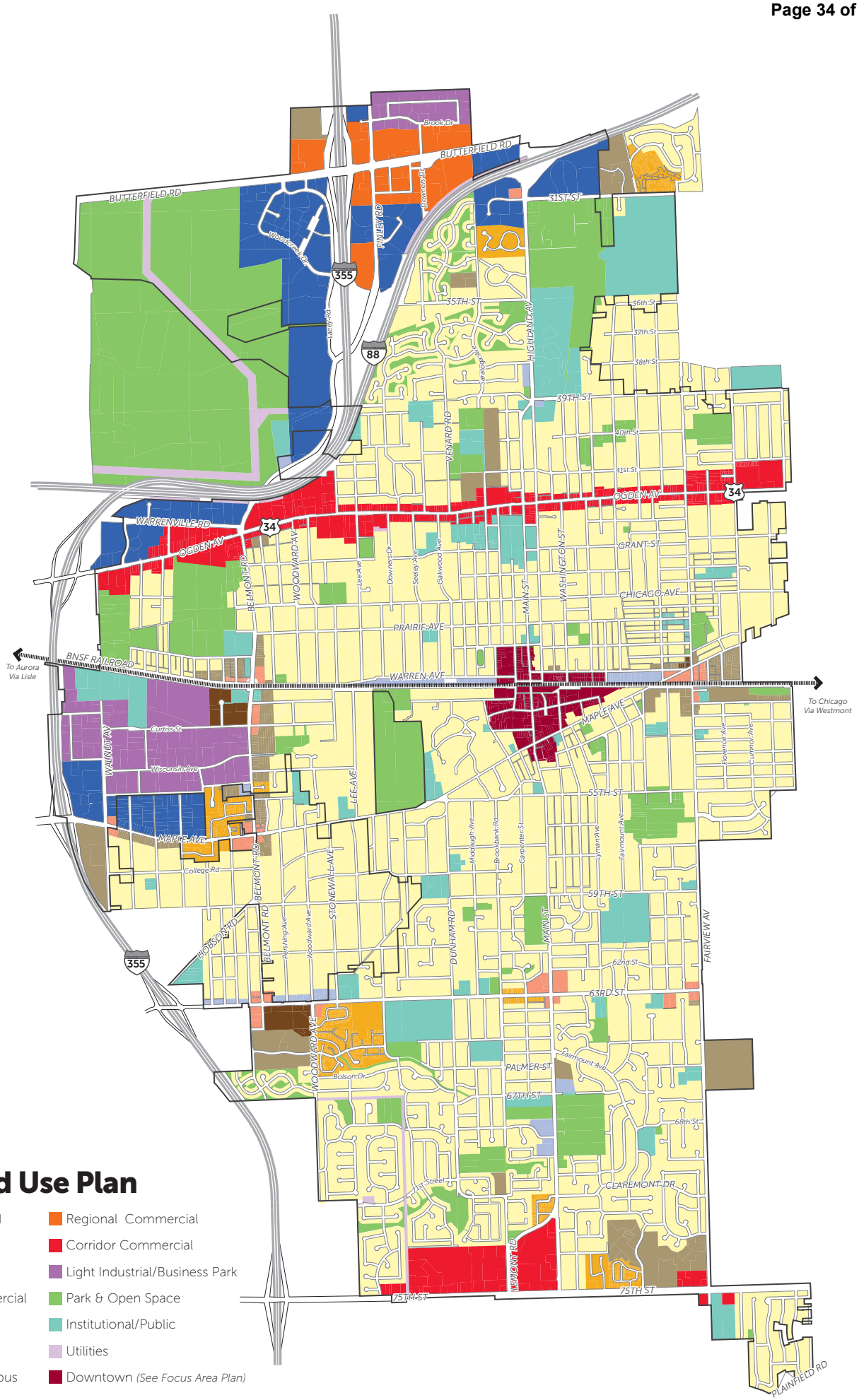
In addition, the Land Use Plan attempts to address land use conflicts that may have arisen as the community has matured. Since the 1965 Plan, the science of land use planning has improved understanding of separating, connecting and integrating land uses. The Land Use Plan accomplishes this by identifying which land uses should remain for the future and which areas should be considered for new uses.



It should be emphasized that the Land Use Plan is a general guide for growth and development within the Village and provides a foundation for further decision-making and is not a site development plan. While it is a detailed document that provides specific guidance on land use decisions, it is also intended to be sufficiently flexible to accommodate unique or compelling circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

THE LAND USE PLAN IS INTENDED TO PROMOTE A SUSTAINABLE AND HOLISTIC APPROACH TO GROWTH AND DEVELOPMENT THAT PROTECTS AND ENHANCES THE VILLAGE'S EXISTING NEIGHBORHOODS, COMMERCIAL AND INDUSTRIAL AREAS, EMPLOYMENT CENTERS, PARKS AND OPEN SPACES AND COMMUNITY FACILITIES






# Future Land Use Plan

- Single-Family Detached
- Single-Family Attached
- Multi-Family
- Neighborhood Commercial
- Mixed Use
- Low Intensity Office
- Office/Corporate Campus
- Regional Commercial
- Corridor Commercial
- Light Industrial/Business Park
- Park & Open Space
- Institutional/Public
- Utilities
- Downtown *(See Focus Area Plan)*







# Residential Uses

The Land Use Plan classifies residential areas into three (3) residential categories: Single-family Residential, Single-family Attached Residential and Multi-family Residential. The Land Use Plan below provides a brief overview of these land use categories by presenting a concise definition and planned locations. An expanded discussion of the Village's residential areas, along with detailed policies for residential development and improvement are provided in Section 4: Residential Areas Plan.

## Single-Family Detached Residential

Single-family residential areas should consist of a detached single household per lot, organized into neighborhoods or subdivisions based on a unifying development pattern. Since its incorporation in 1873, Downers Grove has developed predominately as a residential community nearly 80% of which is single-family and owner-occupied. The Land Use Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. Section 4: Residential Areas Plan addresses the issues facing single-family neighborhoods and ensures that the distinctive qualities and characteristics of individual neighborhoods are enhanced.

## Single-Family Attached Residential

Single-family attached residential uses are single-family dwellings that share a sidewall with an adjacent single-family dwelling. Examples include townhouses, row houses and duplexes which are present throughout the Village. Single-family attached residential developments are commonly found along arterial streets and are often used as a transitional land use between single-family detached and multi-family development.

## Multi-Family Residential

Multi-family residential development consists of more than one unit or household per lot. This may take the form of standalone buildings of condos or apartments, as part of a mixed-use development or as specialized senior housing. Multi-family residential developments are currently present throughout the Village. The Land Use Plan identifies the redevelopment of some existing multi-family areas that are compatible with adjacent uses, and establishes new areas for multi-family residential land uses based on proximity to the transportation network and to maximize their function as a transitional land use between single-family residential and commercial land uses.








## Commercial Uses

The Land Use Plan identifies seven (7) categories of commercial land uses: Neighborhood Commercial, Corridor Commercial, Downtown Commercial/ Mixed-Use, Low-Intensity Office, Office/Corporate Campus, Regional Commercial, and Light Industrial/ Business Park. An overview is provided below while Section 5: Commercial Areas Plan provides an expanded discussion of these uses along with detailed policies for development and improvement.

### Downtown Commercial/Mixed-Use

Downtown Downers Grove is characterized by a mix of commercial service, commercial retail, entertainment, civic, multi-family residential, institutional and related public facilities (including parking) in a pedestrian-oriented atmosphere.

To maintain its vibrancy and importance to the Village, Downtown should continue to contain a mix of land uses that reinforce its unique character. The type and location of land uses within Downtown and in mixed-use areas are recommended in order to maintain a pedestrian-orientation while also allowing for automobile access and parking. In order to achieve this, it is recommended that ground floor uses are primarily retail, entertainment, and personal service, with office and residential uses located on the upper floors.

Mixed-use areas outside of the Downtown should be focused around the Village's transit infrastructure. The Village should encourage transit-oriented development (TOD) so these areas can take advantage of transportation opportunities while maintaining commuter parking.




## Neighborhood Commercial

Neighborhood commercial areas function to provide residents with convenient, day-to-day goods and services within a short walk or drive from their homes. Neighborhood commercial areas should be comprised of a mix of retail, service, and office uses that cater to a local population.

These areas may be anchored by a grocery store accompanied by a variety of other smaller retailers such as gas stations, dry cleaners, convenience stores, banks, and restaurants. Providing these daily goods and services close to home is an amenity to nearby residents and serves to reduce automobile trips.

It is recommended that small nodes of neighborhood commercial development should exist throughout the Village at the intersection of primary roadways (arterials and collectors) to serve nearby residential areas.



## Low-Intensity Office

Low-Intensity office uses typically include professional services such as medical, dental, legal, and accounting. These uses are sensitive to their context in terms of scale, height, setback, and building materials. This requires consideration of parking, loading, signage, lighting, and business operations.



## Office/Corporate Campus

These office uses include large-scale buildings and office parks that have a significant presence in Downers Grove and should continue to play an important role in the local economy. The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors to maximize visibility and minimize potentially negative impacts on residential areas. As prominent features along major regional roadways, office developments should be of high quality and reflect the character of the Village in the manner of the Esplanade and the Highland Landmark. The Village should encourage offices to include sustainable features and renewable energy into their design. Additionally, the Village should regularly assess its development regulations to ensure that contemporary office styles will be permitted.




## Regional Commercial

This land use comprises commercial uses that provide goods and services that draw patrons from within, and beyond, the Village. Appropriate regional commercial uses include large shopping centers, "big box" retail, auto dealerships, restaurants, and hotels. The Land Use Plan designates areas for regional commercial where excellent visibility and access provide the ability to draw from a regional customer base.



## Corridor Commercial

Corridor commercial land uses are typically organized in a linear fashion and include a blend of neighborhood-oriented commercial retail, offices, smaller regional commercial retail (such as auto dealers), service uses and multi-family uses.

Commercial uses with a regional draw are appropriate in areas of a corridor where they will benefit from access and visibility without significantly contributing to traffic along the corridor or impact on nearby residential areas. In other areas of the corridor, commercial uses are of a neighborhood scale and are oriented towards nearby residential areas.

The Land Use Plan identifies areas appropriate for corridor commercial uses including areas along Ogden Avenue and 75th Street.



## Light Industrial/ Business Park

Light industrial and business park uses include those uses dedicated to the design, assembly, processing, packaging, storage and transportation of products, and light industrial which may or may not have an accessory retail component. These uses should continue to be located in areas where they can capitalize on close proximity to regional transportation networks while minimizing negative impacts on residential neighborhoods. This includes areas near interstates, existing industrial parks, and along the BNSF railroad. The Land Use Plan identifies areas appropriate for light industrial/ business park uses.



## Parks & Open Space

Downers Grove is well-served by the parks and open space located throughout the Village and beyond. These parks and open spaces range in terms of size and use to include small, neighborhood "pocket" parks to large tracts of forest preserve and other natural areas, most owned and managed by the Downers Grove Park District or the Forest Preserve District of DuPage County.

The largest open spaces in the Village include Lyman Woods, the Maple Grove Forest Preserve, Belmont Prairie and neighboring Morton Arboretum. Parks and open space features contribute greatly to the overall character of the Village and to the quality of life enjoyed by its residents and should be maintained and enhanced.



The Land Use Plan considers these facts and identifies areas that should remain for parks and open space uses and strives to maintain existing networks within the Village and beyond. Section 7: Parks and Open Space Plan includes a detailed discussion of these areas and identifies policies regarding the preservation, maintenance and expansion of existing parks and open space, and the creation of new parks and open space areas.



## Institutional/ Public

Institutional/Public land uses include public and semi-public areas occupied by government facilities, community service providers, schools, and other institutional users. This land use also contains areas used by both private and public utility providers. The distribution of institutional/public land uses requires adequate and comprehensive service delivery to residents and businesses in the Village, which largely determines their location.

The Land Use Plan anticipates that these uses will remain largely as they currently exist in the Village. Section 8: Community Facilities Plan provides an expanded discussion of these areas along with detailed policies and recommendations.



# 4 Residential Areas Plan

The Village's housing stock is diverse in age, architecture, and design and its residential neighborhoods are some of the most significant contributors to Downers Grove's unique character and identity. The Residential Areas Plan builds on the three categories established in the Land Use Plan: single-family detached residential, single-family attached residential and multi-family residential and further defines the type and locations of each type of residential land use. The location of each residential land use is illustrated in the Residential Areas Plan map.

The Residential Areas Plan identifies policies that apply to the community as a whole although the issues these policies address are not necessarily present in every single one of the Village's residential neighborhoods. As such, the application of Village-wide policies should be tailored to the needs and conditions of Downers Grove's various neighborhoods.

The Policies identified in the Residential Areas Plan are intended to:

- Maintain Downers Grove's character and identity
- Ensure quality housing stock remains a staple of the community
- Maintain the optimal balance of housing types within the community
- Ensure compatibility between new and existing residential development
- Ensure adequate buffering between residential and commercial uses
- Encourage a diversity of housing types, sizes and prices throughout the community



THE VILLAGE'S RESIDENTIAL NEIGHBORHOODS ARE SOME OF THE MOST SIGNIFICANT CONTRIBUTORS TO DOWNERS GROVE'S UNIQUE CHARACTER AND IDENTITY

# Single-Family Detached Residential

Of the residential units in Downers Grove, nearly 80% are single-family and owner-occupied. The single-family detached residential neighborhoods are one of the Village's most cherished attributes and one of its most defining characteristics. As such, single-family residential development should continue to predominate.

Historically, as residential development occurred near downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features including curvilinear streets and cul-de-sacs.

Single-family detached residential areas make up the single largest land use in the Village of Downers Grove. Much of the Village's character is derived from these neighborhoods and these distinguishing features should be preserved and enhanced.

Single-family residential areas must remain flexible and consider context. There may be situations where single-family attached and multi-family uses may be appropriate within single-family detached areas. For example, street frontage, lot depth, and the presence of neighboring non-residential uses should be considered on a case-by-case basis for other types of compatible residential development.

The Residential Areas Plan depicts the single-family residential areas of the Village and divides them into four categories based on lot size, density, access, and built form.

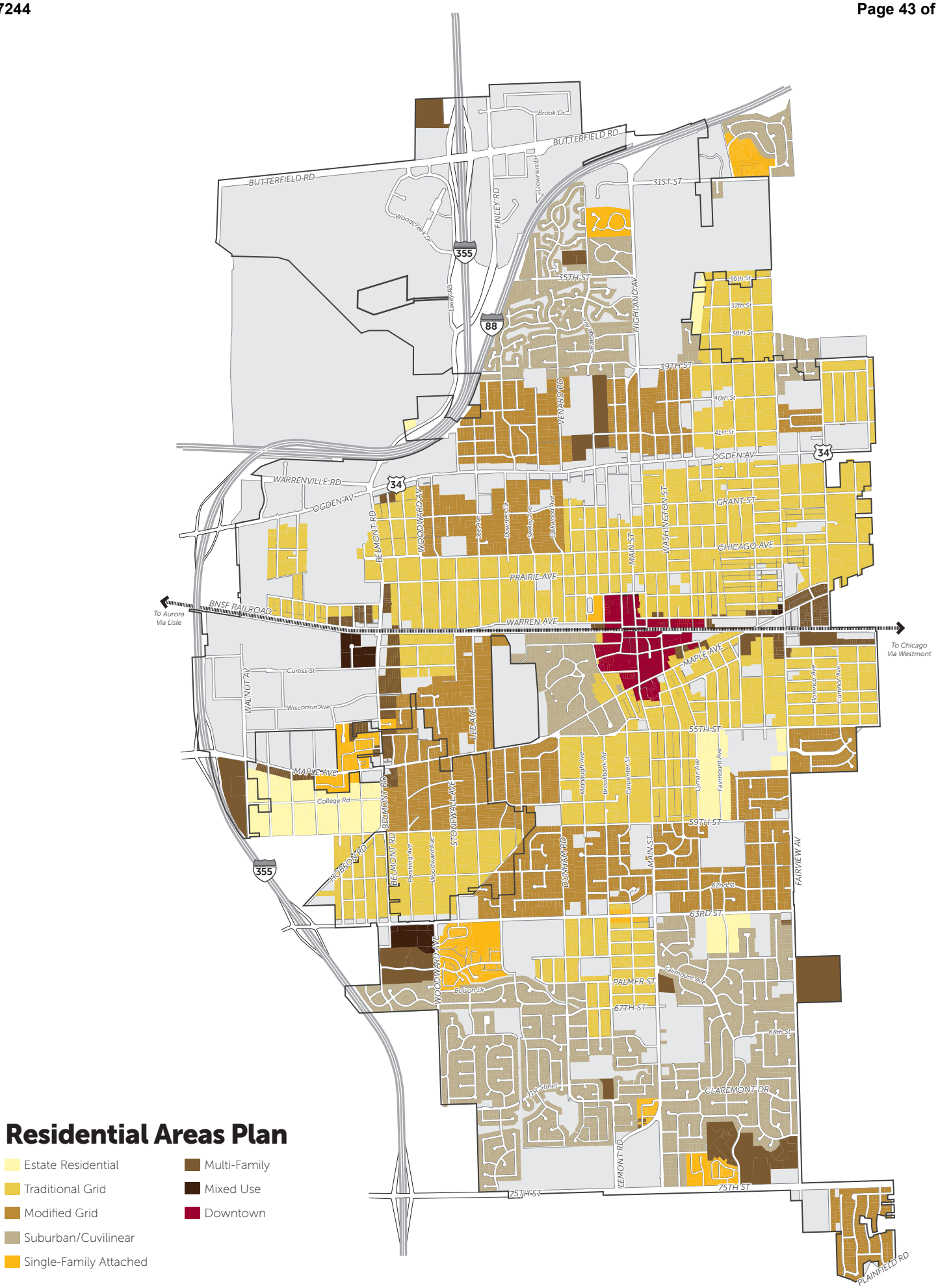
## Estate

This category is characterized by large lots that may have developed as part of a formal subdivision or independently in unincorporated DuPage County prior to annexation. These areas are typically located on the periphery of the Village and have characteristics of estate properties such as the absence of sidewalks and street trees and open swale drainage systems as opposed to curb and gutter.

## Traditional Grid

The Village's oldest residential areas were developed based on a traditional grid which provides a uniform layout (due to standard street and lot widths) as well as pedestrian and vehicular connectivity. Within the traditional grid's areas, sidewalks are typically present on one or both sides of the street and mature trees (both street trees and concentrations of wooded areas) contribute significantly to their character.

Homes in these areas may face significant development pressure when combining their age and lack of contemporary interior amenities with the attractiveness of a tight knit, walkable neighborhood that is close to amenities such as Downtown and schools.




## Residential Areas Plan

- Estate Residential
- Traditional Grid
- Modified Grid
- Suburban/Cuvilinear
- Single-Family Attached
- Multi-Family
- Mixed Use
- Downtown

## Modified Grid

Historically, as development radiated out from Downtown, residential subdivisions moved from the traditional grid to a modified grid. This combined the function and connectivity of a grid with the appeal of a more formalized subdivision within the Downers Grove community.

As a second wave of growth in the Village, the modified grid allows for a greater range of lot sizes than the traditional grid. The modified grid provides a transition between the traditional grid and the subdivision/curvilinear development type. Similar to the traditional grid category, sidewalks and street trees are a defining characteristic of modified grid areas.

The use of curved streets sometimes results in pockets of common area open space with additional trees and landscaping, which is another defining characteristic. Redevelopment with new home construction is occurring in these areas but they are less common than in traditional grid areas.

## Suburban/Curvilinear

Predominantly found on the north and south ends of the Village, the cul-de-sac is a defining characteristic of this residential category.

Contributing to this defining character are varying lot sizes and a range in the age of trees (depending on the time of construction of an individual subdivision or development). On the whole, street trees are younger than in traditional and modified grid areas and the tree canopy is less dense. Sidewalks are often present on one or both sides of the streets within these areas; however, a lack of connectivity for both pedestrians and automobiles is an issue in the presence of cul-de-sacs and dead-end streets.

## Single-Family Attached Residential

Single-family attached residential uses are single-family dwellings that share a sidewall with an adjacent single-family dwelling. Examples include townhouses, row houses and duplexes which are present throughout the Village. Single-family attached residential developments are commonly found along arterial streets and are often used as a transitional land use between single-family detached and multi-family development.

# Multi-family Residential

Multi-family residential areas provide a wider variety of housing options to Village residents especially to young households, empty nesters and senior citizens, all of which have been identified as growing markets in the Village. Multi-family residential developments are commonly found along arterial streets and often provide a transitional land use between single-family residential and commercial.

Traditionally, multi-family residential uses are sited near or in commercial areas due to the benefits of higher-density housing to support nearby businesses, trends of car ownership/transit ridership among residents and the fact that multi-family residential development is typically more resilient to the impacts of commercial development. For these reasons, multi-family development is encouraged in mixed-use developments and in the Downtown.

## Multi-Tenant Buildings

Multi-tenant buildings may be rental (apartments) or for sale (condominiums). These buildings are larger and denser than a single-family home due to the multiple units present. Parking is often provided on-site either through a surface parking lot or structured parking as part of the building. Some multi-family residential buildings are targeted to seniors with amenities that may include social activities, on-site medical care and other special needs of the senior population.

## Mixed-Use

Buildings with ground floor retail or office uses with residential units above are another type of multi-family housing, especially in the Downtown. These buildings provide excellent access to goods, services and jobs for residents due to their density and proximity to commercial areas.

## Transitional Land Use

Multi-family development should be used as a transitional land use between single-family residential areas and higher intensity commercial and industrial uses. Multi-family development can also be used to transition between and separate nodes of commercial development along a commercial corridor.

# New Development & Reinvestment

It is important that new development be sensitive to local context. Regardless of the location or housing type, residential development or redevelopment should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods. New infill development and alterations to existing development should maintain a setback, height, bulk, and orientation similar to that of neighboring development.

The existing tree canopy is important and should be complemented with additional tree plantings when development occurs.

## Modernization

Residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing properties, including both sites and structures.

There are four levels of residential modernization:

- **Upkeep,** which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
- **Renovation**, which includes small-scale projects to update portions of existing structures (e.g., kitchen or bathroom renovation)
- **Expansion,** which includes adding onto an existing structure (e.g., a rear or side addition)
- **Redevelopment,** which includes demolition of an existing structure to construct a new one (e.g., a residential teardown)

Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock and should not conflict with the promotion and protection of the Village's distinguishing character and historic resources.

## Neighborhood Character

The Comprehensive Plan recognizes the value and importance of Downers Grove's existing housing stock in terms of image, character, and stability. While the replacement of some aging or obsolete homes may be both natural and desirable, it should be respectful of the established or desired character.

The Village should encourage new development or redevelopment to be sensitive to, and respectful of, existing Village character and architectural diversity. To help educate builders and homeowners to foster development that can preserve and enhance neighborhoods, the Village should consider creating programs and tools, such as design guidelines in order to educate residents on preservation of their homes. The Village should also promote these tools and programs to property owners who seek to renovate their homes in order to keep the property modern and to help prevent deterioration of historic structures.

## Expansion and Redevelopment

As a mature community, the Village of Downers Grove's residential districts are largely developed, leaving the Village with limited undeveloped land for new, larger residential subdivisions. As is the case, most of the new residential development within the community will come in the form of alterations and additions to the Village's existing housing stock, or by way of teardown development, where older homes are replaced by new construction.

Regardless of the type of residential improvements that occur, changes within the established residential areas will have the potential to impact the character of the existing neighborhoods. To this end, it is important that additions and alterations to existing homes and new residential construction be consistent with the existing or desired neighborhood character. To provide assistance to home owners, developers and builders, the Village of Downers Grove should consider using specific tools, such as guidelines, to foster desired residential improvements and development.

## Historic Preservation

In 2015, the Village updated their Historic Preservation Ordinance to facilitate the voluntary preservation of historic buildings and structures. Preserving historic properties can assist in creating a sustainable community.

The Village is recognized as a Certified Local Government by the Illinois Historic Preservation Agency and is a participant in the Property Tax Assessment Freeze program. The program can freeze the assessed value of historic owner-occupied, principal residences for a period of 8 years, followed by a four-year period during which the property's assessed value steps up to an amount based upon its current market value. This results in 12 years of reduced property taxes.

## Permitting Process

It is important that the permitting process make it easy for property owners to reinvest in their homes. It is recommended that the Village continue to monitor its program, making changes when appropriate, to ensure permits continue to be reviewed and processed in a timely fashion.

## Stormwater Management

Improved stormwater management is a near- and long-term priority for the Village and should continue to be addressed in a comprehensive manner within all residential areas. In addition to investments in public infrastructure, the Village should continue to ensure the Subdivision Control Ordinance and Stormwater and Floodplain Ordinance are regularly updated to reflect current design and stormwater practices. The Village should encourage the use of naturalized storm water retention and detention basin areas and should consider requiring pervious paving materials, to reduce long-term contributions to stormwater run-off. The Village should promote Low Impact Development (LID) best practices for residential properties.

## Sidewalks

The Village has an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests. However, the construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements may negatively impact existing parkway trees.The Village's sidewalk network should continue to be expanded to provide better connections between the community's residential neighborhoods, parks, and schools. Within residential areas, sidewalks should be installed and maintained as determined by the Village through a public engagement process. The Village should be cognizant of the differences in the character of individual neighborhoods when determining locations and types of sidewalk installation. Sidewalk installation should consider the desires of residents and the existing character of neighborhoods; however, preservation of character should not supersede pedestrian safety and connectivity.

## Parkway Trees

Many of the streets within the Village's residential neighborhoods are lined with a canopy from mature parkway trees. These mature trees contribute significantly to the overall desirability and character of the neighborhoods and the Village as a whole. It is recommended that parkway trees be protected and preserved. In some instances, parkway trees have been lost due to disease or other reasons. Currently, the Village's parkway tree planting program plants new parkway trees where no tree previously existed or where a tree has been removed due to disease. The Village should continue its parkway tree program to ensure existing parkway trees are replaced once removed and to install new trees into parkways where there are not currently any trees. The installation of the parkway tree will help ensure a healthy and complete urban tree canopy.

## Property Maintenance

Maintaining residential properties is important to protect property values and preserve the character and desirability of residential neighborhoods. The Village requires properties to be maintained pursuant to adopted property maintenance standards, and has utilized new tools and programs that have improved compliance.

The Village should continue to monitor these improvements and work with property owners to enforce property maintenance requirements in private residential developments, particularly with regard to foreclosed units. Increasing fines charged by the Village for property maintenance code violations should also be considered.

The Village should also explore the creation of a property maintenance program to assist residents, particularly seniors, with affordable lawn cutting, snow removal, and other appropriate services.

## "Cut-Through" Traffic

Residential neighborhoods are one of Downers Grove's most cherished assets and the residents value their homes and neighborhoods for the comfort and safety they provide. Non-local, or "cut through", traffic is a threat to neighborhoods, as motorists use quiet neighborhood streets as a means of bypassing traffic on more heavily-traveled routes. The residential neighborhoods in the northern area of the Village, adjacent to Ogden Avenue, may be the most susceptible due to the grid street-pattern which provides better predictability for motorists. Automobile dealerships should be prohibited from conducting test drives on residential streets which can also increase non-local traffic.

A combination of signage, traffic enforcement, and traffic management measures should be used to discourage cut-through traffic in all residential areas when it is identified as a problem, and a threat to a neighborhood's safety and residential quality of life. Through traffic should be routed around residential neighborhoods on arterial roadways and collector streets designed to carry higher volumes of traffic with minimal impact on residential areas.

## Commercial Buffering

There are several areas throughout the Village where commercial areas abut residential neighborhoods. The use of horizontal and vertical buffering and screening, including berms, fencing, and landscaping, should be promoted to protect single-family neighborhoods from abutting commercial or industrial land uses.

The Village should identify areas where residential and commercial area adjacency is problematic and examine different programs to facilitate the use of buffering and screening techniques. Such initiatives might include establishing a program to promote screening improvements. Alternatively, the Village's landscape ordinance could be revised to require enhanced screening and an amortization schedule to ensure compliance within a set time frame.

## Housing Affordability

According to the federal Department of Housing and Urban Development, housing is considered affordable when it does not cost more than 30% of a household's gross monthly income. This includes providing workforce housing – housing that is affordable to "critical service" employees. Additionally, providing a range of housing options allows residents to stay in Downers Grove to age in place. The Village currently meets the state's mandated goal for affordable housing and should continue to encourage a diversity of unit types, sizes, and prices to maintain these goals.




## Residential Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Residential areas should provide for a variety of housing and dwelling unit types and densities, generally organized by dwelling types, lot-sizes, etc. as identified in the Land Use Plan.
- Senior housing, which includes multi-family residential and assisted- and extended-care facilities, should be provided in convenient locations to accommodate the needs of senior citizens within Downers Grove. Single-story homes, especially those near downtown, should also be considered as another option for seniors who are able to live independently. This allows Downers Grove residents to age in place and remain in the community.
- Encourage residential diversity surrounding the downtown that provides a diversity of housing types, sizes and prices in walkable neighborhoods.
- Future multi-family development should be located near significant activity centers and along major roadways as well as a component of mixed-use development within Downtown Downers Grove. The zoning ordinance should be revised to allow for additional multi-family development as identified in the Land Use Plan and subarea plans.
- In determining the future location of multi-family housing, its ability to function as an important transitional land use should be considered. Where appropriate, the use of buffering, screening, transitioning density and intensity, and other separation requirements and techniques should be considered where non-residential uses are adjacent to residential areas to minimize land-use conflicts that may arise.
- A guide or tool should be created to educate residential property owners on options for preservation and redevelopment that is of a desired scale and character.
- As new development or redevelopment occurs, sidewalks should be provided by the developer/builder where the new sidewalk will connect to adjacent sidewalks to maintain continuity.
- Continue to require properties to be maintained in a manner that is compliant with the Village's adopted property maintenance standards.
- Consider developing a property maintenance program to assist qualifying residents, particularly seniors, with affordable lawn cutting snow removal, and other appropriate services.



- Consider voluntary and regulatory protections for the Village's notable historic homes, including its collection of Sears and other kit homes.
- The permitting process should accommodate residential renovation and redevelopment through a consistent, expedient, and thorough process.
- Continue to expand the sidewalk network to provide better connections between residential neighborhoods, parks, and schools, while being cognizant of the character of individual neighborhoods.
- Encourage sustainable energy production and green building initiatives in residential areas in a manner that respects the character, scale, and style of the neighborhoods.
- Encourage developers and builders to protect and maintain existing trees on private property. The larger, established trees can contribute to improved stormwater management.
- Encourage developers and builders to seek a green building rating through one of the many rating systems, including LEED®, Green Globes™, Energy Star® or the National Green Building Standards™.
- Consider requiring stormwater mitigation on residential properties, which may include controlling lot coverage, permeable pavers, preserving trees, and other Low Impact Development best practices. Any program that manages stormwater utility and lot coverage should be administered in an equitable manner.
- Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the Village.
- Promote the Property Tax Assessment Freeze program to property owners as a means to maintain historic homes.
- Continue to replace parkway trees that have been removed to ensure a healthy and compete urban tree canopy. Install new parkway trees where no parkway trees currently exist.
- Continue to explore opportunities to incentivize voluntary preservation of historic structures.
- Continue to implement the recommendation of the 2015 "Report and Recommendations on Historic Preservation" prepared by the Architectural Design Review Board and Ad Hoc Subcommittee on Historic Preservation.




# 5 Commercial Areas Plan

The Village of Downers Grove Commercial Areas Plan promotes high-quality commercial development. It presents recommendations that are intended to capitalize on the Village's strong position within the region, its excellent access to expressways and transit while at the same time diversifying the Village's tax base and providing residents with access to goods and services. The primary goal of the Commercial Areas Plan is to retain, attract and expand high-quality commercial retailers, service providers, and employers by addressing the location, size, and appearance of commercial areas.

The policies identified in the Commercial Areas Plan are intended to:

- Maintain and expand the range of goods and services provided throughout the Village;
- Strengthen the economy by creating more local jobs;
- Stabilize, diversify and expand the tax base;
- Enhance the quality and appearance of existing commercial areas and proposed commercial development; and,
- Minimize conflicts between commercial areas and surrounding residential neighborhoods.

The Commercial Areas Plan builds on the Land Use Plan which identifies seven (7) commercial land uses: Neighborhood Commercial, Corridor Commercial, Downtown/Mixed-Use Commercial, Low-Intensity Office, Office/Corporate Campus, Regional Commercial, and Light Industrial/Business Park. Policies for implementing recommendations for each commercial land use are discussed in this section and the location of each commercial land use is illustrated in the Commercial Areas Plan on map.




THE PRIMARY GOAL OF THE COMMERCIAL AREAS PLAN IS TO RETAIN, ATTRACT AND EXPAND HIGH-QUALITY COMMERCIAL RETAILERS, SERVICE PROVIDERS, AND EMPLOYERS BY ADDRESSING THE LOCATION, SIZE, AND APPEARANCE OF COMMERCIAL AREAS

## Neighborhood Commercial

Neighborhood commercial areas serve local residents and provide the goods and services needed on a daily basis. These areas are composed of a mix of independent storefronts and small retail centers with a single anchor tenant, typically a grocery store. Given that Downers Grove is a mature community, its neighborhood commercial areas are well-established and on the whole, the Village is well-served by neighborhood commercial.

The Plan provides for moderate expansion of neighborhood commercial around key intersections and heavily-trafficked roads that are less desirable for residential uses. Maintaining neighborhood commercial areas throughout the community minimizes the need for residents to travel long distances to meet routine retail and service needs.

## Corridor Commercial

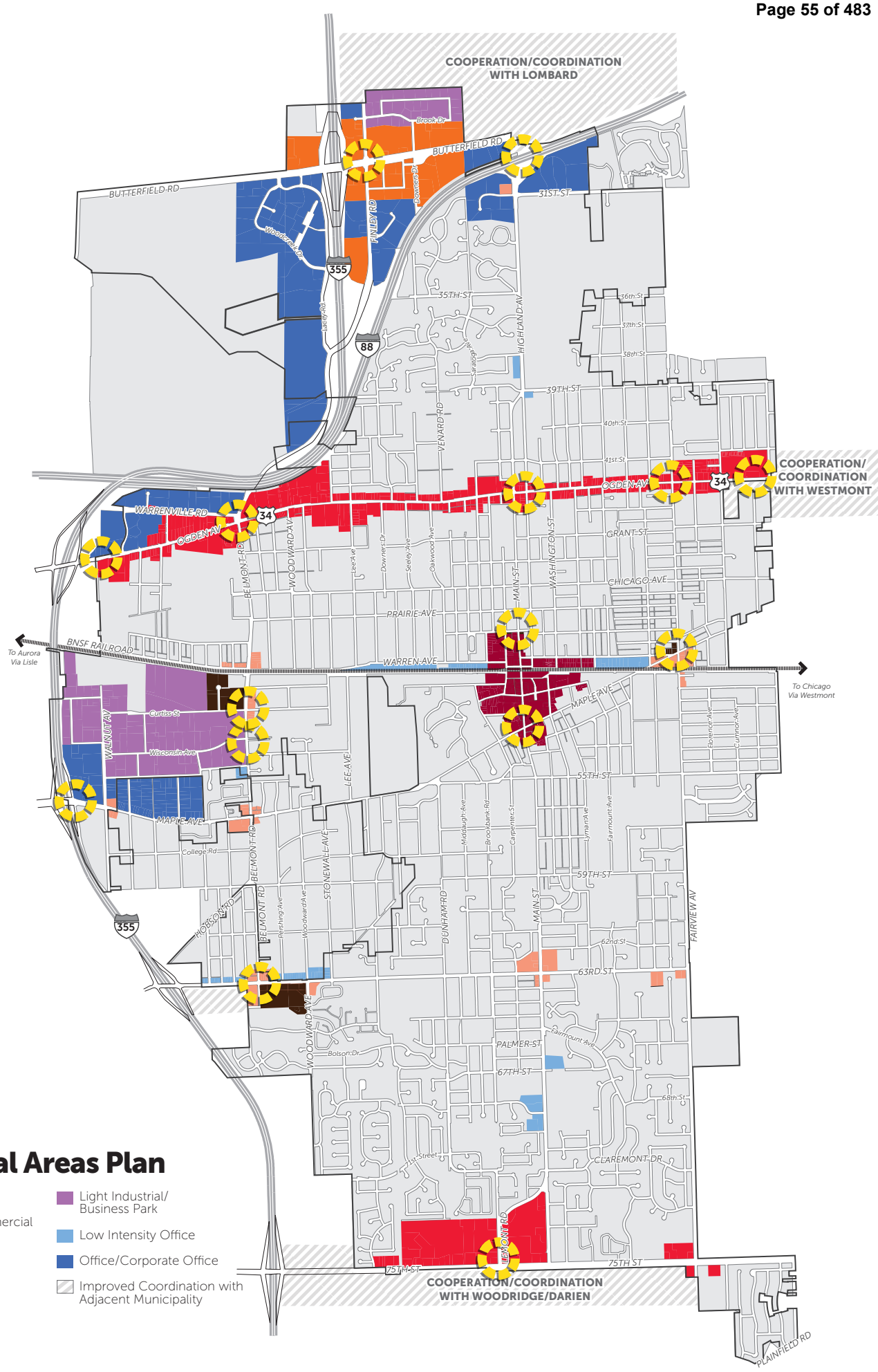
Corridor commercial areas are those areas that developed to cater to the automobile and are typically organized in a linear fashion. Uses include a blend of neighborhood-oriented commercial retail, offices, smaller regional commercial retail (such as auto dealers), service uses and multi-family uses.

The Village's areas of corridor commercial, including Ogden Avenue and 75th Street, should continue to contain a range of retail, service, office and business activities. These commercial areas have a unique character and should continue to function in their dual role within the Village by serving both the daily needs of local residents and providing commercial goods and services to the larger region.

## Downtown/Mixed-Use

Downtown Downers Grove is characterized by a mix of uses, dense and compact development, and a pedestrian-friendly environment within which to shop, dine, work, and live. The Downtown area, anchored by the Main Street Metra station, provides a unique shopping destination within the community. As the symbolic heart of the Village, providing a unique atmosphere, it is vital that reinvestment, redevelopment, and new development reinforce these qualities and preserve and enhance the pedestrian-oriented atmosphere of Downtown Downers Grove.

To continue its success and vibrancy, a diverse mix of uses should be promoted and maintained Downtown, including retail, dining, entertainment, professional office and residential uses. Development should continue to reinforce the walkable nature of Downtown and buildings should be oriented toward the street and located at or near the sidewalk line.




## Commercial Areas Plan

- Gateways
- Neighborhood Commercial
- Mixed Use
- Downtown
- Corridor Commercial
- Regional Commercial
- Light Industrial/ Business Park
- Low Intensity Office
- Office/Corporate Office
- Improved Coordination with Adjacent Municipality

### Downtown Transition

Downtown Downers Grove is surrounded on all sides by established residential neighborhoods. Maintaining an adequate buffer is accomplished through a transition area where appropriate commercial and residential development of a compatible scale and character is permitted.

### Downtown Office

Offices in Downtown should be encouraged to locate above the ground floor whenever possible in order to preserve these areas for retail businesses. If located on the ground floor, offices should maintain attractive window displays that are not covered by blinds or other materials in order to maintain visual interest for pedestrians.

Offices in converted houses provide an important transition area between the commercial activities of Downtown and nearby residential areas and should remain. Parking, loading, signage, lighting and business operations should be of a nature and scale that is compatible with surrounding residential uses.

### Mixed-Use

The concept of mixed use refers to a building, set of buildings, area or neighborhood that is comprised of a range of land uses serving more than one purpose. A mixed use building contains multiple uses within the same structure, such as condominiums or offices above ground floor commercial uses. Mixed use areas are typically more compact and are typically considered more pedestrian friendly.

Mixed-use areas outside of the Downtown should be focused around the Village's transit infrastructure. The Village should encourage Transit-Oriented Development (TOD) so these areas can take advantage of transportation opportunities while maintaining commuter parking.

Detailed recommendations for Downtown Downers Grove are also provided in Section 9: Key Focus Area Plans.

## Low-Intensity Office

Low-Intensity office uses typically include professional services such as medical, dental, legal and accounting. These uses are sensitive to their context in terms of scale, height, setback and building materials. This requires consideration of parking, loading, signage, lighting and business operations.

## Office/Corporate Campus

These office uses include large-scale buildings and office parks that have a significant presence in Downers Grove and should continue to play an important role in the local economy. The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors to maximize visibility and minimize potentially negative impacts on residential areas. As prominent features along major regional roadways, office developments should be of high quality and reflect the character of the Village in the manner of the Esplanade and the Highland Landmark.

## Regional Commercial

Regional commercial is defined by large-scale retail uses that rely on the ability to draw a customer base from the larger region. Based on its proximity to I-355 and I-88, the Village's primary regional commercial area is the Finley Road/Butterfield Road area. This area has a mix of corporate office uses, large shopping centers, hotels, and big box development.

In order to continue to stay competitive and draw from the surrounding region, reinvestment should occur to improve the aesthetics and function of regional commercial uses. Reinvestment will assist in retaining current businesses while also attracting new retailers and restaurants. To accomplish this, the Village should continue to work with the Downers Grove Economic Development Corporation (DGEDC) and use the 2016 Economic Development Plan to Enhance the Sales Tax Base to identify strategies to address significant competition from other portions of the Butterfield Road corridor located in neighboring communities, including Yorktown Mall in Lombard and Oakbrook Shopping Center in Oakbrook Terrace.

## Light Industrial/ Business Park

Light industrial and business park uses includes those uses dedicated to the design, assembly, processing, packaging, storage and transportation of products. Industrial uses in the Village are scattered throughout with the heaviest concentration located in the Oak Grove Commons Industrial Park and the Ellsworth Industrial Park. Other larger concentrations, although not formally organized within an industrial park, are located adjacent to the Burlington Northern railroad tracks with frontage on paralleling streets.

These uses should continue to be located in areas where they can capitalize on close proximity to regional transportation networks while minimizing negative impacts on residential neighborhoods.

Industrial uses, when organized into parks, provide a level of protection for the uses themselves and for surrounding uses. When isolated, these uses need to be compatible with surrounding and adjacent uses, with screening, buffering and other separation techniques used when appropriate and necessary.

The Plan identifies areas recommended for light industrial/business park uses. The Village should continue to enhance and promote these areas as appropriate for light industrial uses. Improvements should be made to existing buildings, parking lots and the public rights-of-way. The Village's industrial areas should be improved and upgraded as self-contained business areas with an emphasis on expanding existing businesses and targeting contemporary industrial users, including those with accessory retail components. Uses should be restricted to light industrial and office, thus protecting the area from the infiltration of non-compatible commercial, institutional, membership, or recreational uses. Within light industrial and business parks, the Village should enhance wayfinding and directory signage and improve telecommunication infrastructure to better accommodate the needs of modern industrial users.

The Belmont/Ellsworth Key Focus Area Plan offers further guidance that can be applied to the Village's other industrial areas.

# Streetscaping

The Village should continue its installation of the streetscape program consisting of elements that strengthen the unified theme of commercial areas such as benches, bus shelters, trash and recycling cans, streetlights, way finding signage and other amenities. In coordination with IDOT where appropriate, the Village should facilitate desired right-of-way improvements including improved landscaping, lighting, and gateway signage consistent with the Key Focus Area Plans.

## Overhead Utility Lines

Overhead utility lines are unsightly and detract from the character of the Village's commercial areas. New commercial development and infill development should be encouraged to bury on-site utility lines and screen utility boxes from view of the public rights-of-way. The Village should work with utility companies to bury existing overhead utility lines as properties redevelop. The burying of overhead utility lines should also be coordinated with other scheduled right-of-way improvements.

## Commercial Gateway Enhancements

Many of the entry points to the Village occur in commercial areas. In these areas, gateway signage and other enhancements such as lighting, monument walls, landscaping and public art should be installed at highly visible locations to signify entry into Downers Grove and to distinguish the Village from adjacent communities. Gateways features will help reinforce an identity within each respective area.

## Wayfinding and Directory Signage

Wayfinding and directory signage to key retail areas and community assets should be used at highly visible entry points in the Village's commercial areas. Wayfinding and directory signage is an important component of directing shoppers and motorists. In select situations, these types of signs can include both directory information as well as Village logos to reinforce an identity.

# Development & Re-development

The Village should continue to promote development and redevelopment of commercial properties within areas that provide convenient and general commercial needs of the surrounding community.

To promote continued high-quality neighborhood commercial development, the following policies should be adopted:

- All parking and loading areas should be screened with landscaped berms and/or a combination of landscaping and hardscape materials;
- New and redeveloped commercial properties should be encouraged to provide 360 degree architecture; and
- Dumpster enclosures should be provided.

## Vacant or Underutilized Properties

The activity and physical appearance of vacant or over-parked sites has a significant influence on how visitors and potential patrons to Downers Grove businesses perceive the community. The Village should promote the redevelopment of underutilized properties.

## Stormwater Management

Improved stormwater management is a near- and long-term priority for the Village and should continue to be addressed in a comprehensive manner within all commercial areas. In addition to investments in public infrastructure, the Village should continue to ensure the Subdivision Control Ordinance and Stormwater and Floodplain Ordinance are regularly updated to reflect current design and stormwater practices. The Village should encourage the use of naturalized storm water retention and detention basin areas and should consider requiring pervious paving materials, to reduce long-term contributions to stormwater run-off. The Village should promote Low Impact Development (LID) best practices for commercial properties.

## Façade Improvement Program

The Village should maintain a Façade Improvement Program to assist businesses and property owners with improvements to signage, façade improvements, landscaping, parking areas, and the modernization of aging structures and facilities.

## Modernization

Residential, commercial, industrial and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing buildings, properties, parking lots and public rights-of-way.

For commercial properties, there are four levels of modernization:

- **Upkeep** which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
- **Renovation** which includes small-scale projects to update portions of existing structures (e.g., façade or sign improvements)
- **Expansion** which includes adding onto an existing structure (e.g., business addition)
- **Redevelopment** which includes partial or full demolition of an existing structure to construct a new one (e.g., demolition and new construction)

Commercial modernization is intended to replenish, rejuvenate and spur reinvestment in the Village's business sector and should not conflict with the promotion and protection of the Village's distinguishing character.

## Aging Shopping Centers

Many of the Village's regional commercial areas are faced with the uncertainty of aging or outdated shopping centers.

Dealing with obsolete centers can be troublesome for many reasons. Frequently, they are owned by trusts, pension funds or pools of multiple owners who are more likely to be absentee owners. Additionally, the mortgage is long paid off which means that existing tenants, however marginal, are usually sufficient for these types of owners. Based on these and other factors, the need to remain competitive is not compelling.

The large land area and high visibility of shopping centers makes their maintenance and potential deterioration an important issue for the Village to address. The Village should require that commercial properties be maintained to an adopted standard to prevent their neglect and deterioration. Neglect and deterioration have environmental, fiscal, economic and aesthetic impacts on the Village as a whole.

Aging shopping centers can be modernized through several mechanisms:

- Signage
- Landscaping
- Improved access and circulation
- Modern tenant spaces/layouts
- Building orientation and visibility
- Outlots
- Parking lot maintenance

## Business Improvement Funding Sources

Financial incentives are an effective tool that the Village can use to encourage businesses to make improvements to their properties. The Village should continue to utilize and consider additional incentives such as sales tax rebates, TIF, and SSA funds to provide assistance to businesses. Additional Village resources should also be dedicated to the pursuit of grants, low-interest loans, and other state and federal funds.

## Commercial Design and Development Guidelines

The Village should expand and continue to implement Commercial Design & Development Guidelines to address corridor commercial issues such as appearance, signage clutter, service/parking screening, and access management in a coordinated and comprehensive manner.

Regardless of size, a high level of design should be encouraged to ensure that commercial structures blend into adjacent residential areas with regard to built form, scale, walkability and pedestrian connectivity. The design should be human in scale and pedestrian friendly; and all buildings should be architecturally attractive and add value to the adjacent properties.

## White Elephant Ordinance

Communities across the country are using several techniques to combat "big box" blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Even before a new big box is approved, some communities are preparing for their eventual demise. While a developer or property owner has a financial incentive to fill a vacant space, other considerations (such as keeping out competition or the size and mass of the building) may inhibit them from filling a vacancy in a timely fashion. A municipality may draw from a large toolkit to avoid a situation which may encourage blight. Collectively, these regulatory tools are known as "white elephant ordinances."

The Village may choose to enact one or more techniques to combat "big box" blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Potential considerations include: a bond to finance a large buildings demolition or maintenance should it ever become vacated; requiring developers to submit plans for reuse in case of vacancy as a condition of approval; requiring the vacating business to assist in marketing the property; and, limiting the use of restrictive covenants, particularly those that prohibit lease or sale to competitors.

## Access Management

Commercial development should continue to be located primarily along the Village's arterials, near I-88 and I-355, and within close proximity to one of the Village's three Metra stations; however, improvements to access management are necessary for both existing and future development. In some areas, incremental commercial development has resulted in poor access management along major corridors where individual businesses have established one or more driveways located within close proximity to one another. This can be problematic with regards to both traffic and pedestrian safety and traffic flow.

The Village should work with other agencies, such as IDOT, as well as property owners to improve access management within corridor commercial areas in order to improve traffic flow. Along commercial corridors, the Village should work to minimize curb cuts, consolidate the number of access points, and facilitate cross-access easements and shared parking agreements. This increases safety for motorists, pedestrians and bicyclists by minimizing points of conflict and creating predictability for the location and frequency of ingress and egress.

## Permitting Process

It is important that the permitting process make it easy for property owners to reinvest in their businesses. It is recommended that the Village continue to monitor its program, making changes when appropriate, to ensure permits continue to be reviewed and processed in a timely fashion.

## Parking

Parking areas throughout the Village should be safe and well-maintained. To achieve this, parking areas should consider both the automobile and the pedestrian to minimize light pollution and glare to neighboring properties.

A combination of perimeter landscaping, berms, masonry walls, and/or decorative wrought iron fencing can be used to effectively screen surface parking lots. Parking areas of significant size should also be improved with interior landscaped islands, ground cover, shade trees, and other landscape elements. Regardless of the size of private parking areas, the Village should encourage the regular repair and maintenance of parking surfaces.

In order to reduce the percent of land area devoted to surface parking, the Village should encourage shared parking agreements. Neighboring businesses with differing peak demand times for parking or businesses with a low volume of customers are best suited to enter into a shared parking agreement. This reduces the number of access points along a corridor and creates opportunities for additional green space or development.

In the case of Downtown, the Village should continue to plan for the provision of parking to accommodate business owners, employees, customers and commuters.

## Regulation & Relocation of Uses

In order to maximize redevelopment potential the Village should continue to identify uses that are better suited for alternate sites or locations. Those businesses and sites should be evaluated on a case by case basis based on land use, regulatory issues and the respective needs of the particular business. Alternate sites should be identified and relocation assistance provided, where applicable, in order to ensure that viable businesses remain in the Village. Assistance can range from reimbursement of expenses to grants or loans for building and/or site improvements at an alternate location.

The Village should consider the use of tools such as stricter business licensing, a tool used minimally today, along with development moratoria, and amortization of nonconforming uses to achieve the desired type, size and location of commercial land uses.

## Partnerships

The Village should continue to work with local economic development partners to attract, retain and expand businesses in Downers Grove. It is important that the Village support the efforts of the Downers Grove Economic Development Corporation (DGEDC), Downers Grove Downtown Management Corporation (DGDMC), and Chamber630 to market and promote local businesses.

The Village should utilize the expertise of these partners to develop and implement a strategic marketing and recruitment plan for targeted businesses and store types. In partnership with these groups, the Village should also form a task force to identify opportunities to reduce the cost of doing business in Downers Grove and enhance the Village's position within the competitive landscape.




## Commercial Areas Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- A diverse mix of commercial uses should be promoted and maintained in Downtown Downers Grove.
- Corridor commercial areas should continue to function in the dual role of providing daily needs to local residents as well as providing commercial goods and services to the larger region.
- The Village should consider the use of tools such as stricter business licensing, development moratoria, and amortization of nonconforming uses to achieve the desired type, size and location of commercial land uses.
- The Village should conduct a thorough review of permitted uses in the zoning ordinance on a regular basis to ensure compatibility with the Comprehensive Plan.
- Reinvestment should occur in the Finley Road/Butterfield Road area to improve the aesthetics and function of regional commercial uses.
- The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors.
- As prominent features along major regional roadways, office developments should be of a high quality and reflect the character of the Village.
- Development in Downtown should reinforce the walkable nature by orienting buildings toward the street and locating them at or near the sidewalk line.
- The Village's industrial areas should be improved and upgraded as self-contained business areas with an emphasis on expanding existing businesses and attracting contemporary industrial users.
- The Village should enhance wayfinding and directory signage and improve telecommunication infrastructure within light industrial/business parks to better accommodate the needs of modern industrial users.
- The Village should work cooperatively with neighboring communities with adjacent and integrated commercial districts to address issues that transcend municipal boundaries to achieve and maintain mutually beneficial healthy commercial areas.



- The Village should consider expanding the use of Special Service Areas (SSAs) to accomplish stated goals and objectives for the Village's commercial areas in conjunction with those benefiting.
- Offices in Downtown should be encouraged to locate above the ground floor whenever possible in order to preserve ground floor units for retail businesses.
- Mixed-use areas outside of Downtown should be focused around the Village's transit infrastructure, especially through the use of transit-oriented development (TOD) principles.
- The Village's light industrial and business park uses should continue to be located in areas where they can capitalize on close proximity to regional transportation networks while minimizing impacts on residential neighborhoods.
- The Village should continue to promote and enhance light industrial/ business park areas including improvements to existing buildings, parking lots and the public rights-of-way.
- Uses within light industrial/ business park areas should be restricted in order to protect these areas from the infiltration of non-compatible commercial, institutional, membership or recreational uses.
- Continue to facilitate shared parking areas to reduce the total number of parking spaces required within a given commercial area, thus reducing the land devoted to parking and creating opportunities for additional green space or development density.
- Expand and continue to implement commercial design and development guidelines.
- Promote and encourage the relocation of the Post Office truck operations from Downtown while maintaining the postal retail functions.
- Encourage sustainable energy and green building initiatives in the Village's commercial areas.
- The Village should enhance wayfinding to the subareas of Downtown, Belmont/Ellsworth, Butterfield, Fairview, Ogden Avenue, 63rd Street, and 75th Street.
- The Village should partner with shopping center management companies to add "Downers Grove" into the name of the center as a branding and placemaking strategy for the Village.
- Promote historic preservation as a means to preserve the existing commercial building stock and historic architectural character of the Village.
- Promote the federal tax credit program to commercial property owners as a means to maintain historic commercial properties.



# 6 Transportation Plan

Downers Grove is a mature community with an established street network. The Transportation Plan acknowledges the limited opportunities to solve issues through the construction of new streets and instead focuses on strategic improvements to the Village's existing network of roads, public transit, and pedestrian and bicycle routes. This collection of improvements strives to maintain a balanced transportation system that ensures the safe and efficient movement of vehicles, pedestrians, and cyclists.

The Plan addresses two types of transportation networks:

- The **Transportation System**, which primarily refers to the street network that accommodates motor vehicle circulation throughout the Village.
- The **Trails and Transit System**, which primarily refers to the trail network, bus routes, and commuter rail lines traversing the Village.

A BALANCED TRANSPORTATION SYSTEM ENSURES THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES, PEDESTRIANS AND CYCLISTS



## Functional Classification of Streets

Streets in Downers Grove are classified according to their character and intended service; a process known as functional classification. Individual streets work together in a network to accommodate the movement of goods and people in the most efficient manner possible.

Functional classification allows for an understanding of an urbanized area's street hierarchy, which contains five categories:

- Interstates,
- Principal Arterial,
- Minor Arterial,
- Collector Street, and
- Local Street

The Illinois Department of Transportation in cooperation with the U.S. Department of Transportation assigns streets these categories is on a five-year basis. This allows for an orderly network of streets that maintain access to private property through smaller streets while connecting to larger streets that move traffic more efficiently. Downers Grove's street classification includes the following:

## Interstates

Interstates are divided highways of three lanes or more that provide a high degree of service to through traffic, are designed with no direct access to individual uses on abutting properties, and generally have grade-separated intersections. The two interstates providing access to and from Downers Grove are I-88 and I-355.

## Principal Arterials

Principal arterials are generally wider, faster, and have limited access along the route to allow travel to and through an area. These roads are regional in nature and link interstate, intra-state and regional activity centers. They are built to accommodate the highest traffic volume and longest travel routes. The principal arterials serving the Village are Butterfield Road, Ogden Avenue, and 75th Street.

## Minor Arterials

The minor arterial street system supplements and supports the principal arterials by providing trips of moderate length and lower travel mobility. The east-west minor arterials serving the Village are Warren Avenue/Rogers Avenue, Maple Avenue/55th Street, 63rd Street, Warrenville Road, and segments of 31st Street. The north-south minor arterials serving the Village are Main Street/Lemont Road, Fairview Avenue, Woodward Avenue, Belmont Road, Finley Road, Walnut Avenue, and Highland Avenue (north of 39th Street).

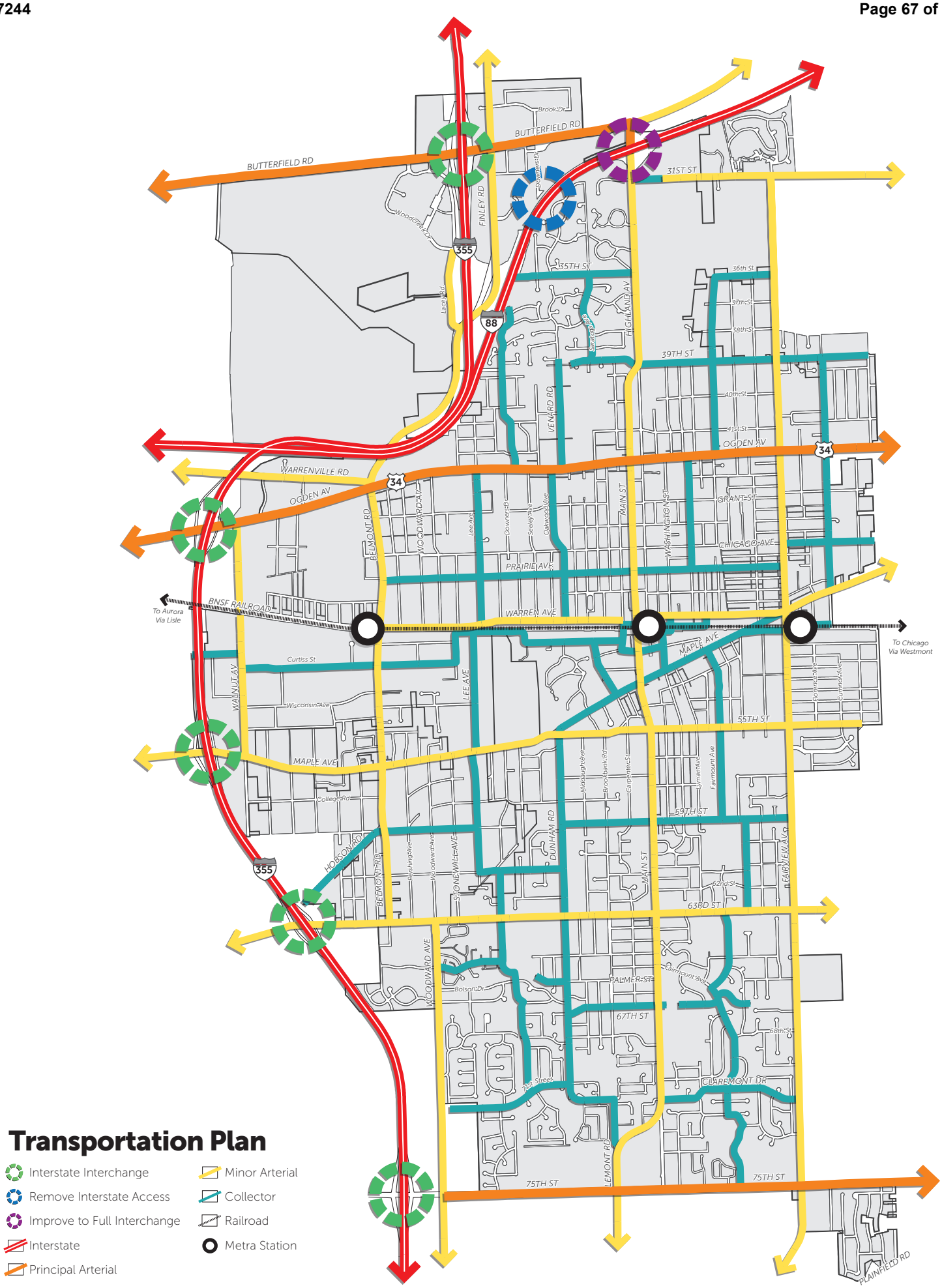
## Collector Streets

Collector streets prioritize access to property over mobility and are more locally-oriented. Collectors connect local streets to arterials to create a network of traffic movement. Examples of collector streets are Dunham Road, Prairie Avenue, and 35th Street.

Collector streets located within the Village of Downers Grove corporate limits are generally the responsibility of the Village. In some instances, collector streets are planned together with other transportation agencies or adjacent communities.

## Local Streets

The local street system is made up of all streets not belonging to one of the above-mentioned roadway classes. Local streets are generally shorter than other roadway types and have frequent controlled intersections. Compared to other roadway types, local streets are narrower with slower speeds through areas such as residential neighborhoods. Local streets provide direct access to properties and accommodate shorter trips to adjoining collector or arterial streets.




## Transportation Plan

- Interstate Interchange
- Remove Interstate Access
- Improve to Full Interchange
- Interstate
- Principal Arterial
- Minor Arterial
- Collector
- Railroad
- Metra Station

## Jurisdiction

The Village of Downers Grove is served by a system of roadways under the jurisdiction of the State of Illinois (IDOT), the Illinois Tollway Authority, DuPage County, Lisle and Downers Grove Townships, and the Village of Downers Grove. With several roads or road segments outside of the Village's jurisdiction, its ability to make improvements or control access to adjoining properties is limited.

Realizing the Comprehensive Plan's transportation-related goals and objectives will require coordination and cooperation between these entities. Traffic control devices, an important component of public safety and efficient traffic movement, will also require cooperation and coordination due to the fact that the Village maintains only 19 of the 76 traffic signals within its jurisdiction.

## Coordination & Cooperation

Maintenance and improvements to I-88, I-355, Butterfield Road (IL 56), and Ogden Avenue (US 34) fall under the jurisdiction of the Illinois Tollway and IDOT. 55th Street, 63rd Street, and 75th Street, which provide important connections to I-355, are under the jurisdiction of DuPage County. The Village should work with these agencies to ensure that improvements are made to these roadways to continue to promote efficient and effective vehicular circulation.

## Interstate Access

In 2007, the Illinois Tollway completed construction of the I-355 south extension which provided a new connection to I-80. This served to strengthen Downers Grove's position within the larger region as an employment and commercial center due to existing interchanges at Butterfield Road, Ogden Avenue, Maple Avenue/55th Street, 63rd Street, and 75th Street.

Interstate 88 and Interstate 355 pass through the Village and approximate much of the Village's northern and western borders. Access to I-88 provides an important east-west connection in the region. Highland Avenue provides access in three directions but does not provide a westbound entrance. Westbound traffic wishing to travel I-88 must do so at Downers Drive, more than a 1/2 mile west of the Highland Avenue interchange. This configuration significantly impacts both transportation and land use in the area. The Transportation Plan seeks to address this issue through the closing of the exit at Downers Drive and the creation of westbound access to I-88 from Highland Avenue.

# Circulation & Access

## One-way Street Evaluation

When used appropriately, one-way streets serve to increase roadway capacity and provide additional on-street parking. If too many one-way streets are focused in one area, however, they can have a negative impact on traffic flow and become an obstacle to be overcome by potential business patrons. Within the Village, one-way streets are most appropriate in Downtown and around the Fairview Metra station due to pedestrian traffic and the prevalence of on- and off-street parking. The Village should conduct a review of the existing one-way street configuration in Downtown Downers Grove, identify potential routes for one-way implementation, consider alterations to existing traffic patterns and accommodate on-street parking where appropriate.

## North-South Traffic Flow

North-south movement of automobiles is hampered by the BNSF railroad which crosses through the middle of the Village. The frequency of trains and presence of at-grade railroad crossings prevent any smooth or predictable north-south traffic flow. The recently constructed Belmont Road is the only grade-separated crossing in the Village and has greatly improved movement on the Village's west side. The Village should continue to monitor the impact of its construction on traffic flow throughout the Village, including Downtown, before committing to another grade separated crossing elsewhere in the Village.

# Intelligent Traffic Systems (ITS)

Implemented in coordination with improvements to the current configuration of the transportation network, Intelligent Traffic Systems (ITS) offer a wide range of opportunities for the Village to increase the efficiency and safety of its existing and future transportation systems. Intelligent Traffic Systems utilize evolving technologies to make transportation more efficient, provide more options for travel and provide better information to travelers.

Specific forms of ITS that the Village of Downers Grove should consider as it continues to grow are traffic signal priority (TSP) and coordinated 'intelligent' signal timing along key corridors. TSP prioritizes public transportation vehicles over personal vehicles and ultimately reduces trip times of public transportation. Intelligent signal timing also improves the flow of traffic along busy corridors by changing the cadence of signal changes to increase efficiency.

The Village has synchronized systems on Main Street and Fairview Avenue and should consider future installations of these synchronized signals based on current and projected traffic volumes and areas that experience peak-hour congestion, such as Ogden Avenue and the areas around the Village's Metra stations. The Village should also work with BNSF to consider changes to the location of train stops to minimize the amount of time that gates are closed and traffic is stopped.



# Trails, Bikeways & Pedestrian Mobility

The Village of Downers Grove has several pedestrian and bicycle trails and pathways that represent a non-motorized transportation alternative. The Village has also planned for the installation of several miles of both on-street and off-street facilities throughout the Village. The Village of Downers Grove should continue to improve transportation mode choice and encourage healthy living through enhanced pedestrian mobility.

One of the biggest challenges facing pedestrians is the crossing of major arterials like Ogden Avenue, 55th Street, 63rd Street, 75th Street, and Highland Avenue. Factors that lead to this difficulty include the distance between signals and the volume of traffic. The Village should continue to work with IDOT and DuPage County exploring options to address these issues, including longer crossing times, pedestrian actuated signals, and potentials for mid-block crossings (HAWK beacons).

## Pedestrian Mobility & Friendliness

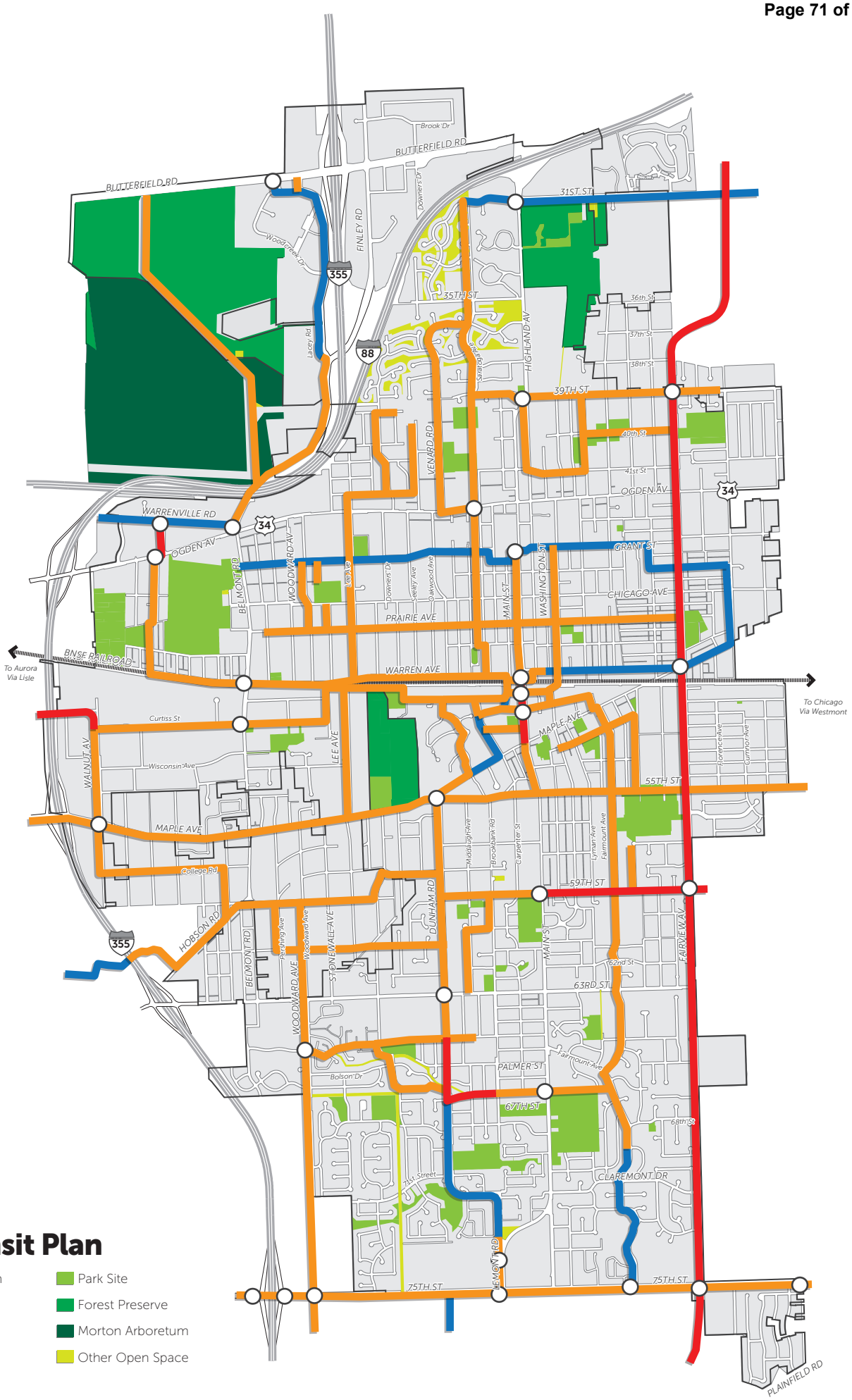
With the exception of Downtown, Downers Grove's commercial areas were developed to cater to the automobile, with pedestrians and patrons who arrive by other modes of transportation mostly an afterthought. The Village should promote improvements within the commercial corridors to improve pedestrian affordances including landscaping on public and private property, closing gaps in the sidewalk network and creating a safe environment through physical separation.

As a measure of promoting pedestrian-friendliness, the Village should continue to install sidewalks and reduce curb cuts along the entire length of commercial corridors, continue to require pedestrian connections on private property, establishing a complete pedestrian network on both sides of the corridor and addressing some of the most significant pedestrian and accessibility issues for the area. The Village should also consider streetscaping enhancements to provide pedestrian amenities such as benches, bus shelters, trash cans, pedestrian-scaled lighting, and wayfinding signage.

## Bicycle Mobility & Safety

The Village should continue to implement the recommendations of the Village Bicycle and Pedestrian Plan (2013) which is the foundation for the Trails and Transit Plan. While the recommendations of the Village Bikeway Plan and the Trails and Transit Plan provide a solid foundation, the Village should create a Trails Master Plan that incorporates the recommendations of the Bikeway Plan, in addition to input from the Park District, DuPage County, regional agencies such as CMAP, and pertinent input from the community.

Although the Village Bikeway Plan contemplates a complete network of bicycle access, there are areas of the Village that are not accommodated. Bicycle parking at the edge of downtown and at commuter stations should be provided. Continuity of bikeways is of utmost importance for encouraging bicycle travel and ensuring safety. Where possible, the Village should remove unnecessary obstacles to safe and efficient bicycle riding. This includes evaluating the location and frequency of curb cuts.




## Active Transit Plan

- Existing Bike Lane/Path
- Proposed Bike Lane
- Propoesd Bike Path
- Bike Path Signalized Intersection
- Park Site
- Forest Preserve
- Morton Arboretum
- Other Open Space

## Trail Safety

In addition to maintaining and enhancing existing trail system components, new bikeways and trails should consist of a combination of on-street and off-street configurations along select minor arterials and collector streets. On streets where pedestrian and bicycle traffic is to be promoted, adequate rights-of-way should be reserved for pedestrian and bicycle facilities and safe crossings along busy roadways. Traffic speeds should also be controlled.

## Connecting to Community Assets

By providing direct and efficient connections to important destinations throughout the Village, residents will be given a greater range of options in how they travel to work, shop, dine or play. Bikeways and trails should establish connections to existing and proposed parks and open space areas as well as major destinations throughout the Village including schools, healthcare facilities, DuPage County Forest Preserve areas, and other community service providers. Connections should also be established between residential areas and existing and proposed future employment centers and shopping destinations within the Village.

## Complete Streets

Bicycling, whether for recreation or business, should be encouraged as a mode of transportation. To provide a safe environment for both bicyclists and pedestrians, the Village should explore a complete street policy as noted below. Complete streets are designed and operated to balance the needs of different transportation modes and account for pedestrian, bicyclists, motorists and transit riders of all ages and abilities. A complete street network makes it easier to bicycle to work, cross the street and walk to shops in a safe manner.

A Complete Streets policy requires new road projects and road repair projects to accommodate all users throughout the development process: design, engineering, planning, and construction. Specific Complete Streets elements vary according to the specific conditions and context but may include sidewalks, bike lanes, accessibility improvements, pedestrian refuge islands, transit station improvements, bump outs and curb extensions, and/or raised crosswalks. The Village should adopt a Complete Streets policy to accommodate all users of the road network.

# Sidewalks

The Village has an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current sidewalk policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests. The construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements negatively impact existing parkway trees.

In downtown, and other commercial areas, sidewalks should exist on both sides of public rights-of-way to facilitate pedestrian mobility throughout this area and to maintain connectivity with nearby neighborhoods.

## Sidewalk Program

The Village should continue its program to maintain the existing sidewalk system and consider the construction of new sidewalks in response to resident requests. Repair work to existing sidewalks, such as the removal and replacement of individual sidewalk sections, should continue to be based on evaluations of concrete deterioration and trip hazards.

## Pedestrian Safety

In addition to sidewalk improvements, the Village should consider improvements to pedestrian crossings at all signalized intersections as they are the safest place for pedestrians to cross. Pedestrian crossings at intersections should be well lit and clearly demarcated to enhance pedestrian safety. Potential improvements include amenities such as brick pavers, street and pedestrian lighting, crosswalk signage, and pedestrian islands.

# Transit & Commuter Facilities

Downers Grove is served by six Pace bus routes (313, 715, 722, 821, 834, and 888), three stations along Metra's Burlington Northern Santa Fe (BNSF) commuter rail line, and five PACE-operated commuter shuttle routes (461, 462, 463, 465 and 877). These services are heavily utilized by residents and commuters from outside of the Village. For example, according to Metra's 2014 Origination-Destination Survey (the most recent year for which ridership data is available); over 4,200 people boarded a train in Downers Grove during the typical weekday.

## Activity Generators

There may also be opportunities to improve use rates in areas currently served by transit. Commercial areas and employment centers represent large pools of potential transit riders and expanding transit use in these areas would reduce the number of vehicle trips generated and reduce congestion. The Village should work with area employers and businesses to promote the use of public transit, carpooling, walking and bicycling.

## Underserved Areas

The Village's excellent access to transit was identified as a key strength by the community. There are opportunities to improve and expand existing services. While the Village as a whole has excellent access to transit, there are areas where service is limited and residents have no direct access to public transportation.

The Village should work with Pace to modify routes and explore the potential for expanded service to residential areas. These modified or new routes should provide additional service to non-commuters and improve transit linkages between residential neighborhoods, employment centers, and commercial areas. The Village should also continue to work with Metra in providing coordinated shuttle service to commuters and residents.

## Comprehensive Transit Plan

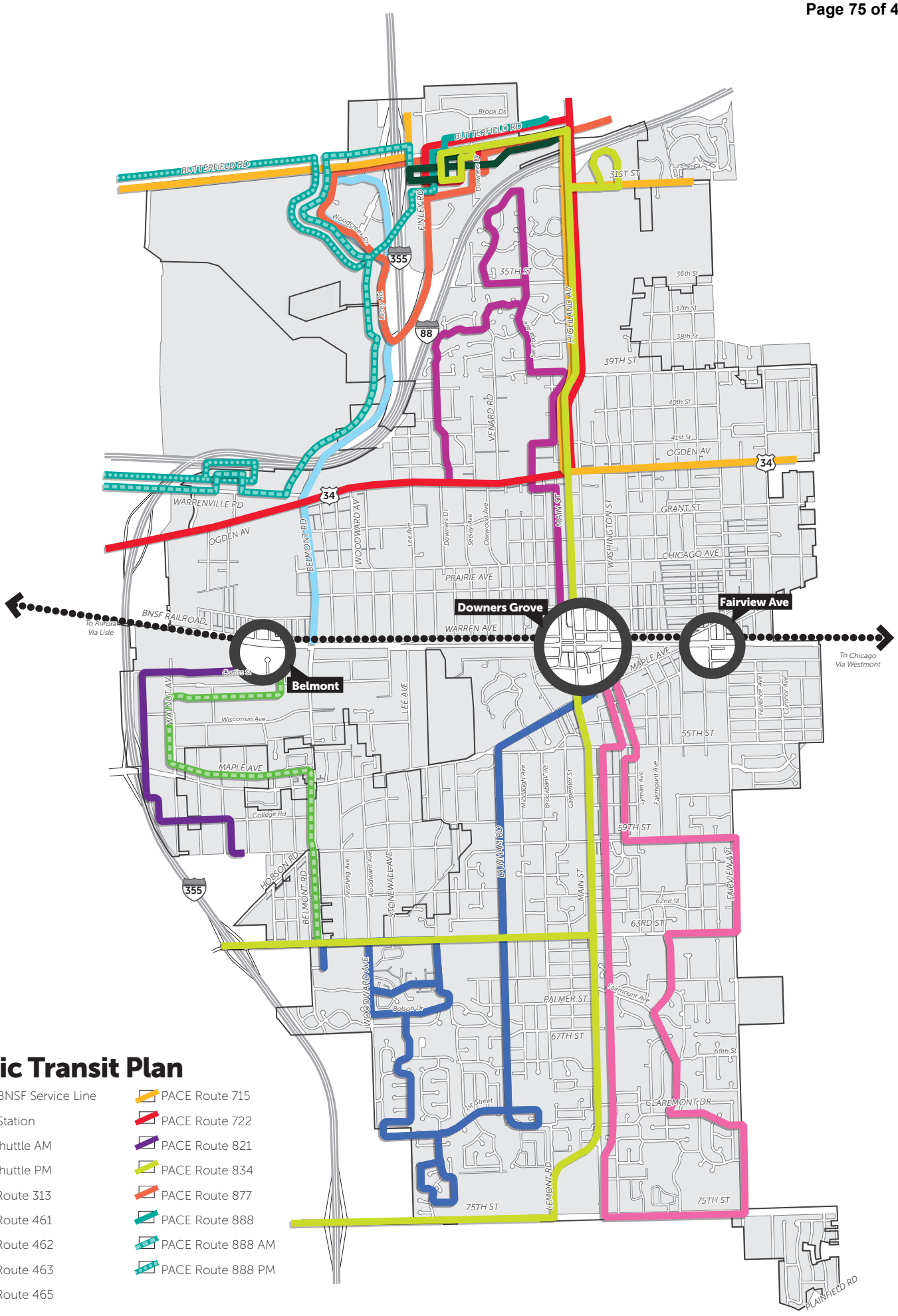
The Trails and Transit Plan identifies existing transit routes throughout the Village. The Trails and Transit Plan also identifies several possible community destinations and traffic generators as a potential starting point for the modification of Pace bus routes. The Village should create a Comprehensive Transit Plan that identifies key traffic generators and destinations within the Village and ensures that these areas are adequately served by Metra, Pace Bus routes and other modes of alternative transportation.

## Parking

A vital component to the success of Downtown is the location and availability of parking. This is especially true given the access to and frequency of commuter rail service in Downers Grove. Established standards state that a safe, walkable distance from parking to a transit station is 1/4 mile. Given that much of the community (and potential riders) are beyond this area, certain improvements should be made and/or maintained. Bus service provides a link for riders to the train stations but parking for automobiles should also be accommodated at each station. The Village should monitor improvements and provisions for commuters. For example, the Village may facilitate a "parking permit exchange" to ensure that commuters park on the same side of the tracks on which they live. This provides convenience and safety not only to the commuters themselves but also to other travelling motorists by eliminating unnecessary traffic attempting to cross the railroad tracks.

Whether adequacy of parking is a real or perceived problem in Downtown, the Village should conduct a Downtown circulation and parking needs assessment. The Village should also consider new technologies to address circulation, parking and permitting, including the increased use of car and bike sharing programs and the potential for driverless vehicles in the future. This ensures that commuters, residents, visitors and businesses will be accommodated with accessible and efficient parking.

In order to promote other modes of transportation, the Village should incentivize parking for motorcycles, scooters, and bicycles where appropriate. With the expansion of car share programs (eg. Zipcar) and bike share programs, the Village should encourage property owners to dedicate parking for car sharing if these services are expanded into Downers Grove.


Public Transit Plan
Metra BNSF Service Line
Metra Station
West Shuttle AM
West Shuttle PM
PACE Route 313
PACE Route 461
PACE Route 462
PACE Route 463
PACE Route 465
PACE Route 715
PACE Route 722
PACE Route 821
PACE Route 834
PACE Route 877
PACE Route 888
PACE Route 888 AM
PACE Route 888 PM
Downers Grove
Belmont
Fairview Ave
BNSF RAILROAD
To Aurora Via Lisle
To Chicago Via Westmont
BUTTERFIELD RD
WARRENVILLE RD
OGDEN AV
WARREN AVE
MAPLE AVE
PRAIRIE AVE
CHICAGO AVE
GRANT ST
31ST ST
35TH ST
39TH ST
55TH ST
59TH ST
63RD ST
67TH ST
75TH ST
PALMER ST
CLAREMONT DR
FINLEY RD
VENARD RD
HIGHLAND AV
WOODWARD AV
BELMONT RD
WALNUT AV
LEE AVE
MAIN ST
WASHINGTON ST
DUNHAM RD
FAIRVIEW AV
STONEWALL AVE
HOBSON RD
COLLEGE RD
WISCONSIN AVE
CURTISS ST
355
88
34



## Transportation System Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Protect and improve the function of the street network through controlled access, land-use decisions, and street/intersection design improvements.
- Work closely with existing business owners to consolidate curb cuts by providing cross access between and shared access into businesses wherever possible.
- Work with relevant transportation agencies to ensure that improvements are made to continue to promote efficient and effective vehicular circulation.
- Conduct a review of the existing one-way street configuration in Downtown Downers Grove, identify potential routes for one-way implementation, consider alterations to existing traffic patterns and accommodate off-street parking where appropriate.
- Review the effectiveness of the Belmont Road grade separation as a model for other crossings.
- Parking areas, whether publicly or privately maintained, should be safe and well-maintained by emphasizing pedestrian-scaled lighting, appropriate screening, interior landscaped islands, and other landscape elements as appropriate.
- Environmentally friendly stormwater management practices should be encouraged within parking areas. Native plantings, swales, rain gardens, and pervious pavers can be used to improve stormwater management while being less expensive to install and maintain than traditional curb-and-gutter and landscaping.



- The Village should continue to plan for the provision of adequate parking in Downtown Downers Grove particularly as it relates to commuter parking.
- The Village should evaluate the capacity of the existing street network to ensure adequate circulation and to minimize cut-through traffic on residential neighborhoods.
- Continue to monitor land economics and parking demands, identifying opportunities to consolidate surface parking lots into parking structures to address parking problems, while at the same time creating new development opportunities within Downtown.
- The Village should evaluate the need, potential, and feasibility of constructing a parking structure on the north side of Downtown.
- As electric cars become more prevalent, the Village should find opportunities to locate charging stations throughout the Village.
- As car share and bike share programs become more prevalent, the Village should explore opportunities to locate car share and bike share spaces throughout the Village.




## Trails & Transit Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Continue to coordinate bikeway and trail planning and implementation efforts with public agencies such as DuPage County, Forest Preserve District of DuPage County, Downers Grove Park District, Downers Grove Township, Lisle Township, York Township, neighboring municipalities and park districts and others.
- Work with relevant agencies to secure funds, such as grants, to create additional trail connections and new segments.
- As development occurs, the Village should require the establishment of new route segments within proposed developments that link to existing or proposed future trail facilities in the Village. Significant developments should also be evaluated for pedestrian mobility and amenities to ensure that pedestrian movements are accommodated.
- Balance the needs of existing property owners with the preservation of environmental features and the requirements of a new trail system that will serve the entire community. Strategies such as public access easements should be explored in established areas where new trail connections are desired.
- Promote improvements to increase pedestrian affordances, including landscaping on public and private property, closing gaps in the sidewalk network and creating a safe environment through physical separation.



- Continue to maintain sidewalks throughout the Village. Along commercial corridors, install sidewalks annually based on established priority and reduce curb cuts along the entire length of commercial corridors, to establish a complete pedestrian network.
- Consider streetscaping enhancements to provide pedestrian amenities such as benches, bus shelters, trash cans, pedestrian-scaled lighting, and wayfinding signage.
- Improve pedestrian and bicycle circulation and safety throughout the Village with an emphasis on safer and more convenient routes for non-motorized traffic.
- Expand the Village's network of trails and sidewalks to provide better connections between the Village's residential neighborhoods, parks, schools, Downtown, and other commercial areas.
- Ensure that levels of public transit service are maintained and enhanced throughout the Village, including the continued operation of the schedules of all three of the Metra Station within the Village.
- Continue to work with PACE to ensure the communter shuttle bus system meets the needs of residents
- Create a comprehensive transit plan that identifies key traffic generators and destinations to ensure these locations are served adequately by established transit providers and other modes where appropriate.
- In order to improve pedestrians' safety and overall mobility, the Village should partner with Metra and BNSF to explore a grade separated pedestrian tunnel at the Downers Grove Main Street Metra Station.
- The Village should consider creating a bike rack request system on the Village website. This would allow residents and businesses to request bike racks to be placed where requested.



# 7 Parks, Open Space & Natural Resources

The Community's parks, open space, and environmental features contribute significantly to its overall quality of life, image, character, desirability, and aesthetics. This includes dozens of parks, facilities and open space areas interspersed by open streams, significant wooded areas, and other environmental features. These areas represent both ecological assets and active and passive recreational amenities for the community. In addition to ensuring the protection and enhancement of parks, open space, and environmental features, a primary goal of the Parks, Open Space & Natural Resources Plan is to improve public access to these areas.

The purpose of the Parks, Open Space & Natural Resource Areas Plan is to:

- Identify existing open spaces and recreation facilities within the Village and County
- Identify natural systems within the village
- Provide recommendations to ensure that ample and quality open space continue to serve the community
- Provide recommendations to maintain and improve the health of environmental systems throughout the Village

PARKS, OPEN SPACE AND NATURAL RESOURCES REPRESENT BOTH ECOLOGICAL ASSETS AND ACTIVE AND PASSIVE RECREATIONAL AMENITIES FOR THE COMMUNITY



## Downers Grove Park District

Parks in the Village are owned, maintained, and managed by the Downers Grove Park District, an independent government with its own elected board, that provides both active and passive recreation options including ball fields, tennis courts, a nine-hole golf course, community gardening, a remnant prairie and nature preserve with interpretive center, the Downers Grove historical museum, a 69,000 square foot, state-of-the-art Recreation and Fitness Center, and the historic Lincoln Center, a 45,000 square foot community center that once served as the Village's first school.

The Park District's mission is: Enriching our community through natural area preservation and exceptional recreation, parks and facilities that inspire memorable experiences.

## NRPA Standards

The National Recreation and Parks Association (NRPA) recommend a standard of 10 acres of open space for every 1,000 residents. Based upon the Village's estimated population of 48,000, this would equate to a recommended service level of 480 acres. The Downers Grove Park District manages 48 parks in the Village comprising over 600 acres, exceeding the standards established by the NRPA.

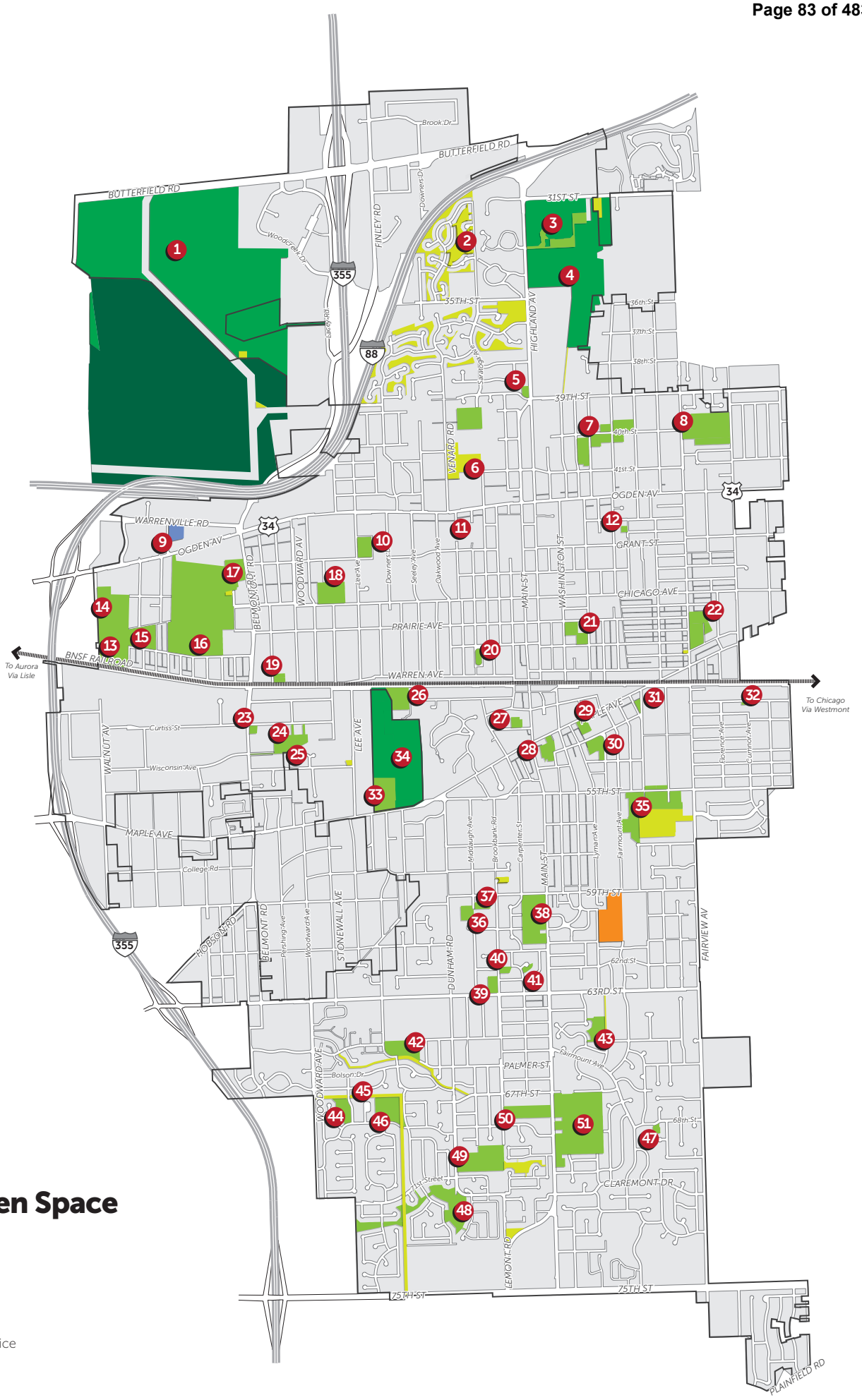
## Public Areas Beautification Plan

During the public input process, the community expressed a desire for additional 'greening' of the Village through the use of beautification projects, landscaping, tree plantings, and enhancements to public areas. The Village should work with the Park District to create a community-wide Public Areas Beautification Plan including recommendations for enhancing and expanding existing green space and creating new green space and community gateways.



## Parks & Open Space

1. Hidden Lake Forest Preserve
2. Northside Park
3. William F. Sherman, Jr. Interpretive Center
4. Lyman Woods
5. Highland & 39th
6. Doerhoefer Park (41st & Saratoga)
7. Wallingford Park (41st & Earlston)
8. Whitlock Park (40th & Fairview)
9. Administrative Office
10. Lee & Grant Park
11. Downer Burial Place
12. Sterling & Davis
13. Burlington & Walnut
14. Walnut Avenue
15. Belmont Prairie
16. Downers Grove Park District Golf Course
17. Downers Grove Park District Recreation Center
18. Hoopers Hollow
19. Loy Park
20. Prince Pond
21. Washington Park
22. Hummer Park
23. Belmont & Curtiss
24. Sterling North Park
25. Bending Oaks
26. Gilbert Park
27. Fishel Park
28. Lincoln Community Center, Constitution Park
29. Downers Grove Park District Museum/Blodgett House at Wandschneider Park
30. Randall Park
31. Blodgett & Elmwood
32. 2nd & Cumnor
33. Memorial Park
34. Maple Grove Forest Preserve
35. Patriots Park - Barth Pond
36. Walter B. Carroll
37. Frankowiak Park
38. Ebersold Park
39. 62nd & Brookbank
40. 63rd & Brookbank
41. 62nd & Carpenter
42. Ruth K. Powers Park
43. Spring Park
44. Stonewall & Concord
45. NICOR (Easement)
46. Concord Square
47. Blackburn & 68th
48. Dunham Place
49. O'Brien Park
50. Mar-Duke Farm
51. McCollum Park




## Parks & Open Space

- Park Site
- Forest Preserve
- Morton Arboretum
- Other Open Space
- Park District Admin Office
- YMCA

## Forest Preserve District of DuPage County

The mission of the Forest Preserve District of DuPage County is to acquire and hold lands containing forests, prairies, wetlands, and associated plant communities or lands capable of being restored to such natural conditions for the purpose of protecting and preserving the flora, fauna, and scenic beauty for the education, pleasure, and recreation of its citizens. In total, the Forest Preserve District maintains 25,000 acres of land at over 60 forest preserves, three of which are located in, or adjacent to, Downers Grove.

Hidden Lake Forest Preserve includes two lakes and the East Branch of the DuPage River, which encourages bicycling, boating, fishing, hiking, picnicking, wildlife watching, and winter activities. Hidden Lake is 390 acres in size and includes two miles of trails.

Maple Grove Forest Preserve is one of the oldest forest preserves in DuPage County and is the last remaining remnant of the vast maple forest that eventually became Downers Grove. It is an 82-acre preserve with passive recreation activities such as bicycling, hiking, picnicking, and wildlife watching.

Lyman Woods contains 135 acres with a trail system and the William F. Sherman Jr. Interpretive Center. The preserve is owned jointly by the Village of Downers Grove, Downers Grove Park District and the Forest Preserve District of DuPage County, and operated by the Downers Grove Park District.

The Village should continue to work with the Park District and the Forest Preserve District to provide access to these valuable community assets. Forest preserves should also serve as anchors to the Village's planned bikeway network.

## Private Recreation Facilities

In addition to the recreational facilities and parks provided by public entities, there are several private recreational facilities within the community. These facilities play an important role in the community, providing residents with access to recreational amenities that may not be provided by the Park District or other public agency.

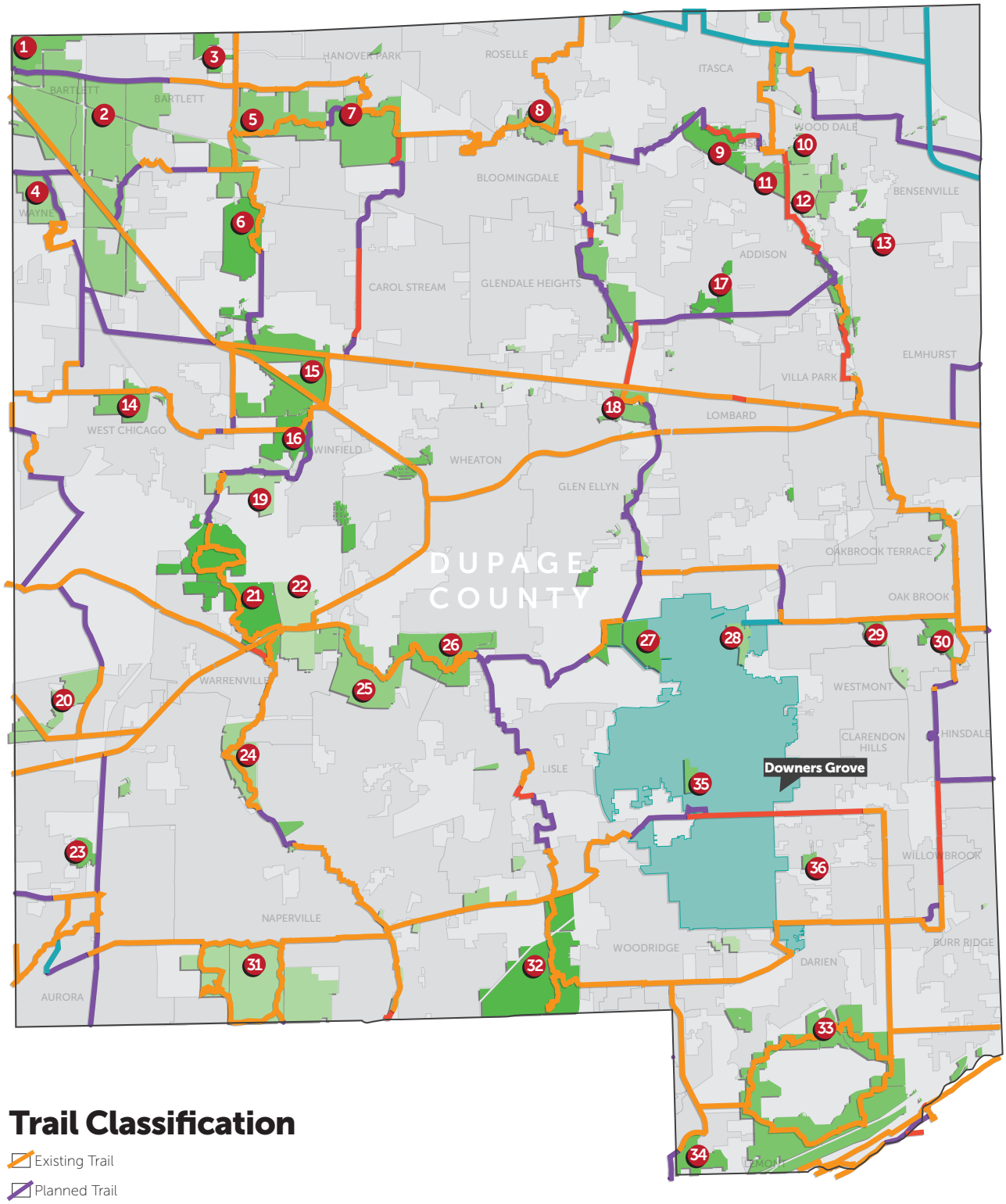
One of the most notable private facilities is the Downers Grove Swim and Racquet Club (DGSRC) located adjacent to Patriots Park. DGSRC features six lighted tennis courts, swimming and wading pools, and sand volleyball courts. Programs include recreational swimming, swim lessons, swim team, dive lessons, dive team, water aerobics, recreational and league tennis, and tennis lessons.

## DuPage County Forest Preserves

1. James "Pate" Phillip State Park
2. Pratt's Wayne Woods
3. Wayne Grove
4. Dunham Marsh
5. Hawk Hollow
6. West Branch
7. Mallard Lake
8. Meacham Grove
9. Songbird Slough
10. Salt Creek Park
11. Maple Meadows
12. Oak Meadows
13. Fischer Woods
14. West Chicago Prairie
15. Timber Ridge
16. Winfield Mounds
17. Fullerton Park
18. Churchill Woods
19. West DuPage Woods
20. Big Woods
21. Blackwell
22. St. James Estate
23. Night Heron Marsh
24. McDowell Grove
25. Herrick Lake
26. Danada
27. Hidden Lake
28. Lyman Woods *
29. Mayslake
30. Fullersburg Woods
31. Springbrook Prairie
32. Greene Valley
33. Waterfall Glen
34. Wood Ridge
35. Maple Grove
36. Green Meadows

** this facility is jointly owned by the Village of Downers Grove, Downers Grove Park District, and Forest Preserve District of DuPage County*

# DuPage County Regional Trail System & Forest Preserves




## Trail Classification

- Existing Trail
- Planned Trail
- Programmed Trail
- Future Trail Connection

## Bike & Recreational Trails

Additional pedestrian and bicycle linkages should be created to improve access and enhance the use of the community's parks and open space. The Village should continue the process of implementing the recommendations from its Bikeway Plan, which will include the creation of on-street and off-street paths. This path system will help to connect the Downers Grove community to existing trail systems in neighboring municipalities and parks. The Village should secure funds, such as grants, to create additional connections and new segments in the community's bikeway and trail system.

## Open Streams & Water Features

The Village relies on the use of natural features such as creeks, marshes and rivers as part of its stormwater management. Central to this are three creeks: Lacey Creek (north of Ogden Avenue), St. Joseph Creek (central Downers Grove), and Prentiss Creek (south of 63rd Street) which all drain into the East Branch of the DuPage River.

### Stormwater Management

Downers Grove's natural stormwater features are supplemented by detention and retention areas located throughout the Village. The Village should encourage environmentally friendly stormwater management practices and encourage the naturalization of these stormwater management areas through the use of natural plantings and wildflowers as opposed to rip-rap and manicured turf grass. Naturalization, however, should not impede recreational opportunities, particularly as part of the Park District's planning and programming.

### Limited Development

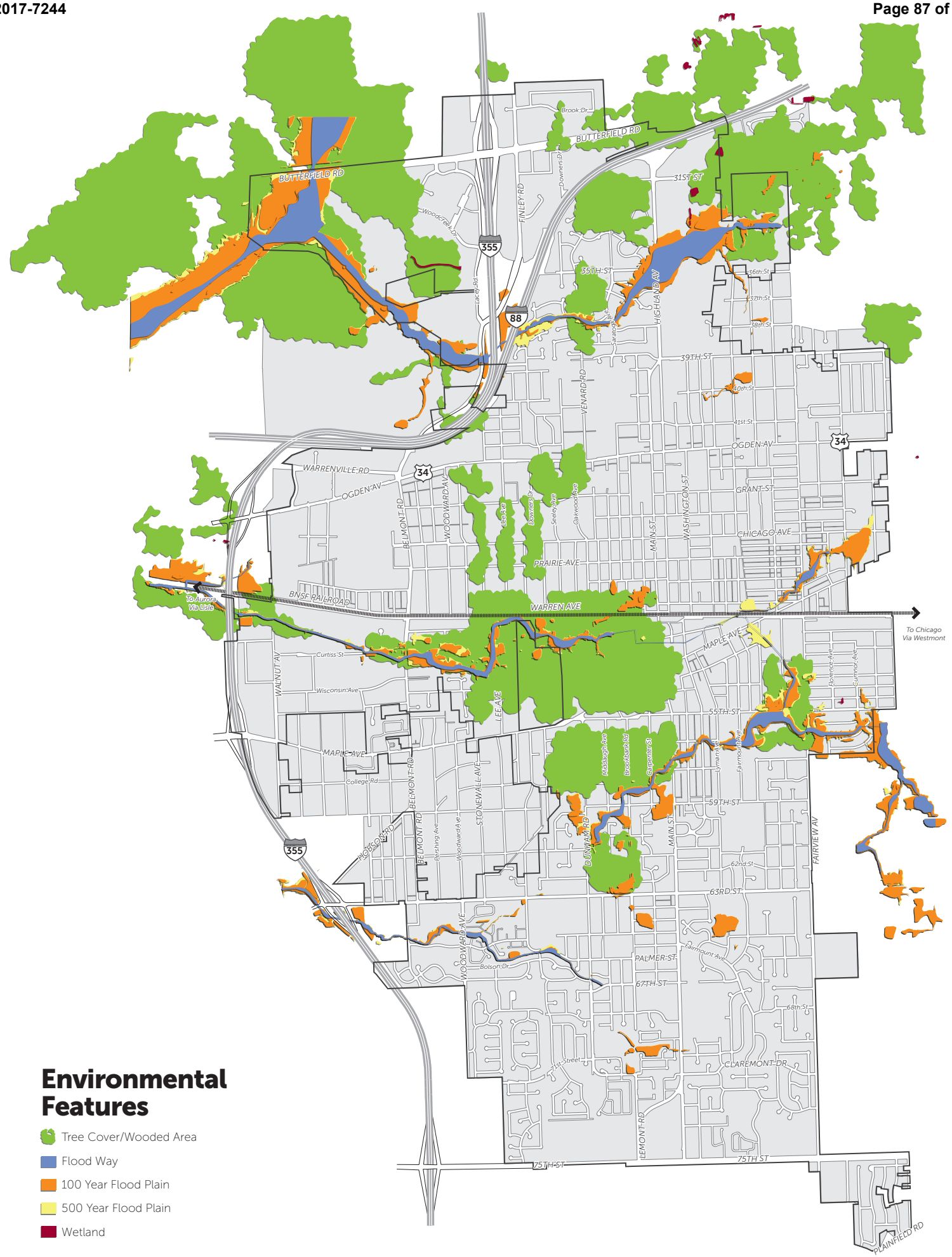
Both floodways and floodplains are present in Downers Grove and the potential for development/redevelopment can be limited within these areas. In addition, the Village has identified Localized Poor Drainage Areas (LPDA), which are prone to flooding due to local topography. While LPDAs are not recognized by FEMA, they are regulated at the local level in similar manner as a floodplain.

A property's location within a floodplain or LPDA should be a consideration in any development or redevelopment recommendations. The Village should continue to regulate development in flood-prone areas. The Village should also consider establishing guidelines that minimize the amount of impervious surface created by new development and reduce long term contributions to stormwater run-off.

## Wooded Areas & Parkway Trees

Several mature wooded areas are located throughout the Village on both developed and undeveloped land. In most instances, these wooded areas are owned and managed by public agencies such as the Forest Preserve District or the Park District and are protected from development. In addition, many of the streets within the Village's residential neighborhoods are lined with a canopy of mature parkway trees. These mature trees contribute significantly to the overall desirability and character of the neighborhoods and the Village as a whole.

Wooded areas are viewed as an important feature of the community. The Village should establish policies and best practices that ensure new development and infrastructure projects do not represent a threat to wooded areas and the Village's much valued green character. The Village should continue to work with the Park District and Forest Preserve District on preservation of the publicly owned trees.




## Environmental Features

- Tree Cover/Wooded Area
- Flood Way
- 100 Year Flood Plain
- 500 Year Flood Plain
- Wetland




## Parks, Open Space & Natural Resources Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Work cooperatively with the Park District, Forest Preserve District and other private entities to ensure the appropriate provision of recreation in the community.
- Develop a community-wide Public Areas Beautification Plan including recommendations for enhancing and expanding existing green space and creating new green space and community gateways.
- Continue to implement the recommendations of the Bikeway Plan and the Trails & Transit System Plan, including creating on-street and off-street paths.
- Work with the Park District to secure funds, such as grants, to create additional connections and new segments in the Village's bikeway and trail system.
- Ensure effective tree and root protection for new developments or infrastructure projects as appropriate.
- Continue to actively monitor the outbreak of the Asian Long-horned Beetle, Emerald Ash Borer, and other harmful insects that threaten the trees and environmental features of Downers Grove, and take proactive measures to protect these important community amenities including planting and promoting a diverse array of tree and plant species.
- Consider programs to address invasive plant species, such as Japanese Knotweed.




- The Village should be proactive in the reforestation and creation of the tree canopy. This would include adding trees to gaps in parkway trees. The Village should seek to diversify the types of trees that are part of the urban forest to ensure resilience against invasive species and for improved aesthetic.
- Discourage development in flood-prone areas through the implementation of a sensitive natural areas overlay in the zoning ordinance.
- Minimize the amount of impervious surface created by new development and reduce long-term contributions to stormwater run-off.
- Promote the use of environmentally friendly stormwater management practices as a component of all development.
- Continue to modernize the Subdivision Control Ordinance and the Stormwater and Floodplain Control Ordinance to reflect current urban design and stormwater practices.
- Encourage naturalized plantings around the perimeter of stormwater detention facilities instead of turf, where appropriate. Include educational materials to property owners on the benefits of rain gardens.
- Where appropriate, incorporate rain gardens with native plants to streetscaping throughout the Village.
- Support measures to prevent the formation of algae and other pest- and insect-breeding environments within detention ponds.
- Continue to work with the Park District to address stormwater issues.
- Explore and encourage solar, wind, and other alternative energy initiatives where compatible and appropriate.



# 8 Community Facilities Plan

As an established community, Downers Grove is well served by a variety of community facilities and service providers. The Village's high quality schools, municipal services, library, healthcare facilities, and other private organizations all contribute significantly to the quality of life which Village residents enjoy. The Community Facilities Plan provides an overview of the community facilities within the Village and identifies the current and future needs and long-range recommendations for each community service provider.

## Communication & Cooperation

It is important to note that the Village has no jurisdiction or control over many of the community facilities within its municipal limits. While some are provided by the Village of Downers Grove, others are provided by other public and quasi-public agencies and organizations which provide desired, necessary and sometimes critical services to residents of the community. Consequently, identifying and understanding the needs of each community service provider puts the Village in a better position to assist in meeting the needs of Downers Grove residents and it is important that the Village maintain communication with these service providers regarding their existing needs and plans for expansion.




THE VILLAGE'S HIGH QUALITY SCHOOLS, MUNICIPAL SERVICES, LIBRARY, HEALTHCARE FACILITIES, AND OTHER PRIVATE ORGANIZATIONS ALL CONTRIBUTE SIGNIFICANTLY TO THE QUALITY OF LIFE WHICH VILLAGE RESIDENTS ENJOY.



# Schools

Residents of Downers Grove are served by six grade school districts, two high school districts and several independently operated private schools. Together, these schools provide a well-respected and highly regarded school system serving the students of Downers Grove. While other districts serve the Village, only two – District 58 and 99 – operate facilities in the community.

The Village's strong school system educates local youth and provides gathering places for the community. Downers Grove schools also play a crucial role in building and maintaining home values by increasing demand from families who want to live within their district boundaries and the Village.

The Village should support the continued operation and improvement of both public and private school facilities while ensuring that they do not negatively impact residential neighborhoods through traffic, lighting, and intense activity and cooperate with the various organizations to maintain high quality school sites and facilities.

## Downers Grove Grade School

### District 58

Downers Grove Grade School District 58 operates 11 elementary schools and two middle schools with an estimated enrollment of 5,000. District officials have indicated that the current capacity is sufficient. These schools include:

- Belle Aire Elementary School
- Highland Elementary School
- Puffer Elementary
- Pierce Downer School
- Lester School
- Whittier School
- Hillcrest School
- Herrick Middle School
- O'Neill Middle School
- Fairmount School
- Indian Trail School
- Kingsley School
- El Sierra School

### District 58 Plans

Based on information provided by District officials, District 58 facilities are in need of some improvement and modernization. District officials are currently reviewing facility needs and enrollment trends to determine improvements that would be needed in the coming years. One challenge the District is anticipating is increased enrollment as multi-family developments attract families. The Village should assist the District in identifying potential solutions to these future capacity needs.

### School Parking

District officials have indicated that a lack of parking at their schools is an issue. Should School District 58 elect to address this issue, the Village should assist the District in identifying potential solutions to its parking needs, while being sensitive to the impact on adjacent residential areas.



## Community High School District 99

Community High School District 99 operates two high schools within the Village: Downers Grove North High School and Downers Grove South High School. School officials report that the schools are currently at capacity with an estimated enrollment of 5,200; however District officials indicate that enrollment has decreased over the last five years and their projections suggest this will continue in the future.

### District 99 Plans

In 2011 the District completed athletic facility upgrades at both North and South High School. The North High School project included the vacating of the Prince Street right-of-way adjacent to the football field and the expansion of parking opportunities around the campus. Improvements are needed and District Officials have said they were looking into writing a Master Facility Plan in the near future for both high schools.

### School Parking

District officials have indicated that a lack of parking at their high schools is an issue. Should School District 99 elect to address this issue, the Village should assist the District in identifying potential solutions to its parking needs, while being sensitive to the impact on adjacent residential areas.

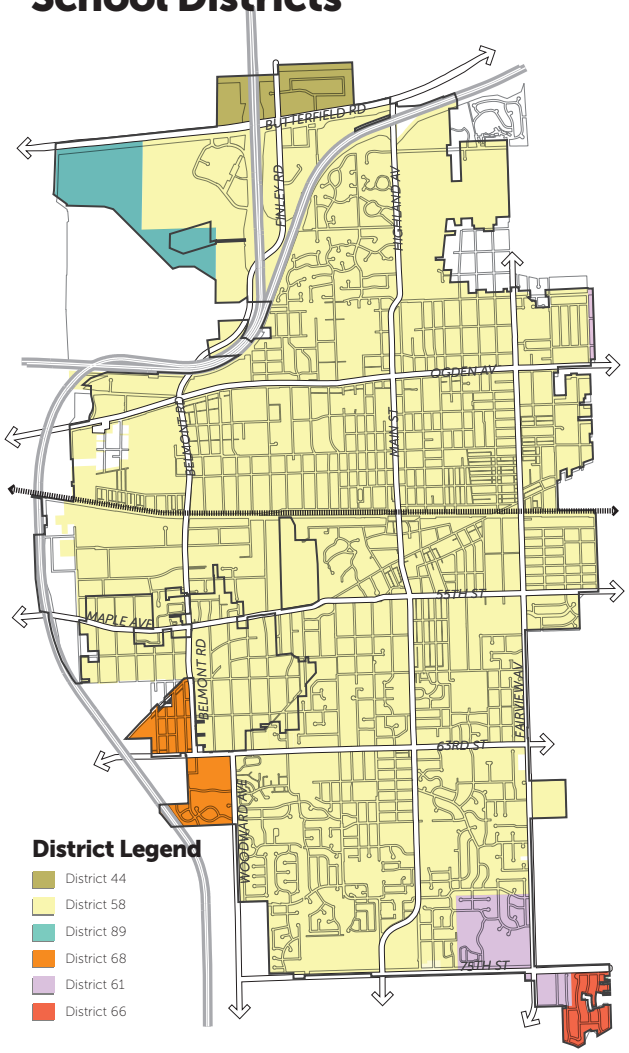
## Private Schools

In addition to the public schools within the Village, there are a number of privately owned educational institutions. Private Schools within the Village include the Avery Coonley School, Downers Grove Adventist School, Downers Grove Christian School, First Congregational School, Good Shepherd Lutheran School, Marquette Manor Baptist Academy, St. Joseph Catholic School, and St. Mary of Gostyn Catholic School.

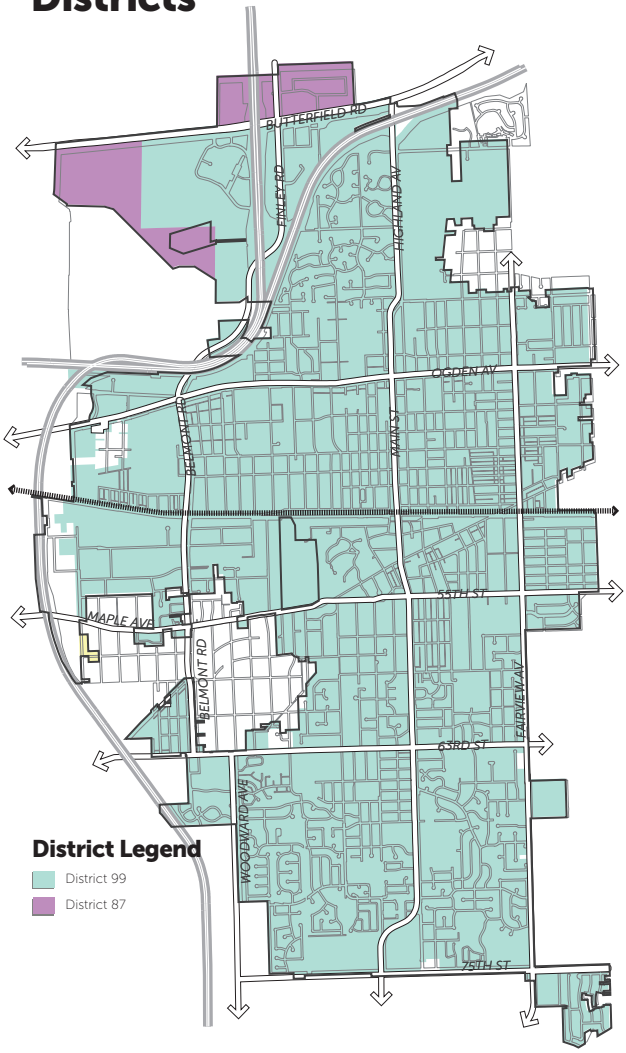
## Universities

In addition to numerous trade schools and other post-High School training opportunities, the Village is home to Devry University and Midwestern University.

## Elementary School Districts

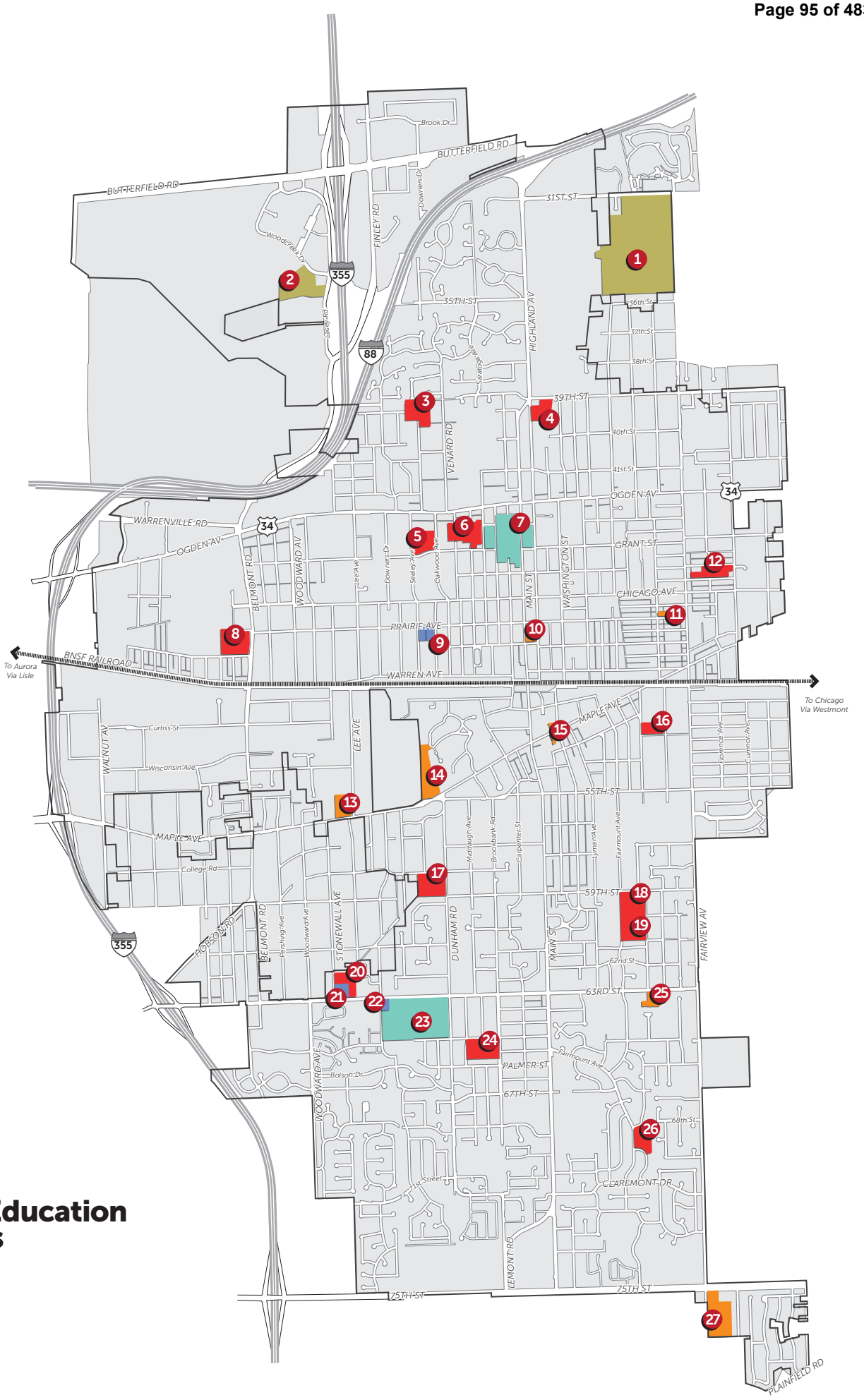



## High School Districts




## Downers Grove Schools

1. Midwestern University
2. Midwestern Unversity Clinic
3. Belle Aire Grade School
4. Highland Grade School
5. Pierce Downer School
6. Herrick Middle School
7. Downers Grove North High School
8. Henry Puffer Grade School
9. District 58 Board of Education building (Longfellow Center)
10. St. Joseph School
11. St. Mary of Gostyn School
12. Lester School
13. Downers Grove Adventist Elementary School
14. Avery Coonley School
15. Downers Grove Christian School
16. Whittier School
17. Hillcrest School
18. O'Neill Middle School
19. Fairmount School
20. Indian Trail School
21. District 58 Administrative Service Center
22. Community High School District 99 Administrative Office
23. Downers Grove South High School
24. Kingsley School
25. Good Shepherd Lutheran School
26. El Sierra School
27. Marquette Manor Baptist Academy




## Schools & Education Institutions

- Elementary School
- High School
- Private School
- College/University
- Administrative Offices




## Healthcare

Advocate Good Samaritan Hospital is located in the northern section of the community along Highland Avenue. The hospital has a Level I Trauma Center and is a nationally-recognized hospital.

The primary campus of Midwestern University, which specializes in healthcare education, is located northeast of the hospital. A multi-specialty clinic is located in the Esplanade. Midwestern University has an enrollment of over 1,900 students. The Village should anticipate an expansion of healthcare facilities as part of the university's curriculum.

Throughout the Village, there are number of smaller medial offices and clinics, but Advocate Good Samaritan Hospital and Midwestern University represent significant community assets as activity generators and employment centers. The Village should continue its support of these facilities, in addition to supporting plans for expansion, renovation, modernization, and new satellite campuses and facilities provided they are appropriate and in the best interest of the Village.

## United States Postal Service (USPS)

The United States Postal Service (USPS) provides service to the residents and businesses in the community via a U.S. Post Office and service/operations facility in the heart of Downtown. While the counter and retail function of the facility are a positive contribution to Downtown, the truck traffic generated by its operations contributes significantly to peak hour traffic congestion. To address this issue and relocate truck traffic out of Downtown, the Village should work with the USPS to identify a better location for its operations.

## Village Facilities

### Village Hall

The current Village Hall was purchased in 1968, and at that time it was anticipated to have a 20-year lifespan. A condition assessment and space needs study of the facility in 2015 determined that the major systems, including HVAC, roof, electrical and plumbing, are nearing or beyond the end of their useful life, requiring substantial replacement within the next several years. In addition, there are many operational deficiencies that create difficulties in efficiently serving residents and other customers. Options to improve the facility were considered in 2015, however, due to resource constraints, attention was primarily directed at addressing the needs of the Police Station.




## Civic Center Plans

The Civic Center includes an approximately 7.8 acre parcel of property owned by the Village, which currently supports several municipal functions. The facilities currently located on this property include the Police Station, Village Hall and the Fleet Maintenance Facility. As the Village explores options to meet future facility needs, there may be opportunities to capitalize on the redevelopment potential of the site, and support an appropriate and well-designed transit-oriented development.

## Fire Department

The Village should continue to takes steps to accommodate the fire department's future facility needs and ensure high levels of fire protection service are maintained. The Downers Grove Fire Department operates four stations located throughout the Village. The Village has a water supply and distribution network to adequately serve the community's fire protection needs. Its fire insurance rating is 1, which is the highest possible rating.

### Fire Department Plans

In 2008, the Village constructed a new facility on the former site of Fire Station 2, enabling the consolidation of administrative offices and the relocation of key pieces of equipment to improve response time and service to the Village. At the present, the Village does not have any plans to add or renovate other facilities.

### Coordination with Adjacent Districts

Presently, the Darien-Woodridge Fire Protection District provides services to a small, southwestern portion of the Village, including neighboring portions of unincorporated DuPage County; and the Downers Grove Fire Department serves the unincorporated areas located in the northeastern portion of the community. A recently created Special Service Area provides funding for Village fire protection.

The Village should continue to work with neighboring fire protection districts and municipal fire departments to ensure effective fire protection services are maintained in these areas and that the Village continues to receive benefits from mutual aid.

## Police Department

The Village of Downers Grove Police Department maintains one facility, adjacent to the Village Hall on the east side of Downtown. The Police Department is accredited by the Commission on Accreditation for Law Enforcement Agencies (CALEA), which formally recognizes the department as being one of the most elite in the field.

### Police Department Plans

The Village's efforts to establish a Facility Sustainability Plan have focused heavily on addressing the needs of the Police Station. The building, constructed in 1979, is in need of substantial system replacement and does not meet the operational requirements of the Department. Options being considered include renovation/expansion as well as construction of a new Police Station, provided the preferred solution is financially feasible given limited resources.

## Public Works

The Public Works Department is responsible for the appearance, operation, and maintenance of the Village of Downers Grove's infrastructure including streets, the urban forest, water supply system, storm drainage system, municipal grounds, public transportation, and traffic control signs and signals. The Village should ensure that adequate public works facilities are maintained and that the locations of such facilities are appropriate, and that the Community Investment Program is updated regularly to accommodate necessary improvements and additions to the Village's infrastructure.

### Stormwater Management

Stormwater management is a significant issue in the Village. While long-term strategies to reduce run-off throughout the Village should be identified, maintenance and upgrades to stormwater infrastructure should be a priority for the Village in the near term. Given the Village is substantially built out and opportunities for new detention facilities are limited, the Village will need to continue to be creative in addressing its storm water issues. Washington Park serves as an excellent example of how the Village worked cooperatively with the Park District to improve stormwater management and alleviate flooding while enhancing the recreational amenities at the park.

## Public Library

The Downers Grove Public Library operates a 67,738 square foot building in the downtown, providing services to Downers Grove residents. The Public Library estimates that 63% of Village residents are cardholders. In 2009, the library marked the milestone of circulating over 1 million items.

The current library facility opened in 1999, funded by a successful referendum in 1996. Current issues and concerns cited by Library officials include a lack of available parking at peak periods. The issues experienced in the downtown library and at other downtown buildings may indicate a demand for services that exceed what is currently being provided.

### Library Plans

Based on information provided by Library officials, there are no plans at this time to add facilities or perform any major renovations to the existing building.

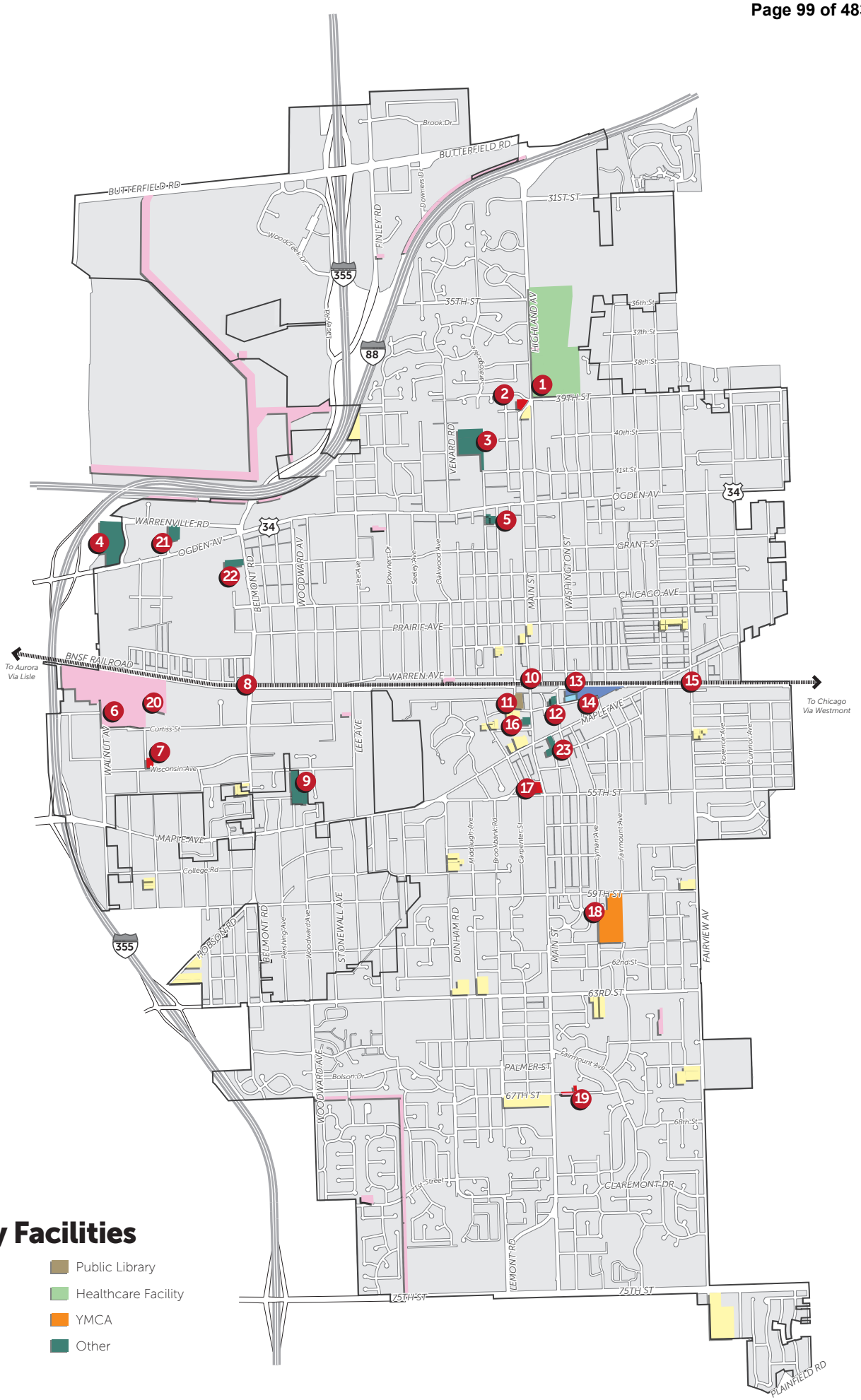
## Community Investment Program

Updated annually, the Community Investment Program (CIP) provides a summary of all major capital projects planned over the next five years, including a specific description and cost estimate of each project. The current CIP covers the years 2016 through 2020. All of the departments, organizations and facilities detailed above are impacted by the CIP.

The Village regularly conducts comprehensive life cycle assessments for Village buildings, equipment, vehicles, facilities, and properties and revises the CIP accordingly. In addition, the Village should increase efforts to identify funding sources, such as grants, to pay for the construction of new Village facilities.

## Downers Grove Community Facilities

1. Advocate Good Samaritan Hospital
2. Fire Station #3
3. American Legion Post 80
4. Illinois Tollway Authority
5. Downers Grove Township Assessor
6. Public Works Facility
7. Fire Station #1
8. Belmont Metra Station
9. Oak Hill Cemetery
10. Main Street Metra Station
11. Downers Grove Public Library
12. U.S. Post Office
13. Police Department
14. Village Hall
15. Fairview Metra Station
16. Downers Grove Cemetery
17. Fire Station #2
18. Indian Boundary YMCA
19. Fire Station #5
20. Downers Grove Sanitary District
21. Park District Administration Building
22. Recreation Center
23. Lincoln Center




## Community Facilities

- Village Hall
- Police Station
- Fire Station
- Utilities
- Religious Institutions
- Public Library
- Healthcare Facility
- YMCA
- Other



## Community Facilities Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- The Village should actively promote cooperation, interaction, and collaboration among the various agencies and organizations which serve Downers Grove.
- The Village should stay informed on the plans, policies, and projects of the various agencies and organizations in order to assess impacts to the surrounding area and the Village at-large.
- Public sites and buildings should be viewed as potential catalysts for improvement and/or redevelopment of an area. New facilities should be located, designed, and developed as focal points and "signature" projects within the community.
- To the extent possible, new community facilities should be located along collector streets, transit stops, and trail systems to provide improved public access.
- It is recommended that the Village continue to explore the construction of a consolidated governmental facility to remain in the downtown.
- Future construction of Village facilities should have the Village "lead by example" and consider the use of all best practices, including sustainable design and development practices.
- The Village should continue to work to ensure effective police protection services are maintained throughout the community.
- The Village should continue to work to ensure that effective fire and emergency medical services are maintained throughout the Village.
- The Village should work closely with the neighboring fire districts and municipalities to ensure effective fire protection services are maintained throughout the community.
- The Village should promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.



- The Village should continue to work to ensure effective public works services are maintained throughout the community.
- The Village should encourage the use of shared facilities (i.e. between the Village, Park District and schools) in order to maximize efficiency, tax dollars and land.
- The Village should maintain regular contact with healthcare and educational providers to ensure that land use and tax base goals are shared.
- The Village should promote and encourage the relocation of the Post Office truck operations from Downtown while maintaining the postal retail functions.
- The Village should continue to prioritize stormwater management and work cooperatively and creatively to address it in all areas of the Village.



# 9 Key Focus Areas

This section presents recommendations regarding land use, development and improvements for five key focus areas within Downers Grove. The Key Focus Area Plans build upon the generalized recommendations established in the Land Use Plan and provide more detailed and site-specific recommendations for these unique and important parts of the Village.

## Identification of Key Focus Areas

Many factors entered into the selection of the Key Focus Areas. They are economic generators for Downers Grove and are among the most intensely developed portions of the Village. They include important transportation facilities that connect Downers Grove to the surrounding region. These areas are highly visible to passing motorists and transit riders which means they contribute greatly to the perception of Downers Grove by residents and visitors. Finally, each area has issues which, if addressed, could significantly improve their function and aesthetics.

KEY FOCUS AREAS ARE ECONOMIC GENERATORS FOR DOWNERS GROVE AND ARE AMONG THE MOST INTENSELY DEVELOPED PORTIONS OF THE VILLAGE



## Organization of the Key Focus Area Plans Section

Each of the seven Key Focus Areas is discussed in detail on the following pages including:

- Identification of planning influences and existing conditions;
- Key concepts for improvement and redevelopment;
- Identification of catalyst redevelopment sites; and
- Land use recommendations.

## Catalyst Sites: Evaluation Criteria

Catalyst sites are those parcels where redevelopment would have a positive catalytic impact on the surrounding area. In the identification of catalyst sites, certain criteria are considered.

Catalyst sites are determined based on the sites exhibiting some or all of the following characteristics:

- Underutilized buildings or land
- Vacant buildings or land
- Structural soundness of buildings
- Size of property
- Ownership (e.g., unified private ownership or Village-owned and potential for consolidation)
- Visibility and access
- Current zoning and adjacent zoning
- Surrounding land uses
- Market potential

## The Key Focus Areas include:

**Belmont/Ellsworth**, which is bounded by I-355 on the west, the BNSF railroad tracks on the north and areas that are predominantly residential to the south and east. This subarea is comprised of two main components: Belmont Road and the Belmont Metra Train Station area (including Chase Court) and the Ellsworth Industrial Park, the Village's largest concentration of industrial land.

**Downtown**, which is generally comprised of commercial, residential, office and civic uses and is notable for the Tivoli Theatre and the Masonic Temple. Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network.

**Butterfield,** which is comprised of shopping centers, stand-alone restaurants and office development of varying heights. Its proximity to I-88 and I-355 provides unparalleled access and visibility and is a key gateway into the Village of Downers Grove.









**Ogden,** which is firmly established as an auto-oriented corridor in terms of its traffic volume, design, development pattern, scale and land use. Ogden is a major east-west arterial with a range of uses that serve the community and the surrounding region.

**Fairview,** which is made up of the area surrounding the Fairview Metra station. This area is comprised of multi-family residential, industrial, office and retail uses. This Key Focus Area extends to the eastern boundary of the Village.

**63rd Street,** is a predominantly residential east-west corridor that stretches the length of the village. The corridor is made up of single family detached, three commercial centers, and several public/semi-public uses including Downers Grove South High School.

**75th Street,** is a commercial corridor that forms the southern border of the Village. The corridor is made up of large shopping centers, some with redevelopment potential. The eastern end of the corridor has a subdivision made up of single family detached.

The following pages provide detailed plans for the seven Key Focus Areas. In addition to specific recommendations tailored towards each area, there are two redevelopment concepts that may apply to some or all of the areas: heat island effect and brownfield redevelopment.














## Heat Island Effect

Industrial parks, large office buildings and large retailers are often major contributors to the heat island effect due to their large roof surface area and surface parking lots. The heat island effect is a thermal gradient difference between developed and undeveloped areas due to solar energy retention on constructed surfaces. This basically means that developed areas are measurably hotter than undeveloped areas due to their lack of green areas which naturally provide cooling. Heat islands negatively impact microclimate conditions as well as human and wildlife habitats. Ambient temperatures in urban areas can be artificially elevated by more than 10 degrees Fahrenheit. This requires larger HVAC equipment and electrical demand which increases greenhouse gas and pollution.

### Ways to Reduce Heat Island Effect

The U.S. Green Building Council provides ways to reduce the heat island effect through its LEED certification process:

- Provide shade through the installation of landscape features especially for constructed surfaces (garden roofs, shade trees, etc.)
- Shade can be provided by native or adaptive trees, large shrubs and non-invasive vines
- Garden roofs help to reduce stormwater volumes
- Use light colored building materials
- Use light colored paving surfaces and shade paved areas with landscaping
- Use an open grid pavement for the site's non-roof impervious surface (parking lots, walkways, plazas, etc.)
- Place parking spaces underground or in structured parking
- Use highly reflective/EnergyStar-compliant roof surfaces
- Install a green (vegetated) roof
- Limit the amount of impervious hardscape areas



## Brownfield Redevelopment

According to the U.S. Environmental Protection Agency, a brownfield is "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." Despite the presence or potential presence of these elements, brownfield redevelopment can be a sound strategy for achieving a municipality's land use and economic development goals. Prioritizing development on brownfield sites reduces pressure on undeveloped land and maximizes existing investments (such as infrastructure). Time and money can be saved in the redevelopment process by coordinating site development plans with remediation activities.

### Ways to Encourage Brownfield Redevelopment:

- Inventory existing or perceived brownfield sites within the Village
- Apply for grants and programs provided through the U.S. Environmental Protection Agency (EPA) and Illinois EPA
- Develop financial incentives to encourage private redevelopment of brownfield sites

Key Focus Areas

# Belmont/Ellsworth Industrial Park

The Belmont/Ellsworth subarea is bounded by I-355 on the west, the BNSF railroad tracks on the north and areas that are predominantly residential to the south and east. This subarea is comprised of two main components: the Belmont Metra Train Station area (including Chase Court) and the Ellsworth Industrial Park.

Ellsworth Industrial Park is the Village's largest concentration of industrial land and is a vital part of the local economy. The Metra commuter station includes a surface parking lot and a small shelter. A grade-separated rail crossing was recently completed at Belmont Road, which has significantly improved the area. The proximity of this frequent commuter rail service to an industrial park provides a regional draw for potential owners and employees.

The recommendations in this subarea plan are intended to improve connectivity to and through this area, create a 21st century industrial park and maximize the benefits of the grade-separated rail crossing.



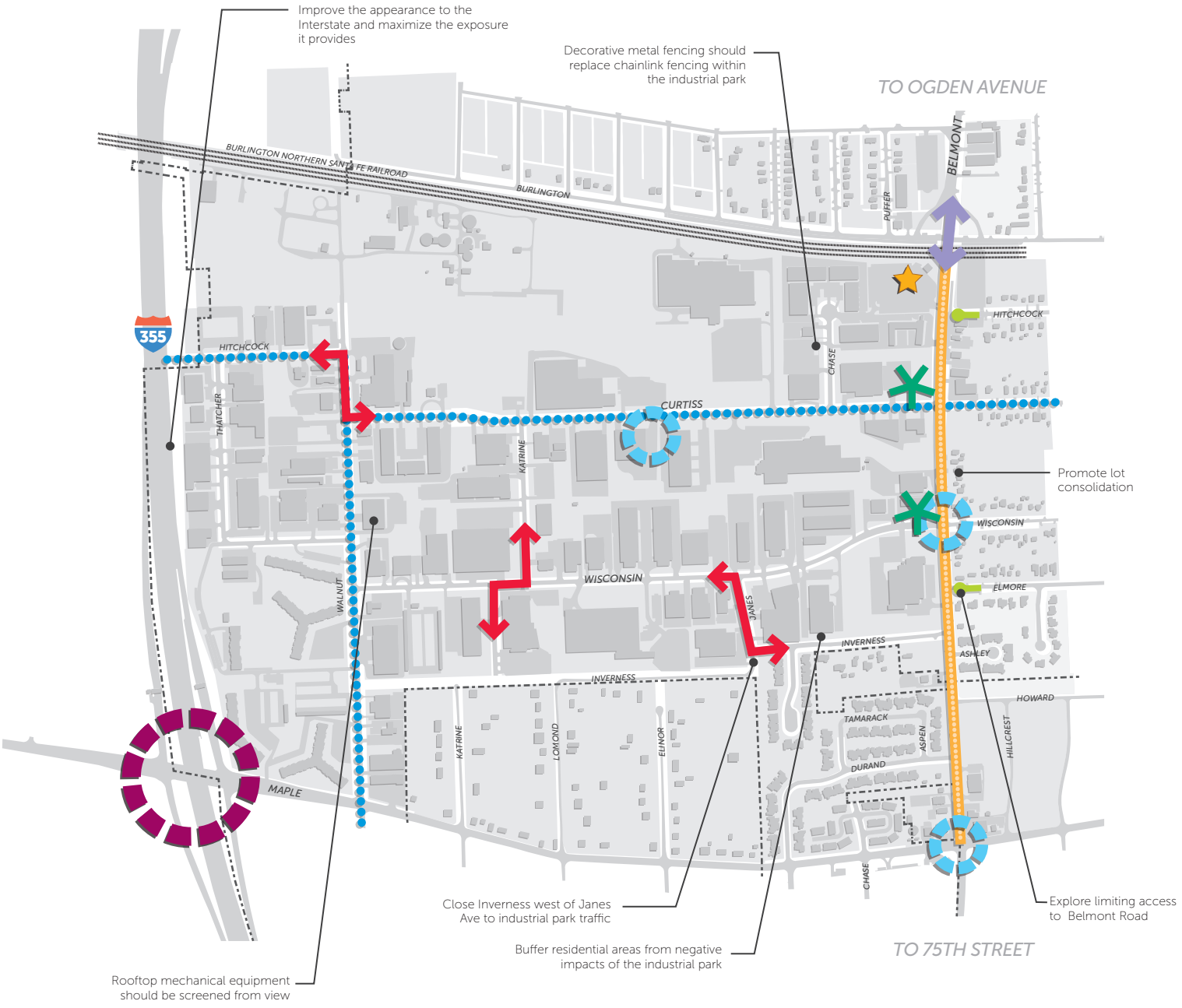

## Key Concepts

### Belmont Road/Metra Station

- The creation of a unified streetscape along Belmont Road would serve to connect the nearby residential areas to the station by providing enhanced pedestrian amenities.
- Improved crosswalks should be provided to ensure safe passage for pedestrians and bicyclists.
- Consolidate curb cuts and redevelop single-family homes along Belmont Road to attached single-family or multi-family residential units.
- Promote an appropriate amount of neighborhood commercial uses along Belmont Road to provide goods and services to commuters and nearby employees.

### Industrial Park

- A recently constructed grade-separated rail crossing at Belmont Road has significantly improved the area. The proximity to land to the south and west of the Ellsworth Industrial Park should be reserved for future office/corporate campus expansion.
- The Village should consider the creation of a Special Service Area to provide funding for projects and improvements that enhance the industrial park. This may include improved stormwater management, open space, rest and break areas or shared parking facilities.
- Explore opportunities to create a job training facility or vocational school for current and future industrial needs within the Ellsworth Industrial Park since it is within close proximity to employers and a Metra station.
- Provide the necessary infrastructure to foster state-of-the-art industrial sites for redevelopment .
- Improve connectivity, circulation and loading through street realignment into an aligned grid pattern and widened drive ways, and larger turn radiuses.
- Prohibit incompatible land uses from encroaching into the industrial park.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building, roofing, and paving materials.
- Future development/redevelopment may be influenced by the presence of brownfield sites which may require compliance with Environmental Protection Agency regulations.




0 1/16 1/8 1/4 Mile

0 2.5 minute walk 5 minute walk

## Recommendations

- Belmont Underpass
- Unified Streetscape
- Gateway/Directory Signage
- Interstate Interchange
- "Jog" in Street Grid
- Potential Access Restrictions (right-in / right-out)
- Improved Pedestrian Crossing
- Metra Commuter Station
- Village-Proposed Bicycle Route
- Municipal Boundary

Key Focus Areas

# Belmont/Ellsworth Industrial Park Catalyst Sites

## A1 Curtiss & Katrine

This site is municipally-owned and could be the site of relocated fleet operations for the Village or the post office.

## A2 Metra Station/ Chase Court

This site presents an opportunity to create a transit-oriented development (TOD) based around the Metra station. Non-industrial uses have developed around Chase Court and they detract from the integrity of the industrial park. If this area is not intended for additional industrial development, it should develop as a TOD oriented towards the Metra station.

## A3 Belmont & Inverness

This site is currently underutilized and provides an opportunity for a new use along Belmont Road including convenience retail, office or multi-family residential which would provide a transitional use between the industrial area to the north and the multi-family area to the south.

## A4 Maple & Walnut

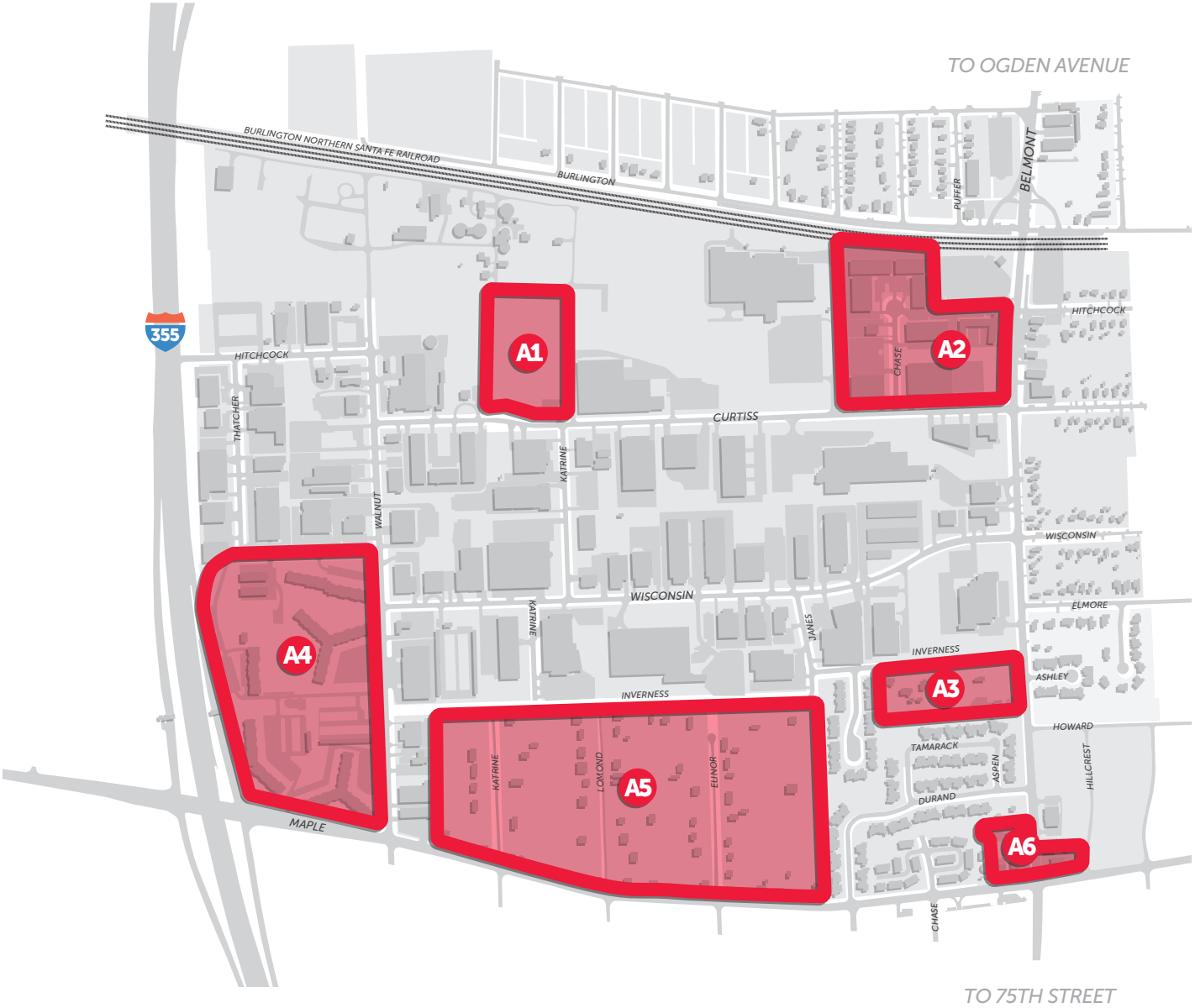
There is a large multi-family residential area isolated from the rest of the community by adjacent industrial uses and I-355. Due to its location at an I-355 interchange and surrounding industrial land uses, this site may be best suited for a corporate campus and/or business park that would flourish with these locational benefits. Multi-family residential should continue to be the short term and immediate use of the property, however, should the residents and owners of this development support a buyout and relocation to more appropriate areas within the community (closer to dining, shopping, mass transit and other community services), redevelopment of the site for Corporate Office should be supported. This prospective use is compatible with the projected suggestion for the unincorporated area immediately to the east.

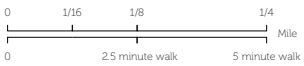
## A5 Unincorporated Area

Over the long term, this area (which is currently unincorporated) should be reserved for expansion of office/corporate campus. Its proximity to I-355 and access to Maple Avenue make it an appropriate site for a more intense use. Creating boundaries for future expansion of such land uses provides clear guidance to property owners (both within the park and neighboring) and prospective business owners.

## A6 Maple & Belmont

This prominent commercial intersection is currently unincorporated and its appearance leaves much to be desired. Access is haphazard and the appearance detracts from the character of the community. The Village should pursue annexation of this area to better manage and improve its appearance and function. As this area redevelops, buildings should be oriented towards the street with parking on the side or rear.



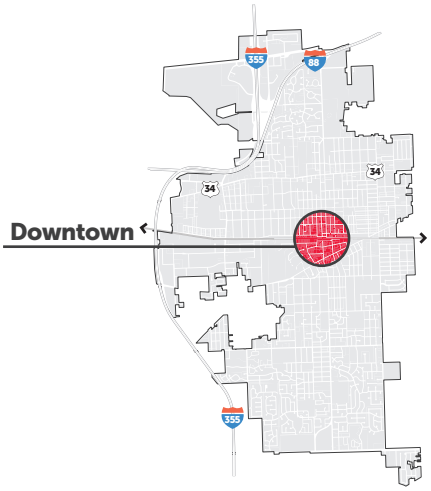

## Recommendations

Catalyst Redevelopment Opportunity

# Downtown

Downers Grove's Downtown is generally comprised of commercial, residential, office and civic uses and is notable for its historic buildings including the Tivoli Theatre and the Masonic Temple. The boundaries of Downtown are clearly demarcated with little room to expand beyond its current area. While no longer the primary economic engine for Downers Grove, Downtown continues to play an important function for the Village. Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network.

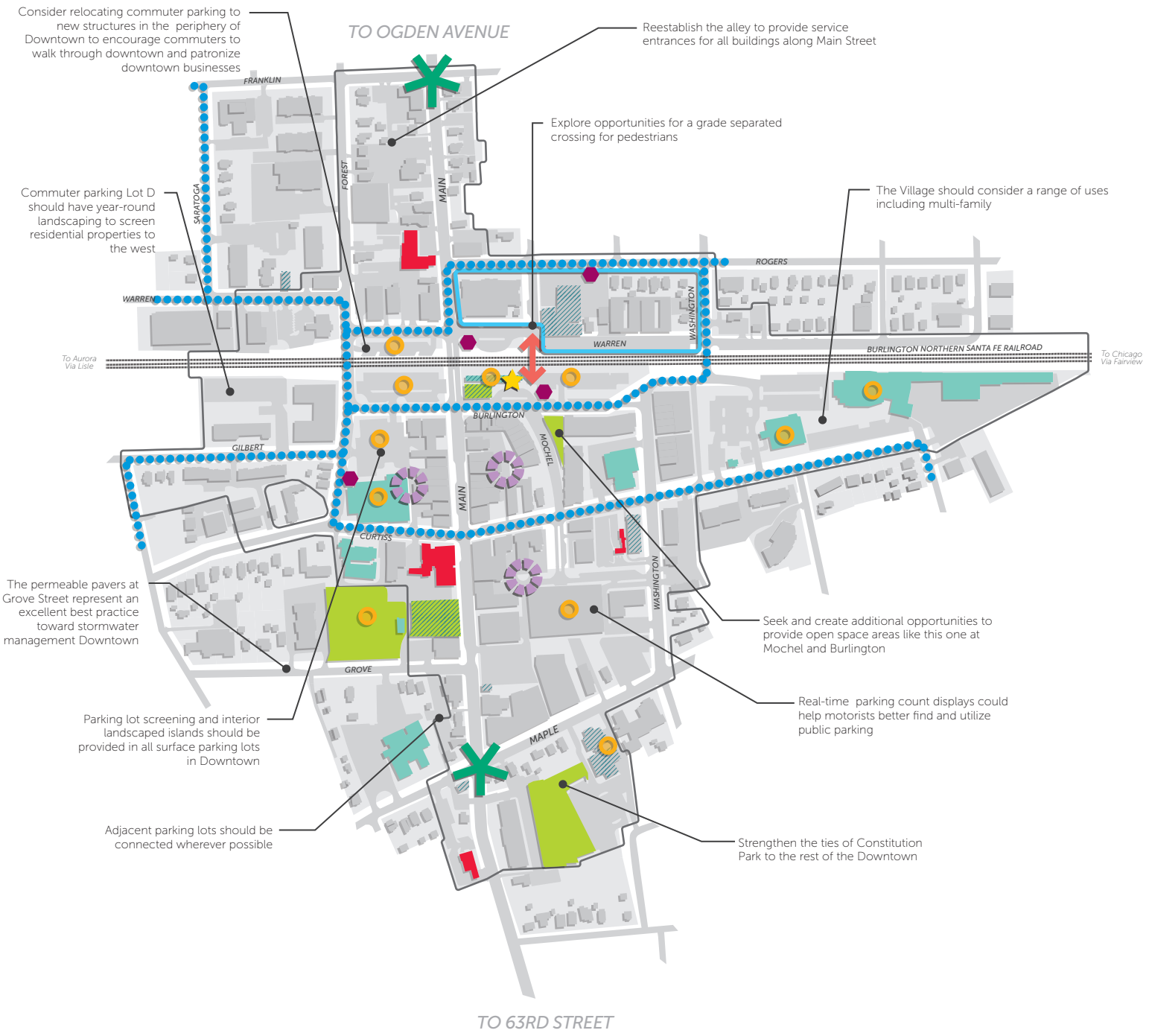
Downtown is bisected by the BNSF railroad tracks and adjacent commuter parking lots. Main Street is the central business corridor in Downtown and has a coordinated streetscape from Franklin Street to Maple Avenue. In recent years, several new developments have occurred in Downtown providing new housing, parking and retail opportunities. Recommendations in this subarea plan take into consideration both the history of Downtown as well as these recent developments.




## Key Concepts

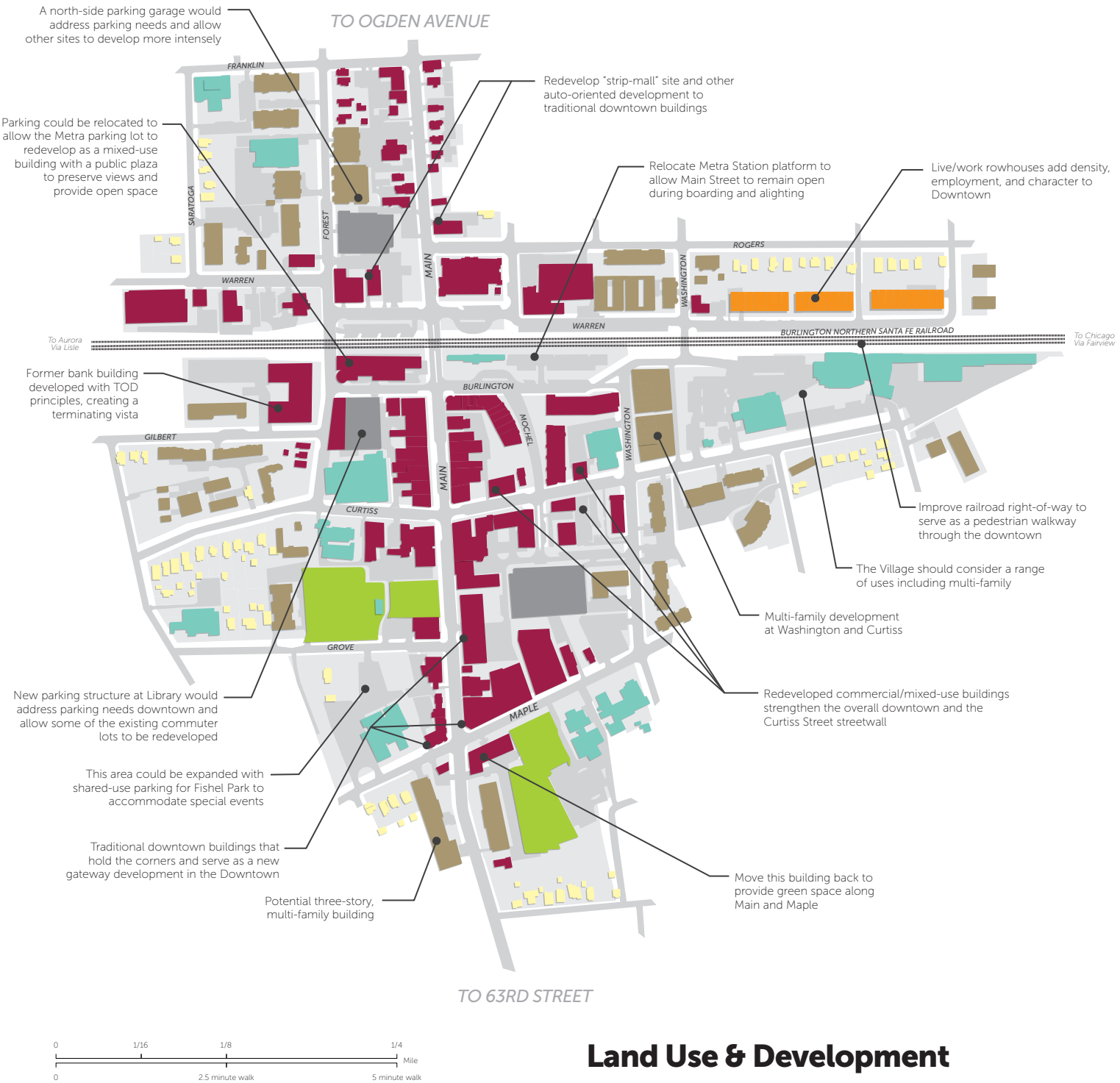
- An improved Downtown wayfinding system should be a priority for Downtown. Wayfinding should include key destinations, public parking facilities, Village Hall, historic landmarks, Downtown parks and facilities, and Metra. Wayfinding can not only direct pedestrians and motorists to destinations in the Downtown, but can help promote the Downtown's unique amenities to commuters and visitors.
- Downtown's urban environment contains a lot of concrete and asphalt, which contributes to stormwater runoff. Where possible, best management practices should be constructed in order to improve stormwater management. Grove Street's permeable pavers serves as a good example of how this could be implemented in downtown.
- Developing boundaries for the Downtown's transition areas should be a priority for the Downtown. Opportunities to expand the boundaries of the Downtown are limited, however there are opportunities for intensification. The priority for the Downtown should be on infill development and redevelopment of key sites in order to maximize the Downtown's potential while strategically evaluating opportunities to expand the boundaries.
- Infill development and redevelopment should be pedestrian-oriented in order to complement the historic building pattern of the Downtown. Retail shops with attractive display windows and restaurants with sidewalk cafes maintain visual interest and generate foot traffic.
- Prohibit new and redevelop existing, non-pedestrian-oriented businesses including the strip commercial center on north Main Street and auto-oriented businesses, including drive-thru uses which should be relocated outside of the Downtown. Office uses should be encouraged to occupy space above the ground floor.
- To maintain the Downtown's unique identity and character, the Village should consider policies, programs and tools to identify and facilitate the protection of historic buildings and sites and encourage adaptive reuse of historic structures.
- The Village should maintain a commitment to quality architecture through the development of tools and design guides for the Downtown properties.
- As key properties redevelop, a sense of enclosure should be maintained to provide comfort to pedestrians. A sense of enclosure is attained through the combination of street widths and building height in proportion to the historic building pattern of the Downtown.
- The importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.

- Consider dedication of surface parking for shoppers and parking deck use for commuters. The Village should also consider parking counters at public lots and the Parking Deck that will provide drivers with real time information on the number of available parking spots as they navigate the Downtown.
- Reinforce the Downtown as the primary focal point in the community by working with Downtown Management to promote the activation of the Downtown's gathering spaces with special events, public art, and other temporary outdoor uses.
- Guided by the findings of the 2011 Parking Study, explore suitable locations on the north side of the railroad tracks for expanded parking, including the potential for a new parking deck. Not only would this provide businesses on the north end of the downtown and north side commuters with a parking option, but it could serve as a catalyst for north side investment by allowing new development to buy into the parking deck and allow them to fully utilize their property. On either Forest Avenue or Main Street between Franklin Street and Warren Avenue may represent a potential location.
- Identify areas for centralized garbage collection for businesses in the Downtown Core. A centralized dumpster area should be well screened and can remove this unsightly, yet necessary component of business operation to open up alleyways and the rear of buildings for storefronts and rear entrances.
- Encourage outdoor seating areas for restaurants and entertainment uses by streamlining the permitting process and reducing restrictions on sidewalk seating. Additionally, the Village should identify opportunities to expand sidewalks where appropriate and utilize existing set backs on buildings to create plazas and larger outdoor areas. The Village could consider a pilot program to expand outdoor seating into on-street parking spaces as some other communities have done.
- Promote business initiated/focused special events, such as sidewalk sales, to increase energy and activity in Downtown.
- Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the village.
- With bus and train service, the Downtown is, and should remain, a multi-modal environment that fosters a sense of energy and vitality. As a complement to public transportation, active transportation and the use of bicycles should also be supported and encouraged. However, the Downtown should first remain a "walkable" area. The Village should support the installation of additional bike parking at both public and private facilities in the Downtown's periphery to allow cyclists to park and secure their bikes and become "pedestrians" in the Downtown.
- The Village should explore the feasibility of constructing a pedestrian grade separated crossing near the Metra station. This significant capital investment would increase the safety of commuters and residents as they cross the railroad tracks. The Village should look into funding sources to help finance its construction, including grants from Burlington Northern Santa Fe (BNSF), the Illinois Commerce Commission, federal grants, and Metra.
- Ensure that adequate parking is provided for motorcycles and scooters in the Downtown.
- The Village should review circulation patterns, roadway capacities, and parking availability in the downtown after the completion of the Marquis on Maple development and the mixed-use and residential developments currently planned in the Downtown.
- Consider the establishment of a Downtown Design Review Board.




## Key Concept Recommendations

- Key Downtown Destination
- Gateway/Directory Signage
- Existing TIF District
- Existing Auto-Oriented Business
- Historic Structure or Site
- Centralized Garbage Collection
- North-side Parking Deficiency
- Pedestrian Underpass
- Park & Open Space
- Public Use
- Metra Commuter Station
- Village-Propose Bike Route
- Bike Parking


A north-side parking garage would address parking needs and allow other sites to develop more intensely
TO OGDEN AVENUE
Redevelop "strip-mall" site and other auto-oriented development to traditional downtown buildings
Parking could be relocated to allow the Metra parking lot to redevelop as a mixed-use building with a public plaza to preserve views and provide open space
Relocate Metra Station platform to allow Main Street to remain open during boarding and alighting
Live/work rowhouses add density, employment, and character to Downtown
FRANKLIN
SARATOGA
FOREST
MAIN
WARREN
ROGERS
WASHINGTON
To Aurora Via Lisle
BURLINGTON NORTHERN SANTA FE RAILROAD
To Chicago Via Fairview
Former bank building developed with TOD principles, creating a terminating vista
BURLINGTON
MOCHEL
GILBERT
CURTISS
Improve railroad right-of-way to serve as a pedestrian walkway through the downtown
The Village should consider a range of uses including multi-family
Multi-family development at Washington and Curtiss
GROVE
New parking structure at Library would address parking needs downtown and allow some of the existing commuter lots to be redeveloped
Redeveloped commercial/mixed-use buildings strengthen the overall downtown and the Curtiss Street streetwall
MAPLE
This area could be expanded with shared-use parking for Fishel Park to accommodate special events
Traditional downtown buildings that hold the corners and serve as a new gateway development in the Downtown
Potential three-story, multi-family building
Move this building back to provide green space along Main and Maple
TO 63RD STREET
0
1/16
1/8
1/4
Mile
0
2.5 minute walk
5 minute walk
Land Use & Development
Single Family Residential
Multi-Family Residential
Live/Work Units
Public/Semi-Public
Mixed-Use
Park & Open Space
Parking Garage

Key Focus Areas

# Downtown Catalyst Sites

## B1 Main & Warren

This site presents an opportunity to redevelop an auto-oriented strip center and a one-story building into a multi-story, mixed-use development. Complementing this development, this site could accommodate a parking structure catering to the Downtown employees, shoppers and commuters along Forest Avenue.

## B2 Washington & Warren

This area provides an important transition from residential areas to the north to the Downtown. This site provides an opportunity to provide additional multi-family, office, mixed-use or parking.

## B3 AT&T Switching Station Parking Lot

This parking lot next to the AT&T Switching Station holds redevelopment potential. This site is ideally located for residential or for parking on the north side of the tracks to serve commuters and businesses. The parking lot is underutilized during the middle of the workday. The Village should explore how much of the lot is used by AT&T and see if it would be feasible to acquire.

## B4 Post Office Operations

The post office provides an important civic function and a vital traffic-generator for the Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain Downtown.

## B5 Curtiss & Washington

Parcels on the northeast corner of Curtiss Street and Washington Street have been approved for redevelopment. This will include 48 apartments between two buildings at the northeast corner of this intersection. The north half of this catalyst site remains an ideal location for a mixed-use TOD development with residential above retail or for a dense multi-story residential development.

## B6 Masonic Temple Parking Lot

The parking lot west of the Masonic Temple has development potential to add more housing units and commercial space in the downtown. Currently, the lot is underutilized and has a drive-thru structure that is no longer in use. Any building constructed on this site should be set back as to not disrupt the view of the Masonic Temple, which is a landmark within the Downtown.

## B7 Grove & Main

An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street.

## B8 Maple & Main

This intersection is the southern gateway into the Downtown. Except for the historic building on the southwest corner, the condition, setback and/or orientation of the buildings surrounding this intersection do not contribute to creating a true gateway. Consider preserving the historic blacksmith shop at the southwest corner.




0 1/16 1/8 1/4 Mile

0 2.5 minute walk 5 minute walk

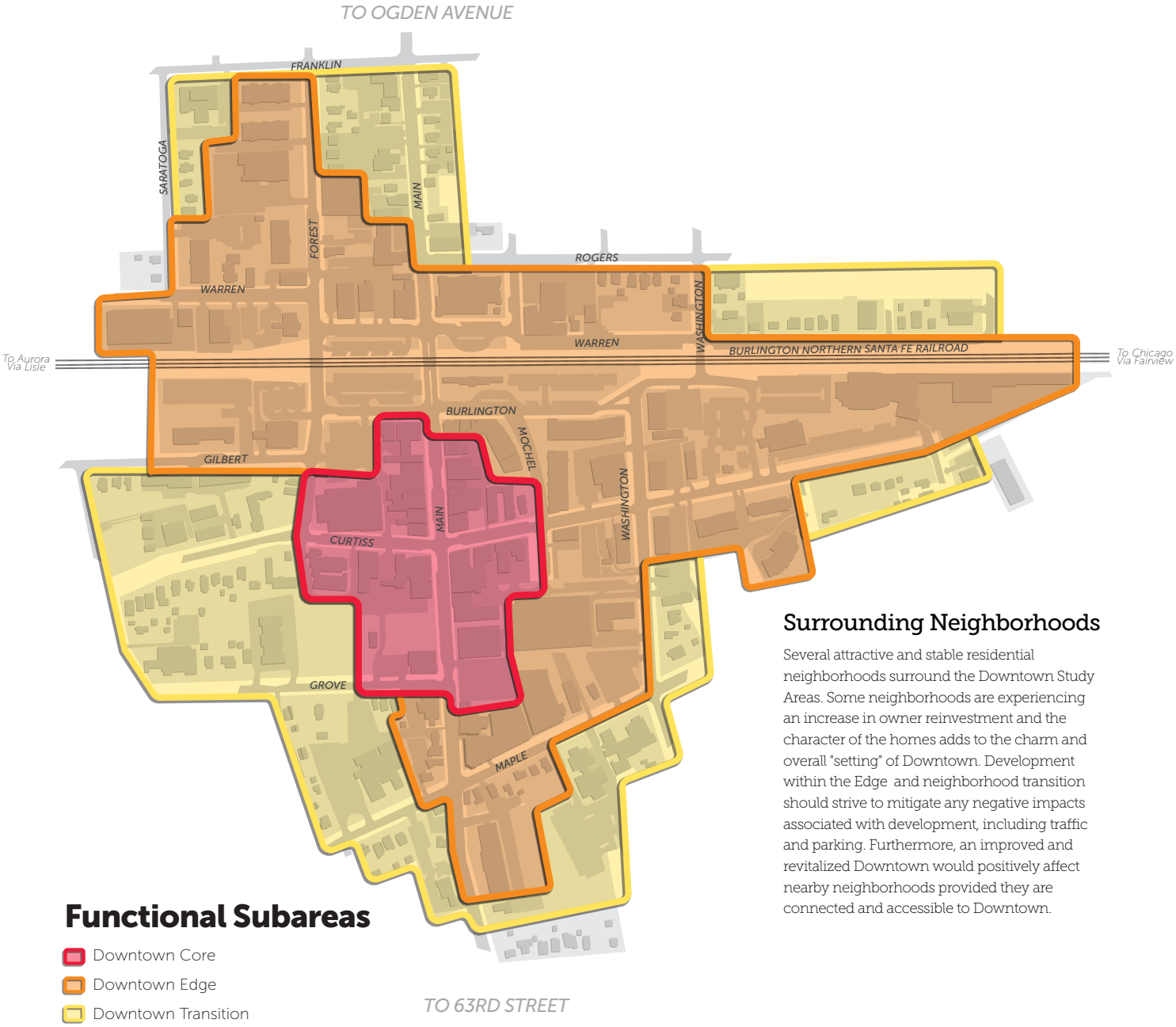
## Recommendations

Catalyst Redevelopment Opportunity

Key Focus Areas

# Downtown Functional Subareas

Downtown is often referred to, and treated as, a single place. While it is true that Downtown is a unique destination in the community, it is actually comprised of several distinct areas, with different form, uses, conditions, characteristics and potentials. The Downtown Subarea Plan addresses the specific needs of each "Functional Subarea" area and establishes recommendations for the improvement and enhancement of each area in the future, including appropriate uses and intensities.




## Functional Subareas

- Downtown Core
- Downtown Edge
- Downtown Transition

## Surrounding Neighborhoods

Several attractive and stable residential neighborhoods surround the Downtown Study Areas. Some neighborhoods are experiencing an increase in owner reinvestment and the character of the homes adds to the charm and overall "setting" of Downtown. Development within the Edge and neighborhood transition should strive to mitigate any negative impacts associated with development, including traffic and parking. Furthermore, an improved and revitalized Downtown would positively affect nearby neighborhoods provided they are connected and accessible to Downtown.

# Downtown Core

The Downtown Core is focused around the intersection of Curtiss Street and Main Street. It represents the largest concentration of the shopping and dining opportunities that exist in Downtown. While the Core is fully developed, there are opportunities for improvement and redevelopment that respects the height and character of the downtown.

## Land Uses

**Residential.** Residential uses should not be considered a required component of the Downtown Core, however they can be an upper floor component of mixed-use buildings.

**Retail.** Retail uses should be promoted within all areas of the Downtown Core.

**Entertainment.** Entertainment uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout.

**Office.** Office uses should be encouraged as an upper floor component of mixed-use buildings within the Downtown Core.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core.

**Public Uses.** Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting of primarily office functions should be treated like office land uses.

## Built Form

The built form of the Downtown Core should consist of buildings at or near the sidewalk and front property line. A zero-foot side yard setback should be strictly enforced to help establish and maintain a continuous streetwall. Building height should be respectful of existing structures and not exceed three stories. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys.

# Downtown Edge

The Downtown Edge is an area that exhibits some characteristics of the Downtown Core and some characteristics of the Neighborhood Transition. The Edge should include an urban fabric near the Core and a suburban fabric further from the Core. Although the Downtown Edge is fully developed, there are significant opportunities for improvement, redevelopment, and use intensification.

## Land Uses

**Residential.** Residential uses should be encouraged as a component of mixed-use buildings within the Edge. Dense residential development, including multi-story residential buildings should also be considered appropriate.

**Retail.** Retail uses should first be directed to the Downtown Core before developing within the Edge. Retail uses in the Edge should be focused near the Downtown Core.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge.

**Office.** Office uses should be encouraged as a component of mixed-use buildings within the Edge; however like residential, office uses on the ground floor should be permitted.

**Public Uses.** Public uses should be considered appropriate within the Edge.

## Built Form

The Downtown Edge is uniquely located adjacent to the Downtown Core with denser, commercial development and the Neighborhood Transition and residential neighborhoods with residential characteristics. As such, the location of edge properties should play a role in the built form. For those Edge properties nearer the core, buildings should exhibit core characteristics, such as larger buildings at, or near the sidewalk and front property lines and a continuous streetwall.

For those Edge properties near the Neighborhood Transition and surrounding residential neighborhoods, buildings should exhibit these characteristics. Buildings may be larger but should include front and side setbacks to create open green space around the buildings. Parking in these areas should be provided on-street or in the rear of the buildings accessed by entry drives or side streets. Surface parking lots should follow the Village's landscaping and screening requirements.

# Downtown Transition

The areas outside of the Downtown Core and Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown.

## Land Uses

**Residential.** All types of residential uses are appropriate in the Downtown Transition Area.

**Retail.** Retail uses should not be encouraged in the Downtown Transition area. Retail uses should be directed to the Downtown Core and Edge.

**Service.** Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an office function may be appropriate, but should be considered on a case-by-case basis.

**Office.** Low intensity and professional office uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area.

**Public Uses.** Public uses should be considered appropriate within the Downtown Transition area.

## Built Form

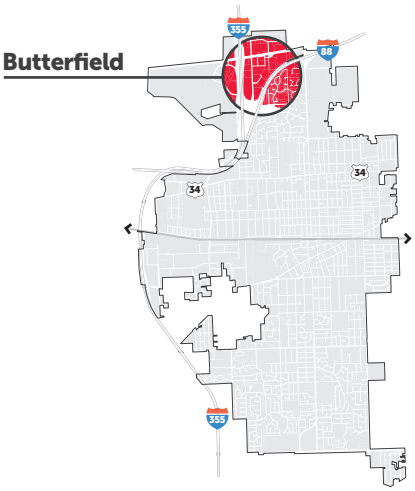
The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space. The building should also be setback from side property lines to create a side yard. This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.

Key Focus Areas

# Butterfield

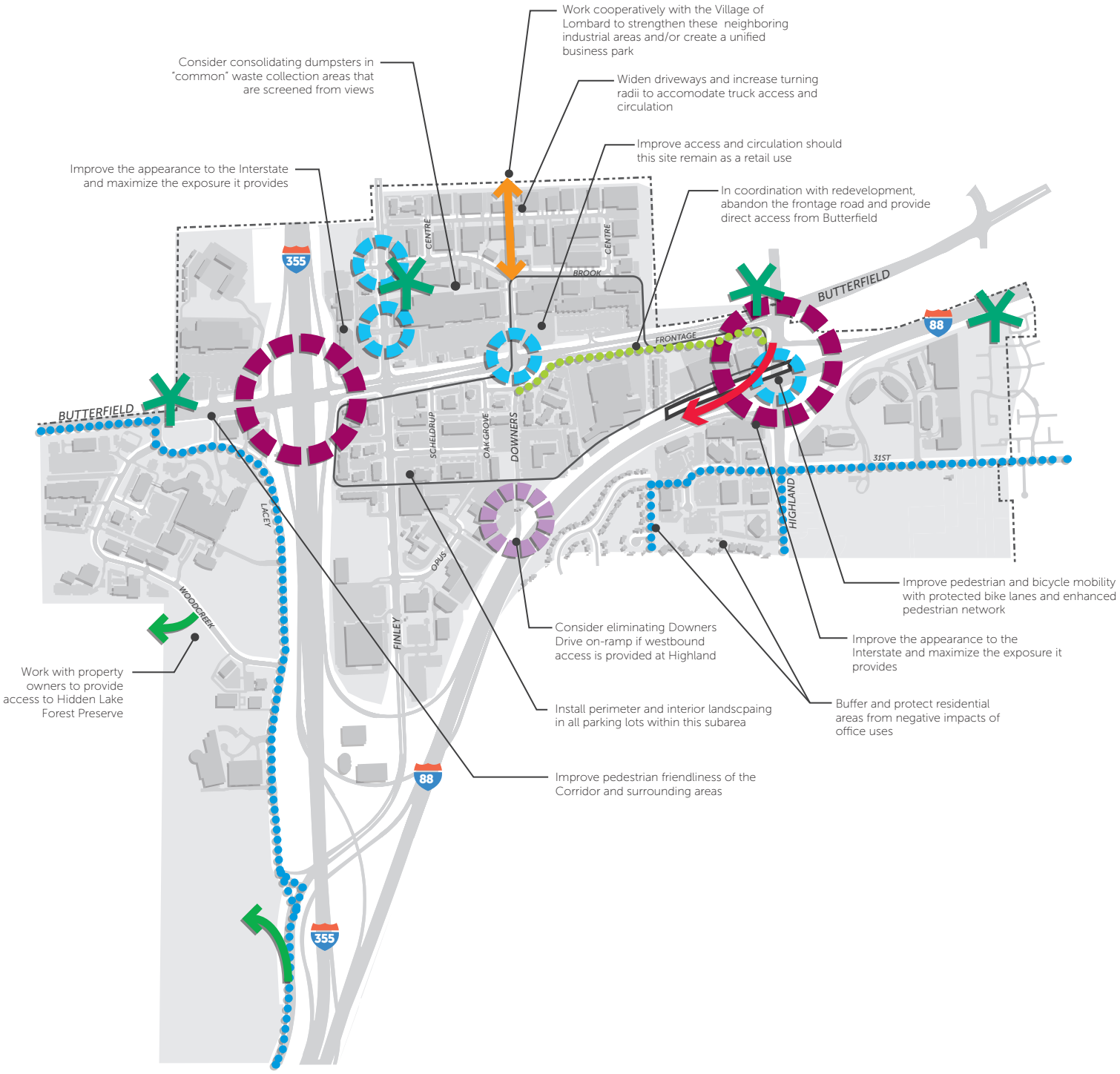
The Finley Road/Butterfield Road area is comprised of shopping centers, stand-alone restaurants and office development of varying heights. Its proximity to I-88 and I-355 provides unparalleled access and visibility and is a key gateway into the Village of Downers Grove. Demand has remained strong as vacancies are filled relatively quickly. This area, more than other parts of the Village, must be aggressive in maintaining its competitiveness in the regional office and retail markets. Neighboring municipalities have taken dramatic actions to maintain and enhance their standing, including the use of tax increment financing (TIF), targeted property redevelopment, and strategic marketing campaigns.

The more successful office developments in this subarea have invested significantly in structured parking, high-quality signage and extensive landscaping. These sites provide best practices for improving the office market overall whether such improvements occur as part of an overall redevelopment or as part of modernization efforts.




## Key Concepts

- Identify opportunities for shared, structured parking to reduce the amount of land area dedicated to surface parking lots.
- Work cooperatively with the Village of Lombard to create a single identity for the industrial properties to the north of Butterfield Road and jointly market them.
- Explore creating a TIF district to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate comprehensive redevelopment of commercial uses between Highland and Finley.
- Support and encourage the redevelopment or modernization of the area's Class C office buildings that are functionally obsolete, cannot compete with nearby office developments, and detract from Downers Grove's overall character.
- Promote Highland Landmark as a model site for office development and replicate the elements that contribute to its success should office areas redevelop.
- Explore consolidating all retail uses to the south side of Butterfield as a component of a life-style center redevelopment to better compete with other retail destinations in nearby communities.
- Promote stand-alone, independent big-box retail on the north side of Butterfield Road and/or the expansion of the Oak Grove Commons industrial area.
- Work with IDOT to improve the intersection of Highland and Butterfield, including consideration for creating a complete interchange by providing westbound access to I-88.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials.




## Recommendations

- Potential TIF District
- Butterfield Frontage Road
- Gateway/Directory Signage
- Interstate Interchange
- Potential Elimination of Existing Interchagne
- Westbound I-88 Access
- Connection to Lombard
- Improved Pedestrian Crossing
- Village-Proposed Bicycle Route
- Explore connections to Hidden Lake Forest Preserve
- Municipal Boundary

Key Focus Areas

# **Butterfield** Catalyst Sites

## C1 Esplanade

Previously approved as part of a Planned Unit Development, these sites have not yet developed. With excellent visibility and access, these parcels could accommodate additional office development, restaurants or retail.

## C2 Southeast Corner of Finley &Butterfield

Southeast corner of Finley Road and Butterfield Road This site is currently improved with a hotel and a restaurant surrounded by surface parking which fail to capitalize on its proximity to the interstate and the access and exposure it provides. Given the site's high visibility and proximity to I-355, any redevelopment should occur in a manner that "holds the corner" by orienting new development towards the intersection.

## C3 Office Area

This area is currently improved with single-story Class C office space. It is possible that the value of the land may exceed the value of the improvements which will put redevelopment pressure on this area. The opportunity exists to create new Class A office space or additional retail development in this area to better compete with neighboring communities.

## C4 North Side of Butterfield

Troubled by poor topography and access, this site may face redevelopment pressure if new retail develops to the south or if additional demand for light industrial/business park uses occurs. Multi-tenant commercial development within the site has not been successful and the area could be comprehensively redeveloped with large format, stand alone development to achieve better success.

## C5 University Plaza

University Plaza is the principal use for this site, a multi-tenant shopping center with a high vacancy rate. Due to the condition of the building and site, and the mix of incompatible uses, this center is quickly outliving its useful life as currently developed. Presented with the right opportunity, this site could be combined with the Red Roof Inn parcels to the east to create a larger redevelopment site.







## Recommendations

Catalyst Redevelopment Opportunity

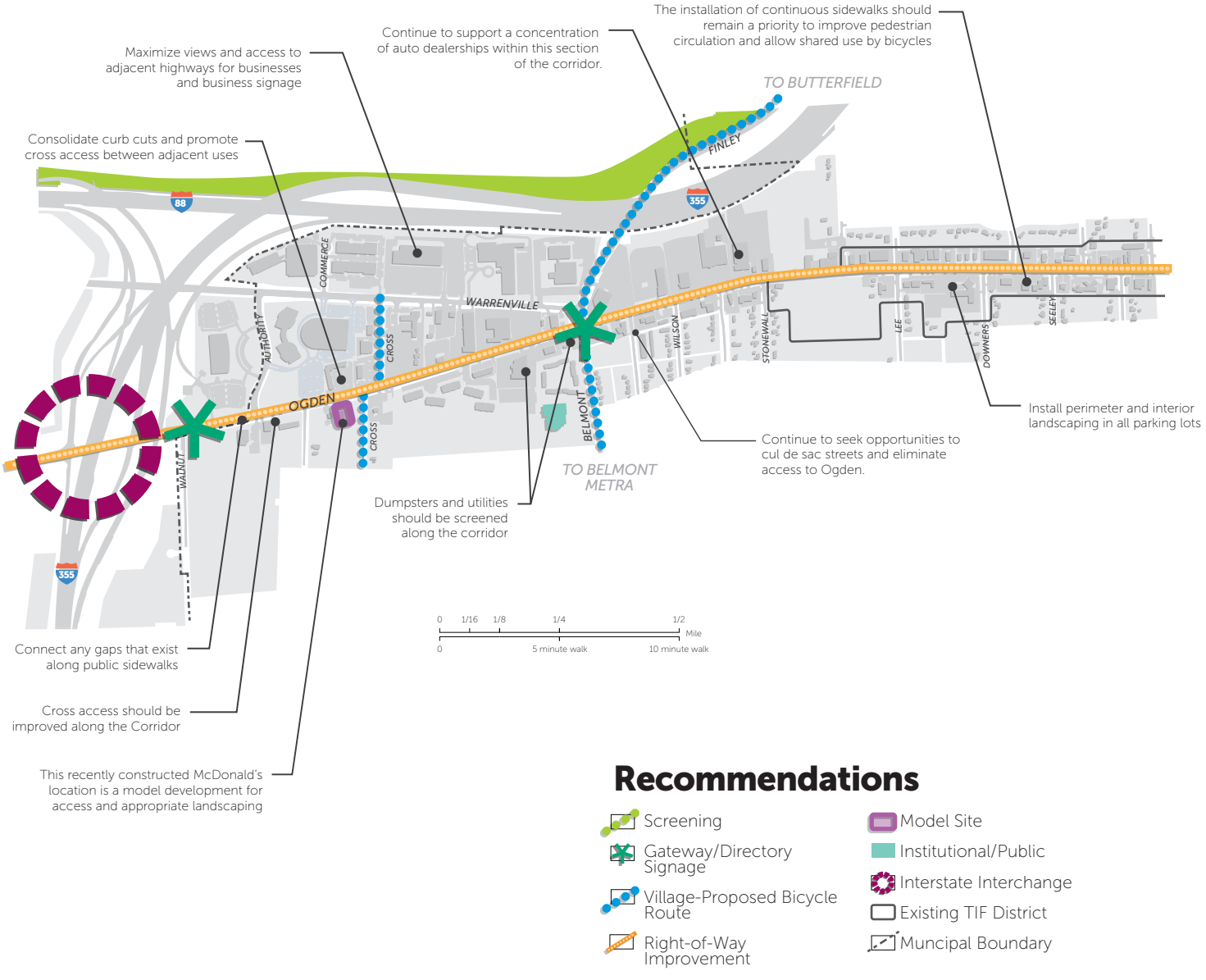
Key Focus Areas

# Ogden Avenue

With an average traffic count of 32,000-33,000 vehicles trips per day through Downers Grove, Ogden Avenue is firmly established as an auto-dominated corridor in terms of its traffic volume, design, development pattern, scale and land use. Ogden Avenue is one of only two areas in the Village with an established TIF district, which can be used to fund and incentivize improvements to the area. The Village received federal grants to install sidewalks the entire length of Ogden Avenue and to reduce the number of curb cuts, which will go a long way to address some of the major pedestrian circulation and accessibility concerns along the corridor.

Ogden Avenue lacks any clear identity in terms of signage, wayfinding, landscaping, pedestrian facilities, or overall appearance and is not reflective of the character of the larger Downers Grove community. Parcels in several areas of the corridor are characterized by shallow lot depths with parking along the street in front of buildings. Few adjacent lots are connected to each other through cross-access, thereby forcing customers onto Ogden Avenue to visit neighboring/adjacent commercial sites.

The western end of Ogden Avenue is a community gateway that benefits from its strategic location along Interstate 88 and Interstate 355. It is characterized by larger parcels and a concentration of office uses and automobile dealerships, which, because of the interstates, can serve a large regional market. Towards the east, the corridor is influenced by surrounding civic, institutional, and medical uses. The western end of Ogden Avenue should continue to leverage its strategic location and should be reserved for uses that require and benefit from customers and employees from beyond Downers Grove.




## Recommendations

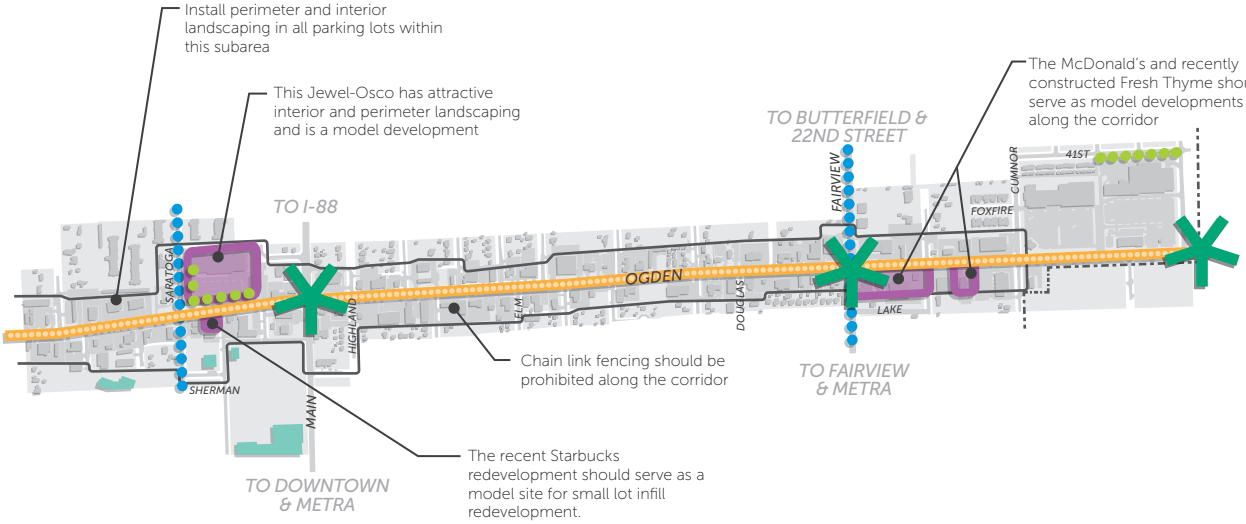
- Screening
- Gateway/Directory Signage
- Village-Proposed Bicycle Route
- Right-of-Way Improvement
- Model Site
- Institutional/Public
- Interstate Interchange
- Existing TIF District
- Muncipal Boundary

Main Street is an important north-south connection from the Interstate to downtown and the Main Street Metra Station. The intersection of Ogden Avenue and Main Street should be enhanced as a gateway into the community and should complement existing uses with additional medical office uses.

The eastern end of Ogden Avenue is anchored by two large neighborhood shopping centers with grocery store anchors. This concentration of retail provides goods and services targeted at neighboring residential areas. Fairview Avenue is a minor arterial that provides an important north-south connection for Downers Grove.

To the south, Fairview connects with the Fairview Metra Station and to the north (as it becomes Meyers Road) it connects to Oak Brook with regional shopping destinations such as Fountain Square. Although located along a regional corridor, this section of Ogden Avenue provides an excellent location to offer necessary "close to home" shopping for everyday goods and services for Downers Grove residents.




# Key Concepts

- Encourage commercial expansion by increasing lot depth on a case-by-case basis given location, context, use, and screening.
- Maximize exposure and access to I-88 and I-355 without comprising Village character or identity.
- Consider the use of cul-de-sacs for selected residential streets that currently have access to Ogden Avenue in order to create additional buffering for adjacent residential areas and a potential incentive for better commercial development.
- Parking lot screening and interior landscaped islands are required and should be enforced consistently.
- Buffer nearby residential areas from the impacts of commercial use (such as noise, light, and traffic) through the use of landscaping and screening.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Dumpster enclosures and dumpster screening is required and should be enforced consistently.
- The reduction of curb cuts and the use of shared access agreements (internal cross access) can significantly improve circulation along Ogden Avenue.
- Beautification of Ogden Avenue should be a priority and can be achieved through the installation of streetscape elements and street trees and burying overhead utility lines.
- Install/enhance gateway features such as signage and landscaping at key intersections (Ogden and Finley & Ogden and Main) that "announce" entry into the Downers Grove community.
- Zoning is a tool that can be used to protect an area's character by regulating the type and location of land uses that may be detrimental to or incompatible with the area.

Key Focus Areas

# Ogden Avenue Catalyst Sites

## D1 Walnut & Ogden

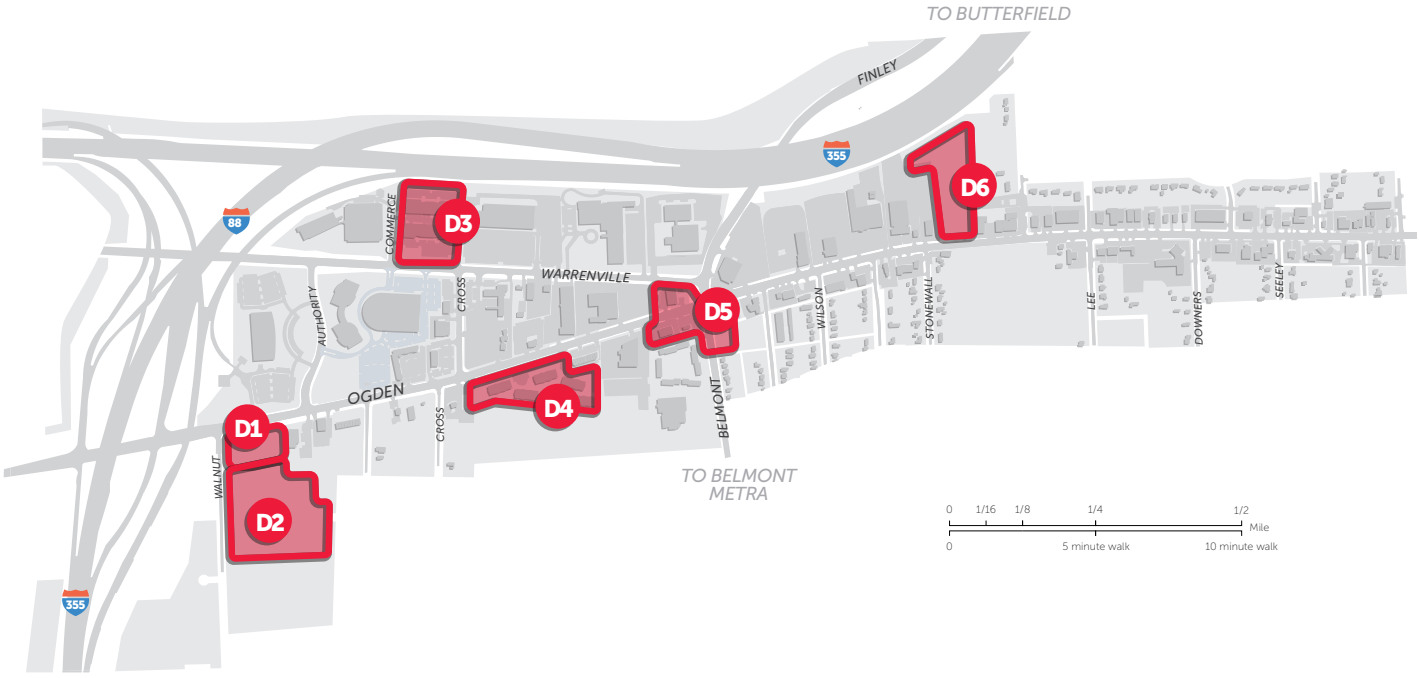
This three acres site is in close proximity to I-355 and has an opportunity to be a wetsern gateway to Downers Grove. A striking, high-quality building on this site could effectively anchor the west end of the corridor and serve as a landmark for drivers on I-355.

## D2 Park District Property on Walnut

This property was recently purchased by the Downers Grove Park District and is well-suited for a regional recreation facility due to its close proximity to I-88 and I-355.

## D3 Cross & Warrenville

The visibility for this site from I-355 provides this site with a redevelopment opportunity. The site currently has a lower-quality multi-tenant office structure. Much like adjacent structures, this site would be ideal for a high-quality office building.




## D4 Fairway Grove Condos

This site presents an opportunity to showcase the golf course through a long-term redevelopment such as a banquet facility/special event center. A redevelopment of this nature could be a perception-altering move by creating an eye-catching use for visitors and residents. It would also allow for the addition of revenue-generating uses that capitalize on the site's frontage along a significant commercial corridor within the Village and region.

## D5 Finley/Belmont & Ogden Avenue

The prominence of this intersection presents an opportunity for redevelopment and enhancement as a major gateway into the Village of Downers Grove. Parcels in this area are underutilized and are characterized by large surface parking lots that exceed demand for the current uses. Through parcel assembly on the south side of Ogden, it is possible to create larger sites attractive for redevelopment.

## D6 Stonewall Avenue & Ogden Avenue (South)

Given its proximity to and visibility from I-355, this site could be developed as a shared facility for test driving automobiles or a parking garage for providing off-site storage for car dealerships within the vicinity. This type of amenity gives a competitive advantage to the existing concentration of auto dealerships along Ogden Avenue. This site is also well-suited to accommodate the relocation of other auto dealerships.

## D7 Saratoga & Ogden Avenue (Southwest Corner)

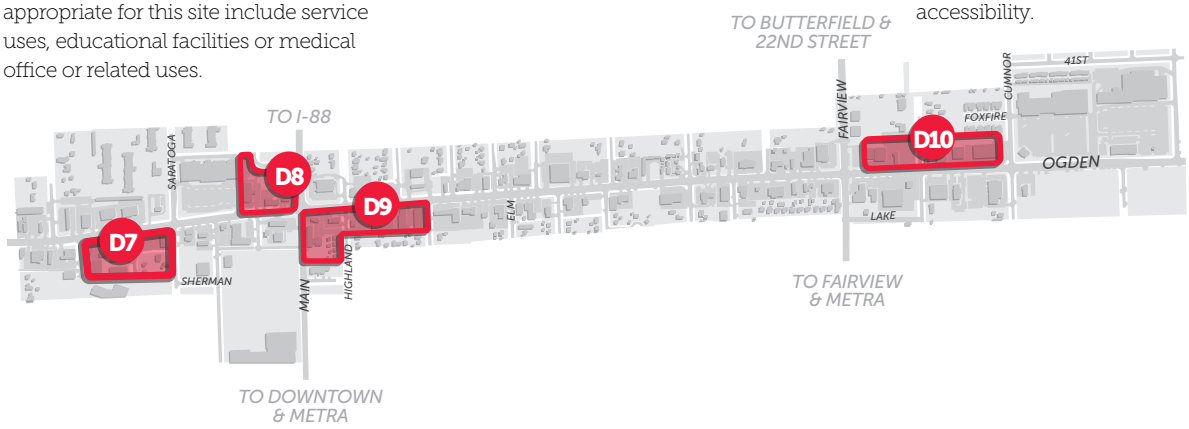
Throughout the corridor, lack of sufficient parcel depth hampers redevelopment. At this location, the middle school establishes an acceptable commercial depth that the existing shallow-lot commercial uses have failed to utilize. Development in this area should go south to the middle school to foster better, more contemporary development. Should the auto dealership currently located on this site moves to the western end of Ogden Avenue, there is an opportunity to bring the buildings closer to the street as occurs on the north side. Uses appropriate for this site include service uses, educational facilities or medical office or related uses.

## D8 Main Street & Ogden Avenue (Northwest Corner)

Parcel assembly and improvements to the aesthetics and function of this site could have dramatic results for enhancing this intersection as a gateway by complementing the recent construction of a Walgreens and a BP gas station.

## D9 Main Street & Ogden Avenue (Southeast Corner)

The existing medical office uses on this site are an important component that can remain. However, aesthetic and functional improvements (e.g. shared parking) should be implemented in order to strengthen these uses. Additional medical office and related uses should be concentrated in this area. Consolidation of parcels at this corner and east to Washington Street would allow for in improved, functional corner at this major intersection. Cross access between buildings on this site would improve accessibility.




## Recommendations

Catalyst Redevelopment Opportunity

## D10 Fairview & Ogden Avenue (Northeast Corner)

Should the car dealerships relocate to the west end of Ogden Avenue, the site has the opportunity to be redeveloped into a commercial center. Any future center here should have cross access to the newer commercial space at the northeast corner of Fairview Avenue and Ogden Avenue.

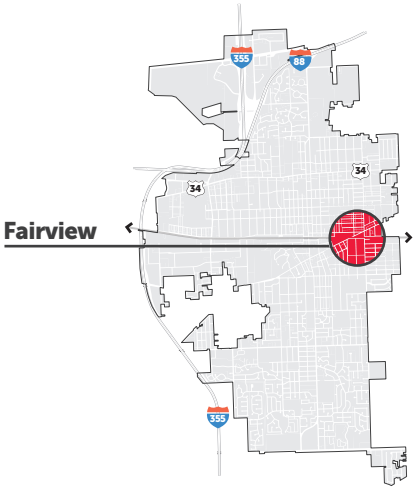
Key Focus Areas

# Fairview

The Fairview subarea is bounded by Hummer Park on the north, the Village limits on the east and stable residential neighborhoods to the south and west. This area is comprised of a mix of uses, which includes: industrial, commercial retail, commercial service, multi-family residential, and single-family residential. The area is anchored by the Fairview Metra Station and a Pepperidge Farm facility.

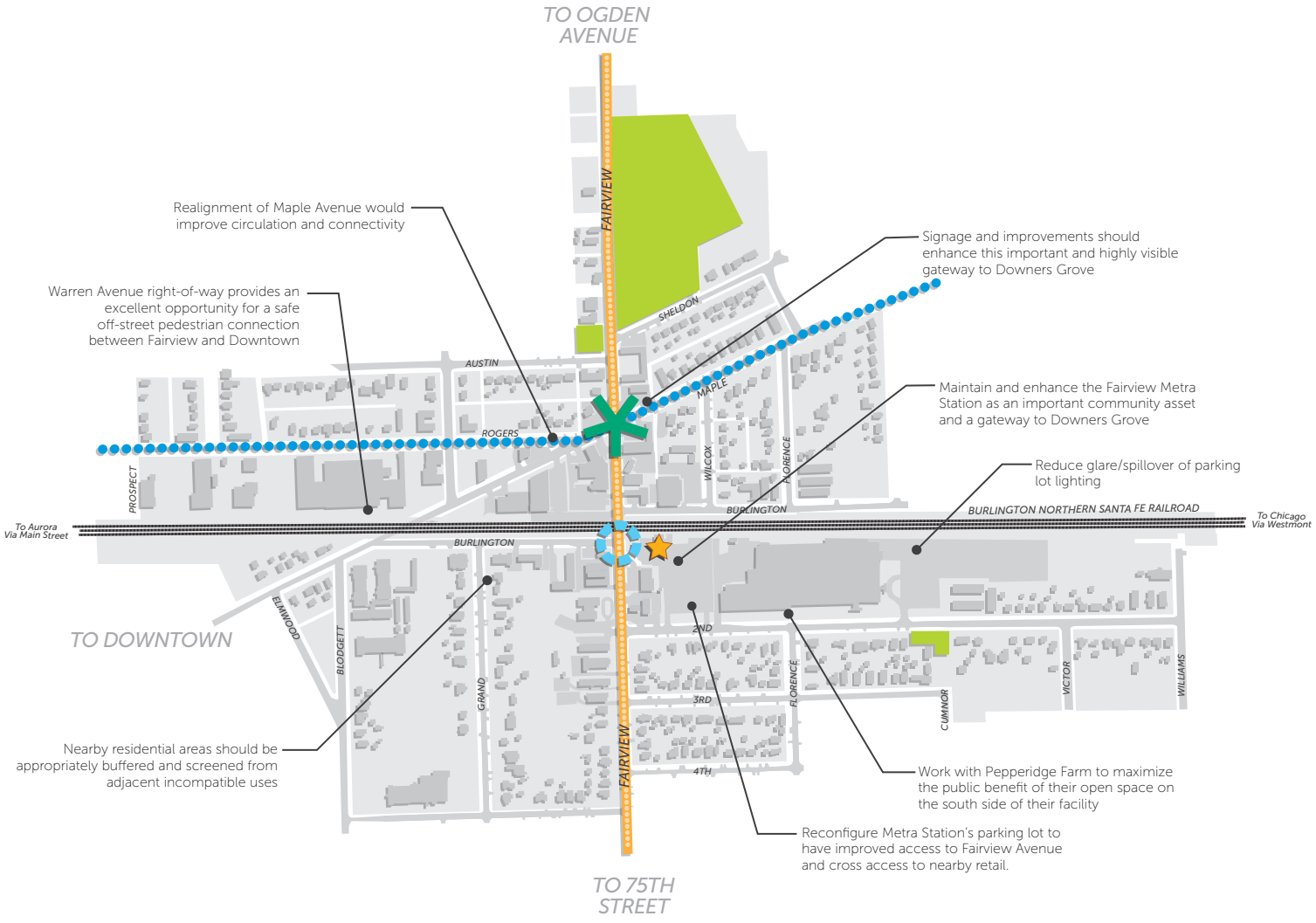
The existing land uses in the Fairview area are appropriate but development has occurred in a piecemeal fashion with little coordination between developments. Many buildings are dated and underperforming in terms of height, density, and site configuration, and fail to maximize their potential, particularly given their proximity to a commuter rail station.

Emphasis for this subarea plan will be on improving the form, function and appearance of this area consistent with the principles of transit-oriented development (TOD) to be more representative of the character and image of Downers Grove. The intended result is a distinct identity for the neighborhood and improved circulation. Mixed-use development that provides goods and services targeted towards commuters and nearby residents is intended to complement, not compete with, Downtown Downers Grove.




## Key Concepts

- Explore incentives and financing opportunities to fund necessary property and infrastructure improvements, and to facilitate potential parcel assembly to foster comprehensive redevelopment of key properties.
- Redevelopment should be oriented towards the street with parking areas in the rear of buildings.
- Identify opportunities for shared parking facilities to reduce the amount of land area dedicated to surface parking lots.
- Promote neighborhood commercial uses along Fairview Avenue to provide goods and services to commuters and nearby residents.
- Communicate with existing industrial users regarding future needs and potential desire to relocate.
- While industrial uses remain in the area, establish truck routes to minimize the impact on residential neighborhoods.
- Explore realigning Maple Avenue to improve connectivity and circulation in the Fairview area.
- Install/enhance gateway features such as signage and landscaping in recognition of this area's function as a major entry point into the Village from the east.
- The existing land uses are appropriate; however, the priority should be on updating and enhancing the built form of the area and better coordination through uses.
- Development regulations should encourage mixed-use, transit-oriented development that is appropriate in height.
- Visual and physical connections to Downtown should be enhanced through wayfinding signage and improved pedestrian and bicycle facilities.
- The creation of a streetscaping program along Fairview Avenue and Maple Avenue would unify the area through the creation of an identity, connect this area to Downtown, and provide enhanced pedestrian amenities for commuters.
- Buffer nearby residential areas from the impacts of commercial uses (such as noise, light and traffic) through the use of landscaping and screening.
- Connect nearby residential areas to shopping and services by enhancing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Dumpster enclosures and dumpster screening should be required and enforced consistently.
- Parking lot screening and interior landscaped islands with trees is required and should be enforced consistently.
- Consider conducting a traffic study for the area to improve the movement of vehicles within, and through this area, and to identify and address existing impacts and cut-through traffic in surrounding residential neighborhoods.




## Recommendations

- Village-Proposed Bike Route
- Gateway/Directory Signage
- Improved Pedestrian Crossing
- Park/Open Space
- Metra Station
- Right-of-Way Improvement

Key Focus Areas

# Fairview Catalyst Sites

## E1 Prospect & Warren

The industrial uses along Rogers Avenue present an opportunity to redevelop with more compatible uses and facilitate a better connection between Downtown and the Fairview area. These parcels would be most appropriate for low-intensity office uses but could also develop with mixed-use, single-family attached housing or multi-family housing. To avoid closing viable Village businesses, the Village should work with existing industrial owners to relocate to more appropriate areas in the Village such as the Ellsworth Industrial Park.

## E2 Maple & Rogers

The potential exists to realign Maple Avenue creating a development parcel appropriately sized for mixed-use, multi-family housing, single-family attached housing, or office development to achieve transit-oriented development near the Fairview Metra Station.

## E3 Maple & Fairview

This intersection is currently improved with auto-oriented uses characterized by surface parking lots in front with little or no landscaping and screening. A transit-oriented development in this area would hinge on the successful redevelopment of these parcels stretching south to the railroad tracks. New development should promote a mixed-use, compact form that is oriented towards Fairview Avenue, with parking for residents and customers in the rear.

## E4 Burlington & Fairview (Southwest Corner)

Historically, this area developed in a piecemeal fashion with little to no coordination. Multi-family uses are appropriate for this site; however redevelopment towards transit-oriented development would vastly improve the form, function, and appearance of this area.

## E5 2nd & Fairview (Northeast Corner)

The southeast corner of this intersection is currently improved with the Fairview Metra Station and convenience retail and a vacant service station. Redevelopment of this site should be neighborhood-scaled, offering goods and services aimed at commuters and nearby residents. This may include mixed-use development, convenience retail and services, and professional services such as doctor and dental offices. A master planned development for this site in conjunction with Catalyst Site E6 would allow for more development along Fairview Avenue by shifting commuter parking to the east, as necessary.

## E6 Pepperidge Farm Site

In the event the Pepperidge Farm facility desires to relocate, a contingency plan should be put into place for the future use of the site. Every effort should be made to retain this important asset in the Village of Downers Grove. Relocation of the facility to the Ellsworth Industrial Park (or similar industrial area) would allow the facility to modernize and grow and would alleviate land use conflicts in its current location.

Single-family attached housing on this site would provide a buffer between the railroad and single-family detached housing areas to the south. The eastern portion of this site tapers slightly and should be reserved for open space, stormwater facilities and/or utilities needed to support new development in the area.

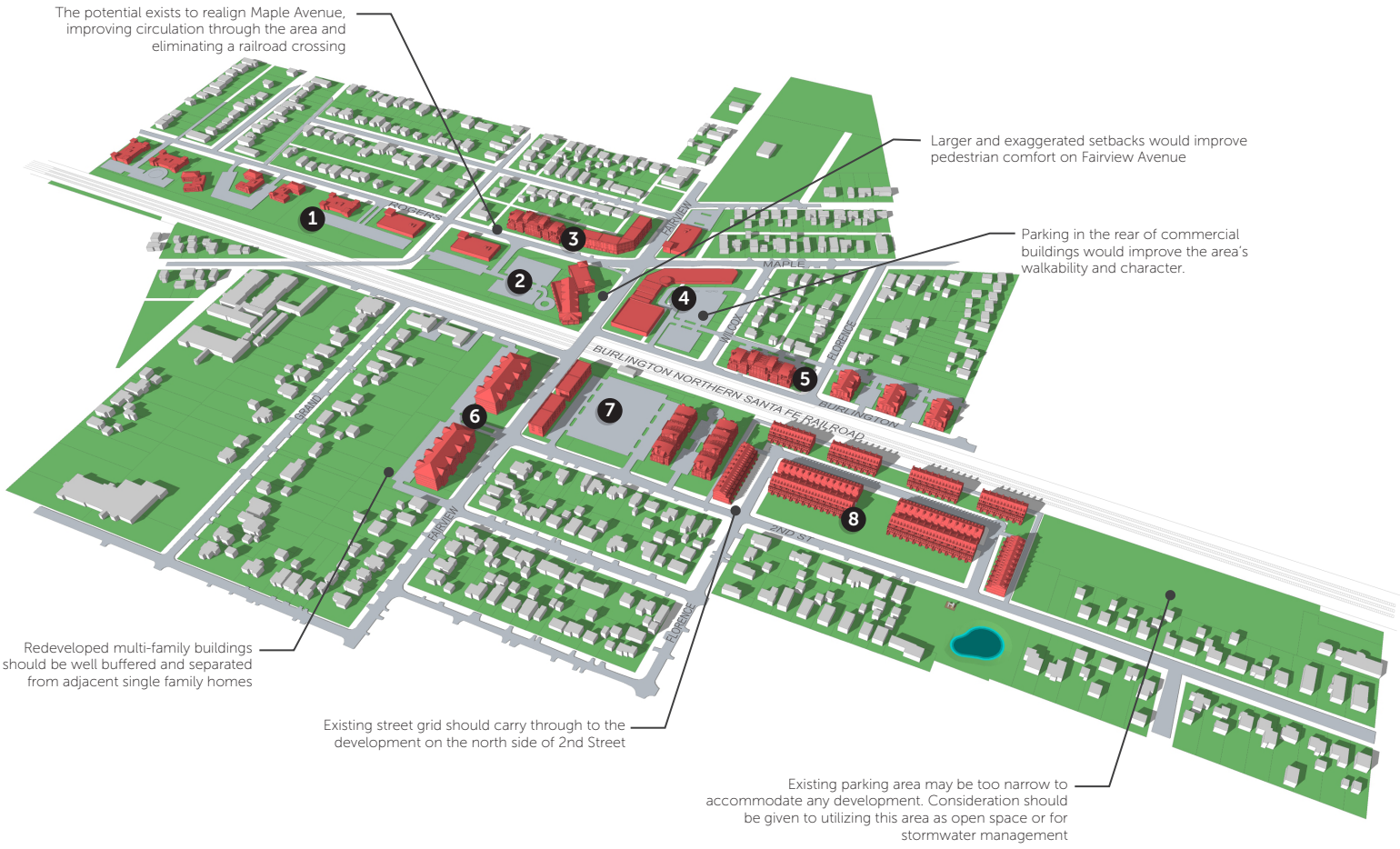



## Recommendations

Catalyst Redevelopment Opportunity

Key Focus Areas

# **Fairview** Redevelopment Concept




1. Redeveloped industrial sites into professional offices or multi-family residential which will be more compatible with nearby residential uses.
2. Neighborhood commercial center with a strong presence at Maple and Fairview.
3. Multi-family residential and neighborhood commercial uses.
4. A neighborhood commercial center with a strong street presence on Fairview with parking at the rear.
5. Multi-family residential uses separate single-family neighborhoods from the railroad.
6. Redeveloped multi-family buildings into more contemporary buildings in a more coordinated fashion.
7. Expanded Metra parking flanked by neighborhood commercial to the west and multi-family residential to the east.
8. Should the existing use vacate, this site would have strong potential for attached single-family rowhomes that could follow a sustainable development certification such as LEED ND.

## Identity & Placemaking

The recommendations included within this Key Focus Area Plan provide an opportunity to create a cohesive neighborhood with a distinct identity. Neighborhood commercial uses along Fairview Avenue are proposed to be surrounded by contemporary multi-family housing options (both standalone and as part of mixed-use developments). Improvements to circulation, land use, aesthetics, open space and gateways are proposed to create Downers Grove's newest neighborhood. Assisting with this effort, include appropriate applications of the principles of TOD and LEED for Neighborhood Development.

## TOD

Transit Oriented Development (TOD) is a type of development that prioritizes mass transit as a mode of transportation in its orientation and built form. TODs are typically compact, dense and located in close proximity to transit facilities.

Mixed-use development is emphasized and uses may include a mix of housing types, convenience retail (such as coffee shops, dry cleaners and shoe repair), and public spaces. A TOD is walkable, and clusters appropriate land uses within one-quarter to one-half mile of a transit stop or station.

## LEED ND

The Fairview area provides an opportunity for a demonstration project using LEED-ND (Neighborhood Development) criteria, the U.S. Green Building Council's metrics and rating system applicable to neighborhood-scale development. LEED-ND places emphasis on site selection, design and the construction elements of buildings and infrastructure.

Redevelopment within the Fairview area could employ techniques to create a self-sustaining, walkable town center unrivaled in the western suburbs. The presence of transit, the existing street network and the diversity of uses in this area all contribute to the possibility of such a project.

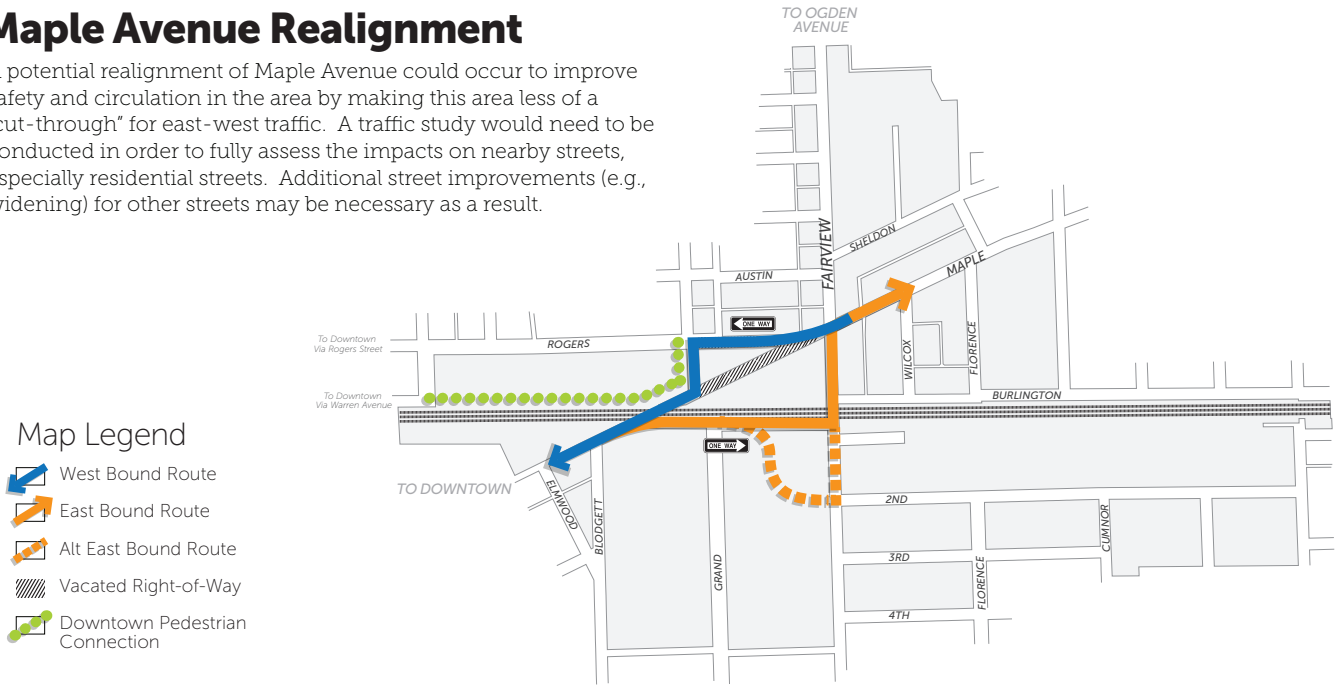
Achieving LEED-ND may increase the time and cost of a particular development project. The Village may encourage parcels to strive to adhere to the requirements of LEED-ND even if certification is not sought.

## Guiding Principles

- An emphasis on infill development
- Improvements to open space and stormwater facililties
- Buildings oriented towards the street (parking in the rear )
- Increased density and an emphasis on mixed-use within 1/4 mile of the station
- Shared parking facilities/minimize surface parking lots
- Continuation of the street grid
- Improved pedestrian and bicycle connections
- Avoid developing in floodplains and environmentally-sensitive land

## Maple Avenue Realignment

A potential realignment of Maple Avenue could occur to improve safety and circulation in the area by making this area less of a "cut-through" for east-west traffic. A traffic study would need to be conducted in order to fully assess the impacts on nearby streets, especially residential streets. Additional street improvements (e.g., widening) for other streets may be necessary as a result.



Key Focus Areas

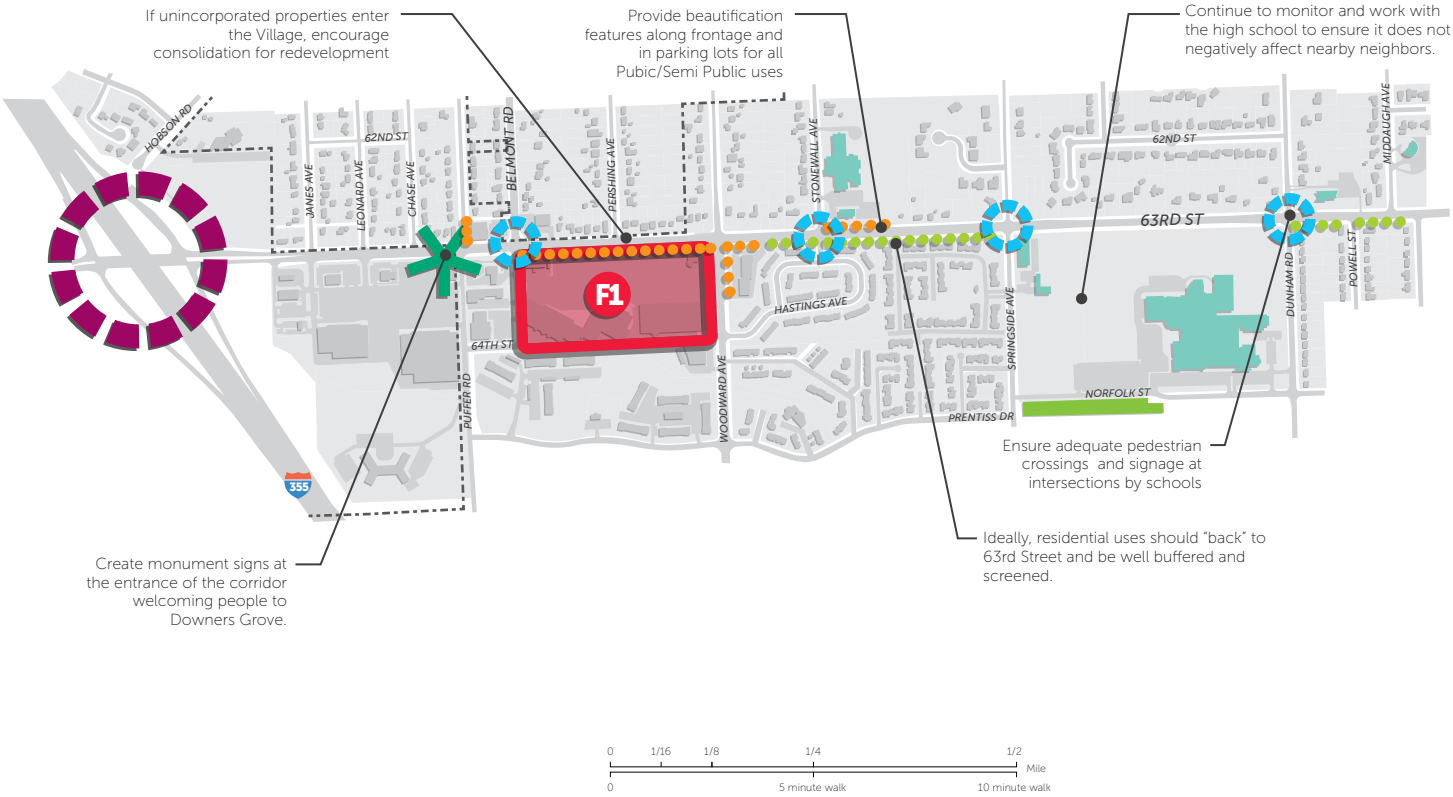
# 63rd Street

Stretching from the I-355 exit to Fairview Avenue, this is a key east-west corridor that is predominantly residential. The corridor has a three commercial nodes and key intersections throughout that are mostly neighborhood retail. Given its proximity to a number of prominent commercial corridors in the vicinity, the Village should seek to expand and improve upon the existing residential, and maintain the commercial nodes.

63rd Street lacks clear gateway features or signs at both ends of the corridor to welcome people into Downers Grove. A number of residential properties on 63rd street front onto the corridor and have signs of disinvestment and vacancy. Repositioning these properties would be a better fit for the corridor

## Key Concepts

- Promote the consolidation of smaller, disinvested residential properties and underutilized commercial spaces and redeveloping them into rowhouses within reason.
- Explore creating a TIF District to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate the redevelopment of the Meadowbrook shopping center on 63rd Street and Woodward Avenue.
- Install/enhance gateway features such as signage and landscaping at key intersections (63rd Street and Janes Avenue) to "announce" entry into the Downers Grove community.
- Beautify and/or enhance landscaping at major intersections on 63rd Street.
- Encourage commercial expansion at key intersections where existing commercial uses exist and where it is necessary to improving their vitality.
- Enhance access, visibility, and consolidate nearby parcels where appropriate.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Adequate screening should be constructed in areas where the rear or sides of residential buildings that front 63rd Street. This should be done along the length of the corridor.

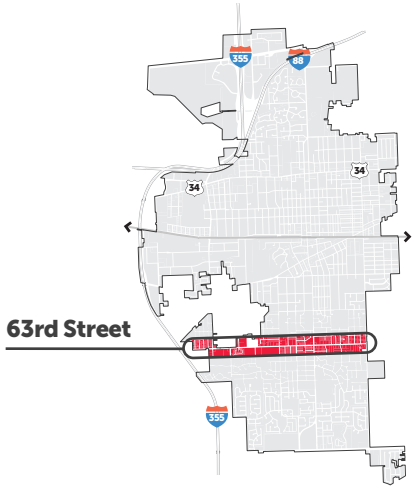


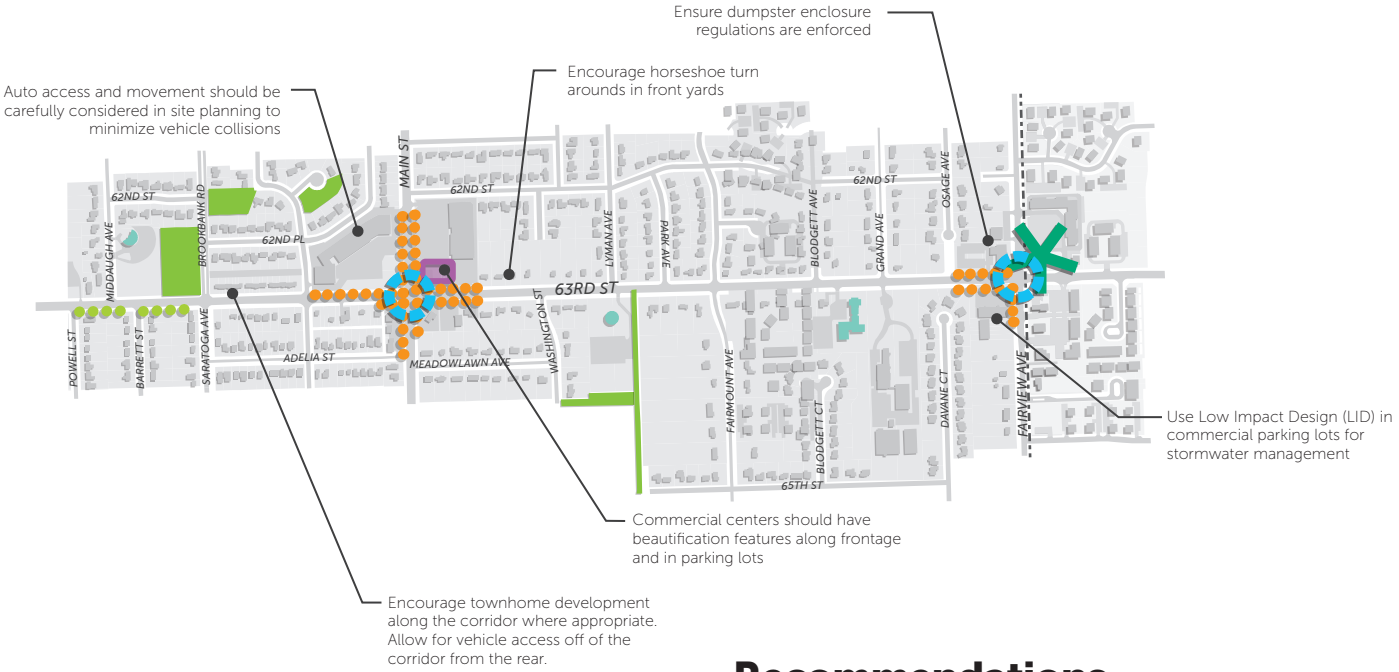
- Encourage and/or consider the construction of horseshoe driveways on residential properties to improve residential access onto 63rd Street.
- Promote and permit the construction of multi-family or single family attached at major nodes.
- Ensure parkways trees are preserved and enhanced for the entire length of the corridor.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials.
- The Village should be proactive in the reforestation and creation of the tree canopy along 63rd Street. This would include adding trees where gaps exist in the parkway.

# Catalyst Sites

## F1 Meadowbrook Shopping Center

Given changes in the commercial trade area for Downers Grove and the present quality of this site, the Meadowbrook Mall Shopping Center is the largest development opportunity on 63rd Street. This site could be redeveloped to include a mix of commerical and residential uses. The residential uses could take the form of apartments or townhouses. The distribution of commercial and residential uses should be designed in a manner that is compatible with surrounding land uses.




# Recommendations

- Screening
- Gateway/Directory Signage
- Landscaping/Site Beautification
- Interstate Interchange
- Improved Pedestrian Crossing
- Institutional/Public
- Park/Open Space
- Municipal Boundary
- Catalyst Site
- Model Site

Key Focus Areas

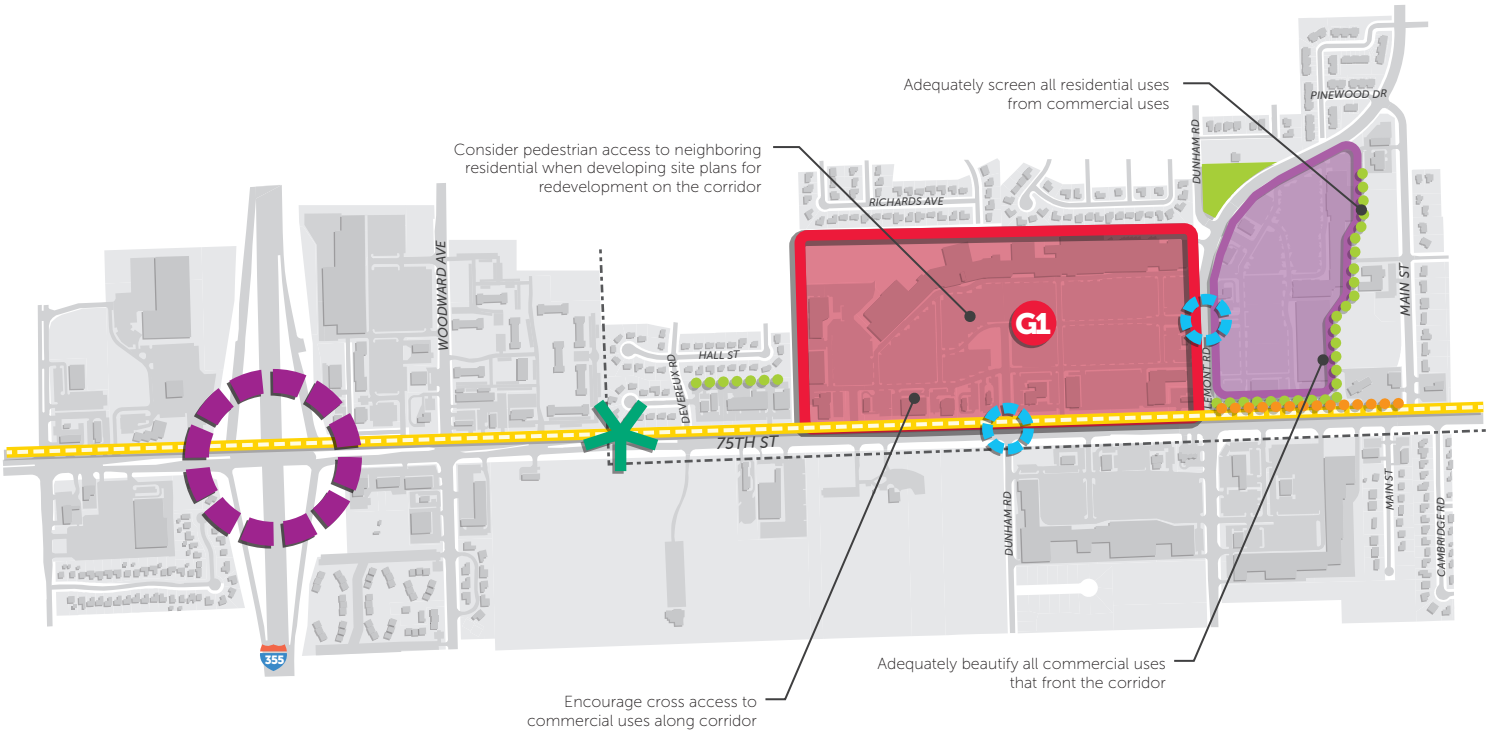
# 75th Street

The 75th Street subarea is generally comprised of commercial and residential uses with major commercial centers along the corridor. The 75th Street corridor runs from just east of Woodward Avenue to Fairview Avenue. Portions of the corridor that are in Downers Grove are on the north side of the corridor for most of 75th Street until Fairview Avenue where Downers Grove's land falls on the south side of the corridor. The 75th Street corridor is a major commercial center for Downers Grove, since it is centered on The Grove Strip Center and the Downers Park Plaza at Lemont Road and 75th Street.

The commercial centers on the corridor have existed for decades and vary in quality. Some have been updated in recent years while others have shown signs of deterioration. The largest shopping center on this corridor provides the best opportunity for redevelopment that could change the dynamics of 75th Street.

## Key Concepts

- Encourage and promote the redevelopment of The Grove Shopping Center into a life-style center in order to better compete with nearby retail destinations.
- Support and encourage the redevelopment into a life-style center or modernization of The Grove shopping center in order to better compete with nearby retail destinations.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Work with Darien to explore the implications of fully annexing the Knottingham subdivision into either community to provide more efficient government services.
- Provide adequate buffering and screening for commercial buildings that abut residential uses.



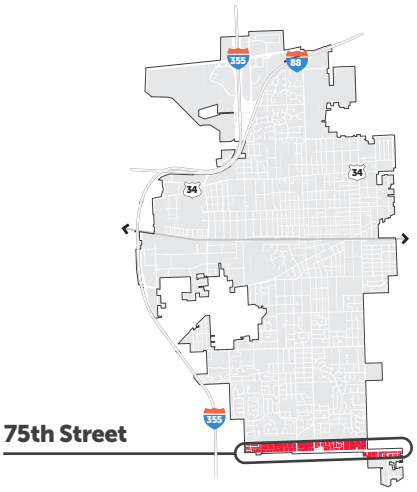


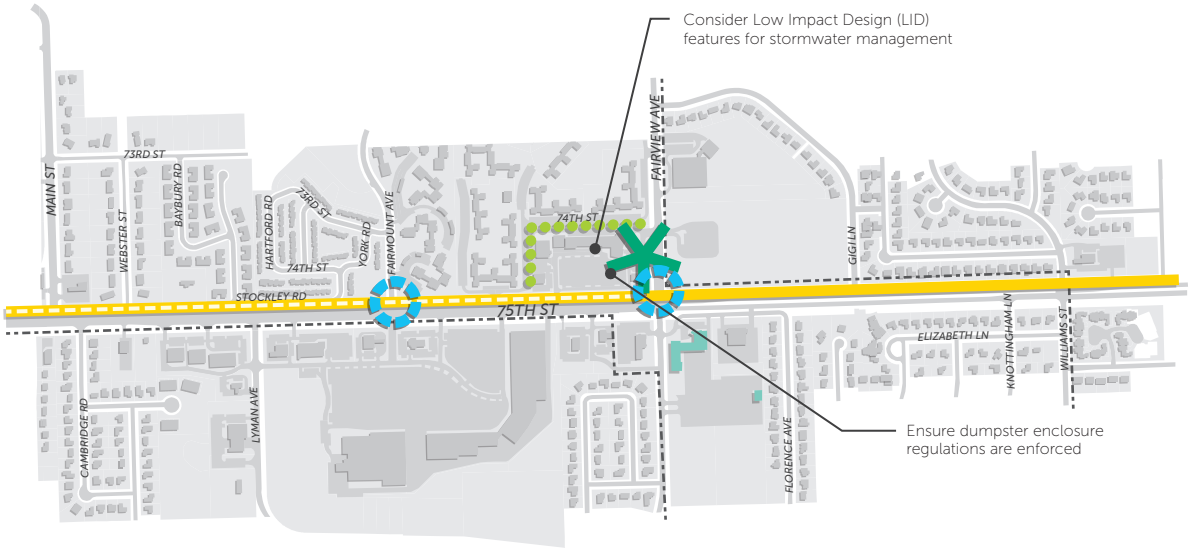

- Dumpster enclosures and dumpster screening are required and should be enforced consistently.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials.
- Explore creating a TIF District to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate comprehensive redevelopment.

# Catalyst Sites

## G1 The Grove Shopping Center

The Grove Shopping Center
This site has great redevelopment potential due to its size and location at a prominent intersection in Downers Grove. Given that there are notable large vacancies and an abundance of underutilized parking, the Village should explore redeveloping this site into a life-style center. This center could consist of retail, restaurants and residential in the form of apartments and townhomes. Retail, including big box retail, restaurants, and residential uses should be designed in a manner compatible with surrounding land uses. Any business types that are targeted should complement the Downers Park Plaza shopping center just east of the site. This could allow for additional tax revenue generation and could help this node be more competitive with other commercial centers nearby.




## Recommendations

- Screening
- Gateway/Directory Signage
- Landscaping/Site Beautification
- Interstate Interchange
- Improved Pedestrian Crossing
- Existing Trail
- Proposed Trail
- Institutional/Public
- Park/Open Space
- Municipal Boundary
- Catalyst Site
- Model Site

Key Focus Areas

# 63rd Street Redevelopment Concept



Key Focus Areas

# 75th Street Redevelopment Concept






# 10 Implementation

The Comprehensive Plan sets forth an agreed-upon "road map" for growth and development within the Village of Downers Grove over the next 15 to 20 years. It is the product of considerable effort on behalf of the Village Council, Plan Commission, Comprehensive Planning Ad Hoc Committee, Village staff, and the community at large.

This section highlights several steps that should be undertaken to initiate and sustain the plan implementation process. These include:

- Use the updated Comprehensive Plan on a day-to-day basis;
- Review and update the Zoning Ordinance and other development controls;
- Review and update the Community Investment Program (CIP);
- Annually, prepare a 5-year action plan to prioritize objectives for the future and list accomplishments of preceding years;
- Promote cooperation and participation among various agencies, organizations, community groups and individuals;
- Enhance public communication;
- Continue to engage the public using a variety of outreach tools including continued use of social media;
- Review the Comprehensive Plan every five years for potential updates; and,
- Explore possible funding sources and implementation techniques.



THE IMPLEMENTATION SECTION HIGHLIGHTS SEVERAL STEPS THAT SHOULD BE TAKEN TO INITIATE AND SUSTAIN THE PLAN IMPLEMENTATION PROCESS

## Use the Plan on a Day-to-Day Basis

The Comprehensive Plan is the official policy guide for improvement and development, and reflects a significant amount of public investment, both in time and money. The Plan should be used on a day-to-day basis by Village staff, officials, boards, and commissions to:

- Evaluate and shape policies and regulations;
- Work with partner agencies and service providers;
- Review and evaluate development proposals;
- Prioritize public expenditures; and
- Encourage private sector investment; and;
- Ensure new facilities, infrastructure and programming align with the Plan;

The Village should continue to make a digital version of this plan available on the Village website and in the Downers Grove Public Library. Likewise, the Plan and its relationship to private and public development projects should be explained to residents.




## Review of Zoning Ordinance

The Comprehensive Plan sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character, and intensity of future development. The Plan's policies and guidelines should inform the revision or drafting of zoning and development regulations to ensure consistency.

Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

After the adoption of the 2011 Comprehensive Plan, the Village undertook a comprehensive review and update to the Zoning Ordinance and Subdivision Ordinance to ensure that both ordinances were consistent with the Comprehensive Plan's policies and guidelines. It is essential that the Village's various development controls including zoning, subdivision, property maintenance, and other related codes, are reviewed and updated as necessary to reflect the updated Comprehensive Plan.

## Prepare an Action Agenda

The preparation of an Action Agenda will help structure implementation of the Comprehensive Plan in a manageable way and measure progress. The Comprehensive Plan is a long-range document with numerous recommendations. Simply put, implementation items (e.g. new policies, infrastructure investments, in conjunction with the CIP) should be prioritized and measureable. Village officials should evaluate all of the Plan's recommendations and annually prioritize execution based on community needs, ease of implementation, and current and projected resources.

An Action Plan should highlight the key activities to be undertaken each year (like a "checklist"), and might consist of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity;
- An indication of the public and private sector responsibilities for initiating and participating in each activity;
- A suggestion of the possible funding sources and assistance programs for implementing each project or activity; and
- Metrics for tracking the progress of each project or activity.



## Community Investment Program (CIP)

Long-term infrastructure needs should be mapped out, funded, and aligned with the Comprehensive Plan. The Village of Downers Grove 5-Year Capital Improvements Plan, funded through the Capital Improvements Fund, includes a variety of investments and planned projects, It establishes schedules and priorities for all public improvement projects within a five-year period.

The CIP is typically used to schedule the implementation of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing infrastructure, utilities, and Village facilities. The expansion or improvement of the existing Village Hall or Police Department facilities is also included in the Community Investment Program. As planned projects are completed and funding sources emerge, the Action Plan should be revised to include new projects, cost estimates, and priorities.

As financial resources in Downers Grove will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints.

## Cooperation

The Village of Downers Grove should assume the leadership role in implementing the updated Comprehensive Plan. This includes carrying out the administrative actions, the public improvement projects and a variety of programs available to local residents, businesses and property owners.

However, for the Comprehensive Plan to be successful, it must be based on a strong partnership among the Village, other public agencies, citizens, neighborhood groups and organizations, and the business community.

The Village should lead this collaborative effort to implement the Comprehensive Plan. The Village's partners should include:

- Other governmental and service districts such as: the school districts, public library, Park District, Forest Preserve District, Downers Grove Township, DuPage County, emergency service providers such as police and fire, private utility companies, the Illinois Department of Transportation (IDOT),
- Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,
- The Downers Grove community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.




## Public Communication

Implementing the recommendations of the Comprehensive Plan will require the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village.

The Village should prepare a brief summary of the updated Comprehensive Plan and distribute it widely throughout the community online, at the public library, and at Village Hall. It is important that all local residents, businesses, and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might consider a special newsletter, website features, and social media posts that focus on frequently-raised questions and concerns regarding planning and development or new Village projects.

The Village should continue to focus on integrating social media into a regular communications strategy when announcing different actions undertaken by the Village when implementing the plan.

## Regular Updates

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Village should regularly undertake a systematic review of the Plan every 5 years, and revise and update the Plan accordingly. The Village should also maintain a public list of potential amendments, issues, or needs. Ideally, this review should coincide with the preparation of the Village's budget and Community Investment Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.



# Implementation Funding & Incentives

The Comprehensive Plan includes a variety of policy and planning recommendations for land use and development, transportation, parks and open space, and community facilities. Many vary in terms of timeframe and cost. Some actions, such as regulatory amendments, administrative policies, or partnerships, can be executed immediately with minimal or no financial cost. Others, however, require funding that is not currently programmed or is beyond the capacity of the Village. This section identifies a series of sources for project funding available.

## General Funding Sources

The funding sources provided in this section can be utilized for a variety of programming, infrastructure and operational uses.

### Community Development Block Grant (CDBG) Program

The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of unique development needs. The CDBG program provides annual grants on a formula basis to general units of local governments and states. A grantee must develop and follow a detailed plan that provides for, and encourages citizen participation. This process emphasizes participation by persons of low- or moderate- income, particularly residents of low-income and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds.

### Tax Increment Financing (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and environmental remediation.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.



## Special Service Area (SSA)

A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object.

SSA funded projects can include such things as district marketing and advertising assistance, promotional activities and special events, streetscape and signage improvements, property maintenance services. SSA's can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

## Business Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.



- Enter into contracts with any public or private agency or person
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment. BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas, or in emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

## Community Development Corporation

Some communities use Special Service Areas or Tax Increment Financing to fund the start-up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independent chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire or redevelop property.

## Revolving Loan Fund

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses and is funded through the Illinois Department of Commerce and Community Affairs. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. This funding opportunity could be marketed to local entrepreneurs seeking to grow their businesses.




## Payment in Lieu of Taxes

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

## Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the Village.

## Foundation & Specialized Grants

The successful implementation of the Plan requires execution of projects that range in size and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs are considered are foundation grants. The Village should dedicate resources to monitoring and exploring foundation grants for potential funding opportunities.

## Federal Historic Preservation Tax Credits

The Federal Historic Preservation Tax credit program is administered by the National Park Service (NPS) and the Internal Revenue Service (IRS) in partnership with the State Historic Preservation Office (SHPOs). The amount of credit available under this program equals 20% of the qualifying expenses of a rehabilitation. Key criteria to obtain the credit include:

- The tax credit is only available for properties that will be used for a business or other income-producing purpose, and a "substantial" amount must be spent rehabilitating the historic building;
- The building needs to be certified as a historic structure by the National Park Service; and
- Rehabilitation work has to meet the Secretary of the Interior's Standards for Rehabilitation, as determined by the National Park Service.




## Transportation Funding Sources

### MAP-21

In July 2012, the "Moving Ahead for Progress in the 21st Century" (MAP-21) bill was signed into law. This two-year transportation reauthorization bill replaced the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), which expired in September 2009. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build a foundation for long-term prosperity.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the Village to make enhancements to local transportation infrastructure including roads, bridges, sidewalks, and trails.

### *Safe Routes to School (SRTS)*

The SRTS program provides funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school.

### *Illinois Transportation Enhancement Program (ITEP)*

The Illinois Department of Transportation administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

### *Congestion Mitigation & Air Quality (CMAQ) Improvement Program*

The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of CMAQ funds for the northeastern Illinois region. CMAP supports a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit diesel emissions, and to create promotional campaigns to enhance use of transit and bicycles.

### *Surface Transportation Program (STP)*

In the past, these funds have been allocated to coordinating regional councils to be used for roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project. STP funds have been used for a variety of project types including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signal improvements; and green infrastructure funding.




### *Recreational Trails Program (RTP)*

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

## Transit-Oriented Development Funding

The Regional Transportation Authority (RTA), in conjunction with the Regional Transit-Oriented Development Working Group, provides a comprehensive list of funding sources available for transit-oriented development (TOD). The list includes local, state, and federal resources, as well as private foundation grants. The Village should periodically review the RTA list of TOD funding sources to understand application deadlines and eligibility requirements.

## Parks & Open Space Funding Sources

### Illinois Department of Natural Resources & OSLAD

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restriction on the number of local governments that can be funded for a given location. IDNR Grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.



The OSLAD program awards up to 50% of project costs up to a maximum of $750,000 for acquisition and $400,000 for development/renovation of such recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

## Land & Water Conservation Fund

The Land and Water Conservation Fund (LWCF) was created by Congress in 1965 to assist eligible governmental units in the provision of new park areas. The LWCF is a matching assistance program that provides grants for 50% of the cost for the acquisition and/or development of outdoor recreation sites and facilities. The sponsor must have the local matching 50% of the project cost available prior to the application. The Land and Water Conservation Fund applicants may request amounts ranging from a minimum of $10,000 up to a maximum of $200,000.

Examples of types of projects include:

- Acquiring park or natural area;
- Picnic areas;
- Sports and playfields, such as playgrounds, ballfields, court facilities and golf courses;
- Water oriented facilities for boating, swimming, and access to lakes, rivers, and streams;
- Natural areas and interpretive facilities;
- Campgrounds;
- Fishing and hunting areas;
- Winter sports facilities;
- Amphitheaters and bandstands;
- Parks adjacent to schools for mutual use;
- Outdoor natural habitat zoo facilities; and
- Roads, restrooms, utilities, park maintenance buildings; and nature centers.



# Goals & Objectives

The Village of Downers Grove's Comprehensive Plan looks forward over the next 15-20 years and expresses what the Village desires to become in the future. This section presents the relevant goals and objectives derived from the TCD3 public input effort. The goals and objectives form the framework for consideration by the Comprehensive Plan Committee and its recommendations. The input was gathered largely in 2009 by TCD3.

**Goals** describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

**Objectives** describe more specific actions that should be undertaken by the Village to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Goals and Objectives have been established for:

- Residential Areas;
- Commercial and Office Areas;
- Industrial Areas;
- Transportation and Circulation;
- Infrastructure and Development;
- Community Facilities;
- Parks, Open Space and Environmental Features;
- Image and Identity;
- Economic Development; and,
- Village Services and Administration.






# Residential Areas

## Goal

Maintain the Village's image and desirability as a great place to live by preserving and enhancing the quality, character, safety and appeal of residential neighborhoods, developments and subdivisions, and providing diversity in its housing stock and unit types.

### Objectives

- Promote residential development and redevelopment of a variety of housing and dwelling unit types and densities in accordance with the Land Use Plan, and ensure the Zoning Ordinance and other regulatory tools are updated appropriately.
- Accommodate residential renovation and redevelopment through a consistent, expedient and thorough permitting process.
- Consistently administer and enforce residential development regulations, including compliance with setbacks, maximum height, parkway tree preservation, stormwater, bulk, density and other development regulations.
- Consistently administer and enforce residential construction regulations, including construction hours, fencing, trash and debris, parking, and other construction related activities that can impact nearby properties.
- Consider the development of a guide or tool to ensure that new residential construction (including infill and teardown construction) and additions are of an appropriate scale and character.
- Continue to inventory and enhance regulatory protections for the Village's notable historic homes including its collection of Sears homes.
- Examine alternative solutions to sidewalk construction in certain challenging areas of the Village.
- Improve public outreach and input programs for capital and infrastructure improvement projects.
- Explore the creation of a property maintenance program to assist residents, particularly seniors, with affordable lawn cutting and snow removal services.



- Preserve sound existing housing through regular, active code enforcement and preventative maintenance programs.
- Work with home owners associations and property management companies to enforce property maintenance requirements in private residential developments, particularly with regard to vacant units.
- Prevent the encroachment of incompatible development on residential areas through implementation of the Land Use Plan and buffering, screening, and separation requirements where necessary and provide areas of transitioning density and intensity of use between residential and commercial land uses where appropriate.
- Strictly enforce buffering, landscaping, screening and lighting requirements of adjacent commercial areas to minimize the negative impacts of commercial development on residential uses.
- Discourage "cut through" commercial traffic in residential areas through signage, enforcement, traffic calming and other measures particularly at the time of reconstruction.
- Promote the economic importance, and support the provision of, a variety of housing types and choices within the Village including single family, multi-family, senior housing and others including both owner-occupied and rental properties.
- Encourage the replacement and preservation of parkway trees as an important component of the Village's tree canopy.



# Commercial & Office Areas

## Goal 1

Develop aesthetically pleasing and functionally well-designed retail and commercial shopping areas that are market supportable, maintain a diversified tax base, and serve the needs of the Village's residents and in some areas, a larger regional market.

### Objectives

- Maintain a range of retail and service commercial activities throughout the Village.
- Define and designate more specific functional roles for the various commercial areas within the Village distinguished by local-, community-, and regional-serving developments.
- Ensure that new commercial development and redevelopment is designed in scale with, and complementary to, existing adjacent development.
- Ensure that all new and improved commercial development, and encourage existing commercial development are effectively screened and buffered from adjacent residential uses.
- Support and encourage all retail, office, and service commercial activities to be organized by use and concentrated within or near areas of complementary uses.
- Recognize, support, and encourage the catalytic role of new campuses and buildings of higher education in appropriate locations within the Village.
- Recognize, support and encourage the catalytic role of medical services in appropriate locations within the Village.
- Where applicable, require the design of new commercial developments to incorporate public amenities such as parks, plazas, arcades and connections to existing or proposed trails.
- New or expanded parking structures should be designed to complement the architecture and urban form of the surrounding area.
- Establish a program to assist businesses and property owners with façade improvements, landscaping, parking improvements, and modernization of aging structures and facilities.
- Continue to utilize and consider additional incentives such as sales tax rebates, TIF, SSA, and business district funds to initiate redevelopment of key opportunity sites.
- Initiate programs to incentivize the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to facades, signage, streetscaping, landscaping, and parking areas.
- Implement a more systematic and proactive property maintenance and code enforcement process in commercial areas of the Village.
- Conduct a comprehensive review of commercial uses in the zoning ordinance to ensure they are up-to-date and serving the Village well.



## Goal 2

Enhance the economic viability, productivity, appearance and function of the Village's commercial corridors, including Butterfield Road, Ogden Avenue, 63rd Street and 75th Street.

### Objectives

- Promote a healthy and mutually reinforcing mix of commercial, retail, and service uses along key corridors within the Village including Butterfield Road, Ogden Avenue, 63rd Street, and 75th Street.
- Establish design and improvement standards for commercial areas to guide the scale, appearance, orientation, and overall character of new development.
- Encourage appropriate signage along corridors to ensure safe traffic movements into, out of, and through commercial areas.
- Encourage corporate campuses and office development to take advantage of their location along I-88 and I-355 by orienting attractive facades and corporate identification signage toward the highway.
- Maximize the exposure and capitalize on the access to I-88 and I-355 by clustering uses and businesses that benefit from, and cater to, a larger regional market and employment base near interchanges and promoting and encouraging better signage and appearances on facades fronting the interstates.
- Encourage office campusus to offer office spaces that are adaptable to market trends.



- Promote the relocation of incompatible uses, and uses in conflict with the community's vision for its key commercial corridors, to more appropriate areas within or outside of the Village of Downers Grove. This should occur on a case by case basis based on land use, regulatory issues and the respective needs of the particular business.
- Utilize a commercial "node" approach by locating commercial uses along Ogden Avenue, 63rd Street, and 75th Street at or near key intersections, rather than treating the entire length of the corridor as appropriate for commercial development.
- Develop and install a streetscape program consisting of elements that strengthen the unified theme of the commercial areas such as benches, bus shelters, trash cans, streetlights, way finding signage and other amenities.
- Work cooperatively with IDOT to facilitate desired improvements within their right-of-way including improved landscaping, lighting, and gateway signage consistent with the Key Focus Area Plans.
- Identify underperforming and underutilized parcels and sites and work with property owners and developers to promote their redevelopment encouraging parcel assembly where appropriate.
- Promote the redevelopment of the Meadowbrook Mall and other outdated shopping centers.
- Promote coordinated and shared vehicle access to commercial properties along the Village's commercial corridors and remove redundant and unnecessary curb cuts to improve traffic flow and vehicular and pedestrian safety.
- Encourage shared parking programs and policies in commercial areas wherever possible.




## Goal 3

Continue to revitalize Downtown as the symbolic "heart" of the community and enhance its role as the Village's primary mixed-use pedestrian environment.

### Objectives

- Continue to revitalize Downtown with a mixture of uses including commercial, office, restaurant, and residential.
- Follow Transit-Oriented Development (TOD) principles (embodied by a pedestrian orientation, incorporation of density and a focus on the transit infrastructure) when considering new development and improvements in the Downtown.
- Maintain Downtown as pedestrian-oriented area and a walkable shopping area that is unlike any other commercial area in the community.
- Promote new infill development in the Downtown area and encourage the consolidation of smaller development parcels where possible to foster larger, more coordinated commercial development opportunities.
- Building on the Downtown Pattern Book, establish Design & Development Guidelines to better guide redevelopment in Downtown.
- Establish a regulatory framework, such as form-based codes, to work in conjunction with the Design and Development Guidelines to foster a desired and predictable built form in the Downtown.
- Zoning for the Downtown should be analyzed and amended if necessary to adequately accommodate appropriate new development and establish the desirable physical form of the Downtown.
- Ensure parking adequately supports businesses by conducting a circulation and parking needs assessment for Downtown and develop a plan for the continued provision of adequate parking in Downtown.
- Require development and redevelopment projects within the Downtown to provide detailed parking and traffic studies which plan for current and future parking demand, access and circulation.
- Promote and encourage shared parking arrangements and facilities wherever feasible to minimize the land area within Downtown dedicated to parking.
- Require Downtown development to be compatible with the scale and uses of the surrounding area and minimize and mitigate any negative impacts on adjacent land uses.
- Conduct a Downtown traffic study in order to assess issues and identify a solution for improving traffic flow.




# Industrial Areas

## Goal

Continue to support a diversified light industrial/business park/commercial service economic base that provides employment opportunities within the community.

### Objectives

- Establish and maintain regular lines of communication with industrial property owners and businesses.
- Promote and encourage the improvement and rehabilitation of older industrial buildings and areas which are, or are becoming, functionally obsolete or undesirable including improvements to loading docks, access, building facades, signage, streetscaping, landscaping, and parking areas to accommodate more appropriate and market viable uses.
- Encourage the use of green technology and best management practices (BMPs) in the development and redevelopment of industrial uses and market the Village's industrial areas as centers of green technology and light industrial.
- Reclassify and rezone manufacturing areas which are functionally obsolete where there is: incompatible proximity to residential land uses, small lot sizes, or challenging lot configurations. Industrial properties between Warren Avenue and the BNSF railroad tracks and Rogers Street and the BNSF railroad tracks are examples of areas exhibiting these characteristics.
- Identify industrial properties that may be potential brownfield sites in order to assess the need for clean-up and remediation and seek funding as appropriate.
- Prevent the encroachment of incompatible development into industrial areas and utilize appropriate setbacks, screening, buffering, and site design to mitigate the impacts of industrial uses on adjacent areas.
- Ensure that all uses are effectively screened from adjacent properties and public rights-of-way, through the use of landscaping, fencing, or a combination of the two.
- Reserve Ellsworth Industrial Park exclusively for light industrial, research and development and business park uses, prohibiting the infiltration of institutional, membership, athletic, or commercial uses.
- Install directory signage at entrances to Ellsworth Industrial Park to direct traffic within the industrial area to promote the businesses to residents and motorists.
- Improve the public utilities and road infrastructure within Ellsworth Industrial Park to accommodate the state-of-the-art technological needs of the businesses and the physical and circulation needs of the truck traffic moving in and throughout the area.



# Transportation & Circulation

## Goal 1

Improve the safety, function and efficiency of vehicular movement and parking facilities within the Village.

### Objectives

- Install and maintain "intelligent" traffic signals and systems along key corridors and routes to facilitate the efficient movement of vehicles within and through the Village and minimize the impact of peak traffic flows.
- Conduct a review of the existing one-way street configuration in Downtown and alter traffic patterns in areas where one-way streets do not have a positive impact on traffic flow and pedestrian safety.
- Protect and improve the function of the street network through controlled access, land-use decisions, and street/intersection design improvements.
- Ensure adequate resources are made available for the maintenance of Village streets and public rights-of-way.
- Work closely with existing business owners to consolidate curb cuts by providing cross access between and shared access into businesses wherever possible.
- Eliminate unnecessary, redundant, obsolete and dangerous curb cuts throughout all commercial areas to improve the safety and efficiency of vehicular movement.
- Continue to support and work with other relevant agencies to ensure the completion of the Belmont underpass project.
- Evaluate methods to achieve improved north-south traffic flow across the downtown train tracks, whether by a new grade separation or by locating a new train station platform to the east near the current village hall to eliminate the need for barriers while commuter trains load and unload passengers.
- Provide priority parking spaces for no- and low-emissions vehicles in all public parking facilities and encourage the provision of similar spaces in private parking facilities.
- If validated through a parking needs assessment and separate feasibility and engineering analysis, expand public parking facilities in Downtown Downers Grove.
- Establish a wayfinding signage system that directs motorists to key retail, office, industrial, and community facility destinations.
- Encourage the maintenance and preservation of parkway trees as an important component of the Village's tree canopy.
- Consider traffic calming and other measures to improve traffic flow in tandem with surface reconstruction projects.
- Work with relevant agencies and officials to ensure completion of a westbound exit from I-88 at Highland Avenue.



## Goal 2

Provide a coordinated transportation network for pedestrians and bicyclists in order to connect them to employment, shopping and recreational areas.

### Objectives

- Where appropriate, encourage new development/redevelopment to include connections and amenities for pedestrians, bicyclists and commuters.
- Improve pedestrian and bicycle circulation and safety throughout the Village with an emphasis on safer and more convenient routes for non-motorized traffic.
- Expand the Village's network of trails and sidewalks to provide better connections between the Village's residential neighborhoods, parks, schools, Downtown, and other commercial areas. This should be undertaken with consideration of the privacy of adjoining residences.
- Conduct an analysis of potentially dangerous pedestrian crosswalks in Downtown and along other heavily trafficked roads including 63rd Street, 75th Street, Belmont Road, Main Street, and Ogden Avenue and other heavily trafficked roads and improve them, where feasible, with additional lighting, signalization, bollards, bulb outs and/or curb extensions.
- Identify key pedestrian routes and budget for streetlight replacement along those routes to include pedestrian-scaled lighting amenities and identify areas throughout the Village needing enhanced lighting for pedestrian safety.
- Budget for on-going maintenance and repair of sidewalks as part of the Village's Community Investment Program (CIP) including the consideration of a cost-sharing program with private property owners.



- Maintain and expand the sidewalk network throughout the Village's commercial districts and corridors ensuring sidewalks are located along both sides of all streets within these areas and ensure they connect to businesses and other destinations.
- Implement the recommendations of the Village's bicycle plan to continue to expand the Village's bike path system, and work towards a complete trail system that connects to the larger regional trail system. This should be undertaken with consideration of the privacy of adjoining residences.
- Conduct and implement an on-street bike lane feasibility analysis and plan.
- Promote bicycle safety.

## Goal 3

Ensure that high-quality public transit remains a vital part of Downers Grove's transportation network.

### Objectives

- Ensure that levels of public transit service are maintained and enhanced throughout the Village, including the continued operation of the schedules of all three of the Metra Station within the Village.
- Work with area employers and businesses to promote and implement traffic demand management and reduction techniques including the use of public transit, carpooling, walking and bicycling.
- Promote Pace's Vanpool Incentive Program (VIP) including traditional vanpooling, employer shuttles and Metra feeders as an economical, convenient and environmentally-friendly alternative to driving.
- Inventory and assess the condition and location of all Pace Bus shelters in the Village to ensure schedules are adequately posted, that the shelters are in good condition, and that they are connected to the Village's sidewalk system, community facilities, employment centers and other key destinations.
- Work with transit providers to improve service routes and encourage increased use of transit throughout the Village including improved service within the Village's residential areas.




# Infrastructure and Development

## Goal

Maintain high-quality, green and efficient infrastructure systems and networks through regular investment and maintenance to meet the changing needs of the Village today and in the future.

## Objectives

- Continue to budget for and implement the improvement, expansion and maintenance of the community's infrastructure including roadways, stormwater drainage system, water production and distribution infrastructure, and sewer collection and treatment infrastructure.
- Conduct a Village-wide pavement study and sidewalk condition analysis to identify roads in need of repair.
- Continue the Village's sidewalk repair program based on evaluations of concrete deterioration and trip hazards.
- Pursue alternative sources of funding such as grants to facilitate 'green' improvements to public areas.
- Promote the coordination of infrastructure and utility projects with other agencies to reduce Village costs through economies of scale.
- Investigate options for implementing Best Management Practices (BMPs) throughout the Village to address flooding issues.
- Promote the use of sustainable design and development practices for new development throughout the Village.
- Continue updating the Village's Subdivision Control Ordinance to match current urban design and stormwater practices.




- Promote the adaptation of sustainable technologies and application of sustainable management practices to existing development throughout the Village.
- Encourage new development to utilize "green technology" such as green rooftops, solar energy, and green paver parking lots to reduce stormwater runoff.
- Continue to seek grants, loans and other sources of intergovernmental funding to assist with capital improvements and projects to minimize the financial impact on the Village.
- Work with environmental advocacy groups to educate the public on the benefits of incorporating the use of green/Best Management Practices (BMPs) in the management of residential properties.
- Evaluate pedestrian mobility and amenities in new development to ensure that pedestrian movements are accommodated in new projects
- Plan and budget for beautification elements to be incorporated into planned infrastructure improvements such as landscaped parking lots, planted medians, landscaped sidewalks, and street trees.
- Consider incorporating the use of solar powered street lights, wind power, and other green technologies into future roadway improvements and street lighting replacement.
- Consider the use of pervious paving materials in public parking lots and encourage private developers to use this and other run-off reducing technologies.



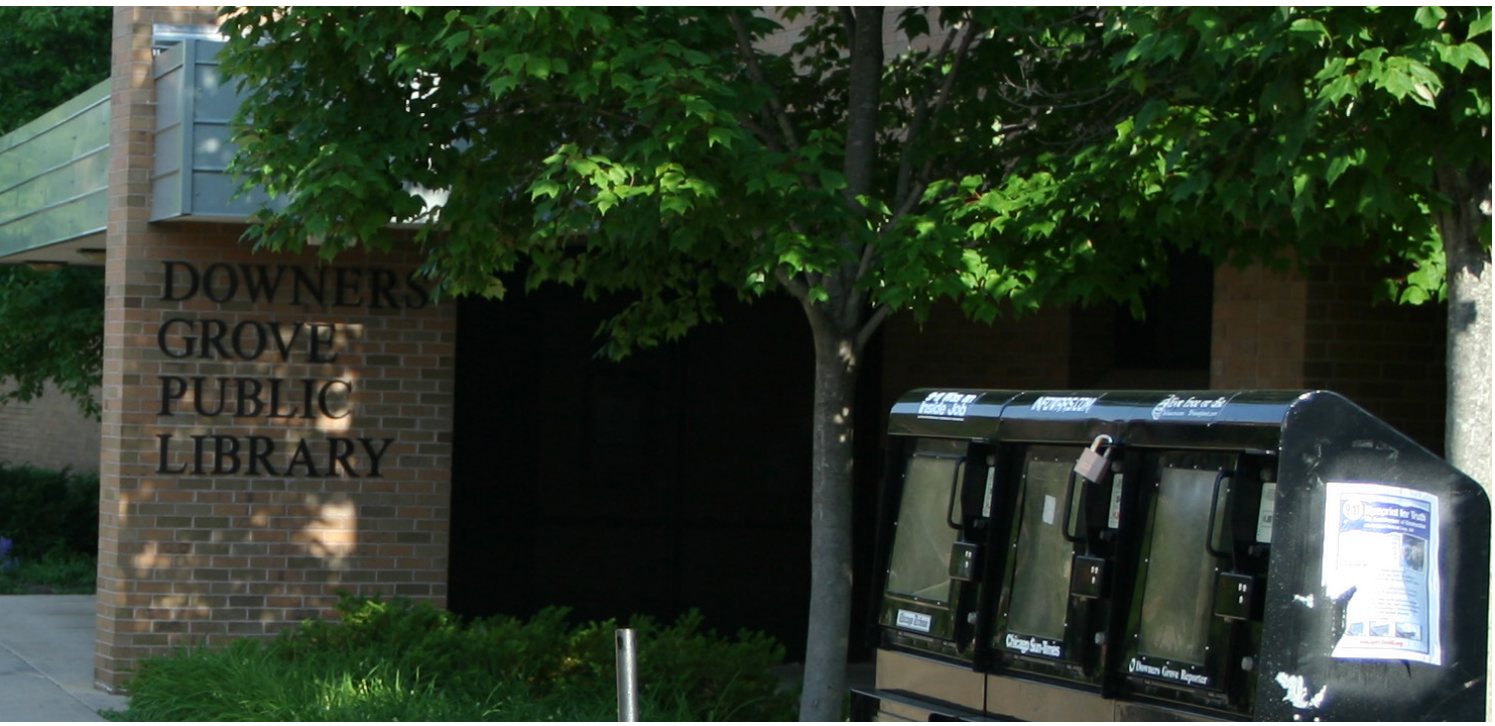
# Community Facilities

## Goal

Ensure the provision of high-quality public facilities, including municipal and educational facilities, for all residents of the Village of Downers Grove.

## Objectives

- Work with the school districts to review the existing parking facilities, buildings, drop-off/pick-up areas, and bus parking, including ingress and egress to ensure they are adequate and if not, identify opportunities for improvement.
- Work with the school districts to ensure proper buffering surrounding school facilities and safe and adequate access to school sites.
- Ensure the Village continues to benefit from an adequate level of fire and police protection throughout the Village.
- Enhance the physical relationship between school facilities and surrounding neighborhoods.
- Continue to support the operation of other important community service providers, including Midwestern University, Good Samaritan Hospital, and others and maintain positive and mutually beneficial relationships with each organization.
- Work with others to seek appropriate locations for specialized facilities and services for senior citizens, youth and disadvantaged populations. Work with other public agencies to maintain adequate and appropriate sites and facilities for the provision of public services.




- Work with the U.S. Post Office to relocate the operations and truck traffic to a more appropriate site in the Village outside of Downtown.
- Continue to conduct a comprehensive life cycle assessment for Village buildings, equipment, vehicles, facilities, and properties and develop/revise a multi-year maintenance plan and on-going maintenance program.
- Identify funding sources such as grants to pay for the construction of new Village facilities.
- Consider pursuing LEED, or similar, certification for new or renovated Village facilities.
- Increase efforts to identify alternative sources of funds such as grants to fund a wide range of public projects including, but not limited to village facilities, parks and recreation enhancements, transportation improvements, economic development related projects, and social services.
- Using various design and signage tools, reinforce community landmarks such as Village Hall, the Public Library, 1846 Blodgett House, Pierce Downer's Burial Place, Downers Grove Historical Society, schools, religious institutions, and parks as important focal points and resources for the community.




# Parks, Open Space & Environmental Features

## Goal 1

Work with the Downers Grove Park District to continue to provide opportunities for passive and active recreation through high-quality facilities and programming.

### Objectives

- Work cooperatively with the Park District and other interested agencies and stakeholders to create a Trails Master Plan that incorporates the trail plan recommendations of the Village, Park District, regional agencies and pertinent input from the community.
- Work with the Park District to market and promote the Village's trail system including the posting on-line of the existing and proposed trail system.
- Assist the Park District in identifying grants and securing alternative funding for parks, open space, trail segments, trail connections, and other recreation amenities for the community.
- Work with the Park District to identify potential park site locations in areas of the community determined to be underserved by existing facilities.
- Continue to work with the Park District to address the Village's stormwater issues.
- Should it be determined that there is demand and/or desire for a community pool, work cooperatively with the Park District to consider the traffic and other externalities the facility may generate.

## Goal 2

Protect and promote the Village's unique environmental assets and promote the importance of environmental issues and sustainable practices to residents and businesses.

### Objectives

- Provide opportunities for increased public participation in decision-making, promotion and protection of the Village's unique environmental assets.
- With the Park District, continue to link parks and open space with the multi-use trail system.
- Ensure adequate resources for the maintenance of Village-owned environmentally-sensitive lands.




- With the Park District, create a Public Areas Beautification Plan for the Village which should include recommendations for enhancing and expanding green space and creating new green space and community gateways.
- With the Park District, install environmental education and interpretive signage throughout the community in locations with natural areas and important environmental assets.
- Consider local ordinances and regulations to preserve and protect trees and other environmental features throughout the Village and its neighborhoods.
- Establish zoning regulations to protect floodplains, Localized Poor Drainage Areas, wetlands and other sensitive environmental features.
- Continue to actively monitor the outbreak of invasive species that threaten the Village's trees and environmental features and take proactive measures to protect these important community amenities including planting and promoting a diverse array of tree and plant species.
- Support measures to prevent the formation of algae and other pest- and insect-breeding environments within detention ponds.
- Continue to prohibit burning of leaves and other debris.



# Image & Identity

## Goal

Maintain a positive image and identity for the Village that is distinct and reflective of its unique character and assets to distinguish Downers Grove from other nearby communities.

### Objectives

- Encourage compatible and high-quality design and construction for all development/redevelopment with an emphasis on site design, building orientation, architecture, building materials and site improvements.
- Provide for consistent and high-quality maintenance of all local streets, parkways, sidewalks, water towers and other visible municipal infrastructure.
- Install streetscape elements that strengthen the unified theme of the community such as benches, bus shelters, trash cans, streetlights, way finding signage and other amenities.
- Create gateway features consisting of signage, walls, sculptures, pylons, fountains, lighting, monuments, and/or landscaping at key locations within the community to announce entry into Downers Grove and to distinguish the Village from adjacent municipalities.
- Encourage subdivision and business park monument signs to include the Village of Downers Grove's name and/or logo to promote the Village's identity.
- Review existing and install new wayfinding signage to direct vehicles to key community destinations.
- Review and update the Village's landscape ordinance to ensure new development includes sufficient landscaping.



- Develop and implement landscaping and tree planting and maintenance programs that beautify the residential and commercial areas of the Village.
- Develop a program to bury and/or relocate overhead utility lines along key commercial areas, including Downtown, Ogden Avenue, 63rd Street, and 75th Street.
- Implement a program to screen fixed utility locations, such as lift stations, pump houses, transformer sites, antennas, telephone switches, etc.
- Review and update signage ordinances being flexible to the desire and necessity of business identification but mindful of its potential to block views, create visual clutter and detract from the appearance of the Village and its commercial areas.
- Strictly enforce landscaping, screening and signage requirements including amortization regulations of non-conforming signs.
- Review development controls to ensure that they require appropriate screening of public utilities, dumpsters, rooftop equipment, etc.
- Develop a marketing campaign to promote the advantages and benefits of living, working, visiting, or doing business in the Village.
- Improve communication with residents in an effort to increase awareness of, and participation in, programs, services and events within the Village.
- Improve and maintain relationships with the press and other media.




# Economic Development

## Goal 1

Prioritize improvements to existing areas and developments including adaptive reuse and redevelopment.

### Objectives

- Continue to use TIF as a means of fostering redevelopment along Ogden Avenue and Downtown, and explore the use of TIF and other development incentives for site-specific redevelopment in other parts of the Village.
- Promote the use of tax credit incentives and other grant programs to fund renovation and expansion.
- Identify resources for the maintenance of the Village's physical facilities including buildings, properties, and infrastructure.
- Identify additional small business assistance programs to stabilize and improve conditions for existing businesses.
- Renovate or redevelop aging shopping centers and commercial areas in order to maximize their contribution to the Village's tax base.
- Enhance the appearance of commercial districts to attract businesses and customers, particularly Downtown, Fairview Avenue and Ogden Avenue.
- Improve commercial building design and development controls by developing and utilizing Design and Development Guidelines and other tools.
- Accommodate renovation and redevelopment through an expedient yet thorough permitting process.

## Goal 2

Work with the Village's economic development partners to maintain and strengthen the Village's diverse tax base through the attraction, retention and expansion of businesses in the Village.

### Objectives

- Support Chamber630, the Downers Grove Economic Development Corporation and the Downers Grove Downtown Management Corporation in their efforts to attract, market, and promote local businesses.
- Support the evolution of Chamber630, the Downers Grove Economic Development Corporation and the Downers Grove Downtown Management Corporation to meet challenges and take advantage of new and emerging opportunities.



- Coordinate with the Downers Grove Economic Development Corporation and Chamber630 to organize a task force whose mission is to identify opportunities to reduce the cost of doing business in Downers Grove in order to enhance the Village's competitiveness.
- Continue to support the Economic Development Corporation's efforts to market Downers Grove as a community of diverse businesses whose presence enhances the community's reputation as a place to live and work.
- Promote the Village's commercial corridors and Downtown through joint marketing efforts, community events, and district identification signage.
- Develop and implement a strategic marketing and recruitment plan for targeted businesses and store types.
- Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the Village.
- Seek an appropriate mix of commercial retail, commercial service, office and industrial uses throughout the Village
- Maximize retail sales tax-generating uses, where appropriate, by concentrating retailers in Downtown and the Village's commercial corridors.
- Seek opportunities for new employment growth through the retention and expansion of existing employers.
- Ensure that new development pays its fair share of public facilities and service costs, which are attributable to the demand for additional facilities or services as a result of new development.




# Village Services & Administration

## Goal

Continue to ensure high-quality and efficient services are provided to residents and businesses through a well-organized, and participatory support system allowing both neighborhoods and businesses to thrive.

## Objectives

- Work with appropriate departments, agencies and community service providers to provide reliable infrastructure and quality services to the residents and businesses within the community including fire protection, police protection, electricity (power and substation locations), water supply and distribution, sanitary sewers, and telecommunications.
- Create and publish an alternatives analysis that identifies the costs and benefits of multiple Village Hall and Police Station facility scenarios.
- Coordinate plan review activities of new development proposals with appropriate public agencies and departments such as the Fire Department, School Districts, and Park District.




- Maintain regular communication with agencies such as Metra, Pace, Regional Transportation Authority, Burlington Northern Santa Fe Railway, DuPage County, Illinois Department of Transportation (IDOT), Good Samaritan Hospital, Midwestern University and others to advance better coordination regarding projects on their properties or within their jurisdiction.
- Establish a process for the regular review and update of the Village's Zoning Ordinance and Comprehensive Plan to appropriately meet the changing needs of the community.
- Support the implementation of TCD3's Principal Recommendation: establishing a means for enhanced communication, enhanced coordination, and enhanced cooperation to foster a more responsive local government with an on-going framework to address localized issues with neighborhoods and businesses.
- Continue to utilize the "community on-line mapping tool" introduced during the TCD3 process to gather public input on future planning issues and projects.
- Coordinate with adjacent communities, including Darien, Glen Ellyn, Lisle, Lombard, Oak Brook, Westmont, and Woodridge, area townships and DuPage County, to assist in realizing mutual objectives and addressing issues such as traffic that transcend municipal boundaries.

12/19/2016 4:23:08 PM

# Compare Results

Old File:
**CompPlan2011 amended 7-21-15.pdf**
**168 pages (26.01 MB)**
9/27/2016 10:42:58 PM

versus

New File:
**Downers Grove Comp Plan Update REVISED DRAFT_2.pdf**
**171 pages (107.62 MB)**
12/19/2016 9:31:46 AM

**Total Changes**

1497

Text only comparison

**Content**

789 Replacements
437 Insertions
271 Deletions

**Other Changes**

0 Styling
0 Annotations

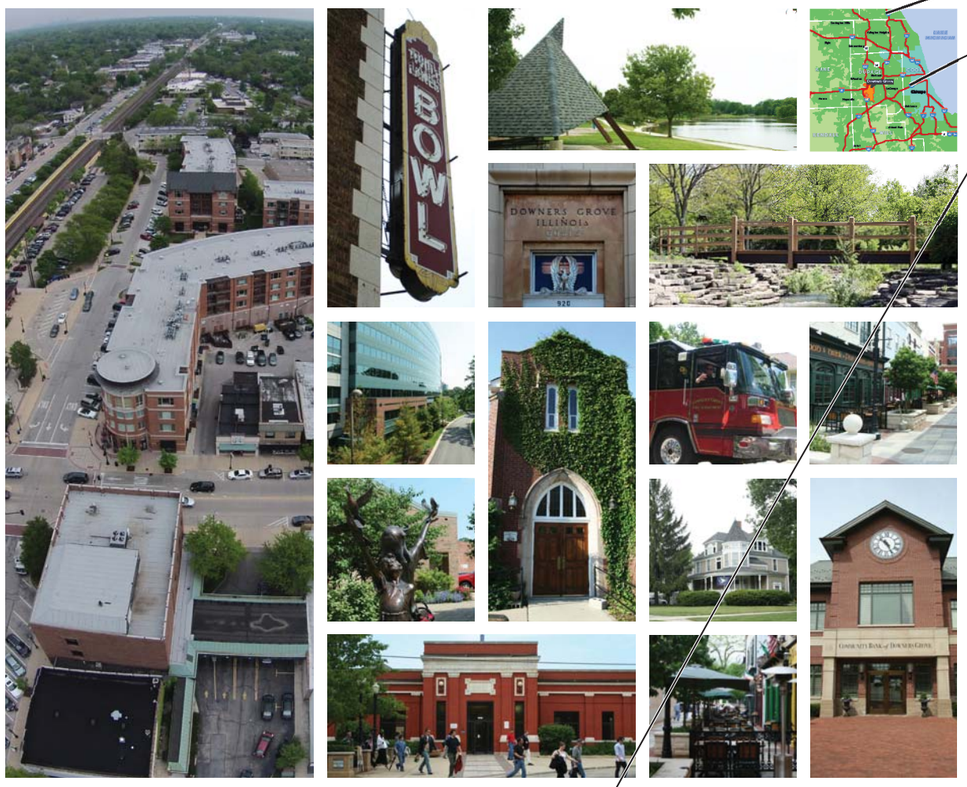
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## Summary of Comments on [Compare Report] Downers Grove Comp Plan Update REVISED DRAFT_2.pdf

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Village of Downers Grove

# Comprehensive Plan




Adopted October 4, 2011
Updated 2015
Updated 2017

APA IL AWARD

Page: 1

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"55 Chicago LaGrange 88 Aurora Naperville Oak Lawn 90 57 94 294 55 Orland Park 355 KEND ALL WILL 6 80 94 Joliet 57 80"

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Village of Downers Grove

# Comprehensive Plan



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[New]: "Comprehensive Plan Acknowledgements Village Council Martin T. Tully, Mayor Bob Barnett, Commissioner Margaret Earl, Commissioner Greg Hose, Commissioner William Waldack, Commissioner Nicole Walus, Commissioner Bill White, Commissioner David S. Olsen, Former Commissioner Gina Vattimo, Former Commissioner Plan Commission Don Rickard, Chair Daniel Cozzo (former member) Michael Boyle Mark Cronin Amy Gassen Irene Hogstrom Zelina Johnson Michael Maurer Michael Quirk Denise Rabatah (former member) Mark Thoman Michael Davenport, Ex-Officio Community School Districts 58 & 99 Frank Livorsi, Ex-Officio Downers Grove Park District Nick Menninga, Ex-Officio Downers Grove Sanitary District Comprehensive Planning Ad Hoc Committee Dave Gorman, Chair Carine Acks Margaret Earl (former member) Irene Hogstrom Ed Kalina John Luka Daiva Majauskas Mark Thoman Jim Wilkinson Village Staff David Fieldman, Village Manager Stan Popovich, AICP, Director of Community Development Rebecca Leitschuh, AICP, Senior Planner Project Consultant Houseal Lavigne Associates, LLC 188 W. Randolph St., Suite 200 Chicago, IL 60601 (312) 372-1008"

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## Acknowledgements

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Martin T. Tully, Mayor
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Nicole Walus, Commissioner
Bill White, Commissioner
David S. Olsen, Former Commissioner
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# Introduction

The Comprehensive Plan for the Village of Downers Grove, Illinois, sets forth a long-range guide for the maintenance and enhancement of existing community areas, and for improvements, developments and redevelopments within the Village and its planning jurisdiction.

This update to the Comprehensive Plan ("The Plan") is the result of a planning process conducted with Village Staff and a committee of community representatives. This process and update evaluated the policies and recommendations of the Comprehensive Plan from 2011 and recommends changes as needed based on progress made by the Village and external realities that now impact Downers Grove.

## The Downers Grove Community

The Village of Downers Grove is a community of over 48,000 located approximately 22 miles southwest of Chicago. Downers Grove residents enjoy convenient proximity to a major metropolitan city while experiencing a hospitable, small town environment. Beyond its borders, the Village is well-located in the western suburbs with excellent access to recreational, employment and shopping opportunities. The Village is regarded as a desirable community within which to live for its high quality schools and residential neighborhoods.

Established in the early 1800s, Downers Grove has a rich past with established neighborhoods and a traditional downtown. The Village's location along the Burlington Northern Santa Fe (BNSF) railroad has been a significant source of growth and prosperity, first for freight and now commuter service. Downers Grove has obtained regional importance in the modern era due to its proximity to I-88 and I-355 and its three Metra stations.

Metra service in the Village connecting to downtown Chicago is unrivaled by any of its neighbors. Downers Grove has emerged as a regional employment center and major shopping and dining destination.

A location map for the Village of Downers Grove is provided in the Regional Setting graphic on **page 4.**



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"8 : Community Facilities Plan Figure 1 : Regional Setting ..... 2 Figure 13 : Schools And Educational Institutions ..... 86 Figure 2 : Planning Area ..... 2 Figure 14 : Community Facilities ..... 90 Figure 3 : Planning Process ..... 5 9 : Key Focus Area Plans Figure 15 : Belmont/Ellsworth Key Concepts ..... 99 3 : Land Use Plan Figure 4 : Land Use Plan ..... 26 Figure 16 : Belmont/Ellsworth Catalyst Sites ..... 101 Figure 17 : Downtown Key Concepts ..... 103 Figure 18 : Downtown Catalyst Sites ..... 105 Figure 19 : Downtown Redevelopment Concept ..... 106 Figure 20 : Butterfield Key Concepts ..... 109 4 : Residential Areas Plan Figure 5 : Residential Areas Plan ..... 34 Figure 21 : Butterfield Catalyst Sites ..... 111 5 : Commercial Areas Plan Figure 22 : Butterfield Redevelopment Concept ..... 112 Figure 23 : Ogden Avenue Overview ..... 114 Figure 6 : Commercial Areas Plan ..... 44 Figure 24 : Ogden West End Key Concepts ..... 117 Figure 25 : Ogden West End Catalyst Sites ..... 119 Figure 26 : Ogden Central Key Concepts ..... 121 Figure 27 : Ogden Central Catalyst Sites ..... 123 Figure 28 : Ogden East End Key Concepts ..... 125 Figure 29 : Ogden East End Catalyst Sites ..... 127 6 : Transportation Plan Figure 7 : Transportation Plan ..... 59 Figure 8 : Trails Plan ..... 63 Figure 9 : Public Transit Plan ..... 66 Figure 30 : Ogden Avenue Transitional Areas ..... 129 7 : Parks, Open Space & Environmental Features Figure 31 : Fairview Key Concepts ..... 131 Figure 32 : Fairview Catalyst Sites ..... 133 Figure 10 : Parks And Open Space ..... 74 Figure 33 : Fairview Redevelopment Concept ..... 134 Figure 11 : Dupage Co. Trail System And Forest Preserves ..... 76 Figure 34 : Maple Avenue Realignment ..... 135 Figure 12 : Environmental Features ..... 79"

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# Introduction

The Comprehensive Plan for the Village of Downers Grove, Illinois, sets forth a long-range guide for the maintenance and enhancement of existing community areas, and for improvements, developments and redevelopments within the Village and its planning jurisdiction.

This update to the Comprehensive Plan ("The Plan") is the result of a planning process conducted with Village Staff and a committee of community representatives. This process and update evaluated the policies and recommendations of the Comprehensive Plan from 2011 and recommends changes as needed based on progress made by the Village and external realities that now impact Downers Grove.

## The Downers Grove Community

The Village of Downers Grove is a community of over 48,000 located approximately 22 miles southwest of Chicago. Downers Grove residents enjoy convenient proximity to a major metropolitan city while experiencing a hospitable, small town environment. Beyond its borders, the Village is well-located in the western suburbs with excellent access to recreational, employment and shopping opportunities. The Village is regarded as a desirable community within which to live for its high quality schools and residential neighborhoods.

Established in the early 1800s, Downers Grove has a rich past with established neighborhoods and a traditional downtown. The Village's location along the Burlington Northern Santa Fe (BNSF) railroad has been a significant source of growth and prosperity, first for freight and now commuter service. Downers Grove has obtained regional importance in the modern era due to its proximity to I-88 and I-355 and its three Metra stations.

Metra service in the Village connecting to downtown Chicago is unrivaled by any of its neighbors. Downers Grove has emerged as a regional employment center and major shopping and dining destination.

A location map for the Village of Downers Grove is provided in the Regional Setting graphic on **page 4.**



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[Old]: "2. The Comprehensive Plan sets forth long-range recommendations for the maintenance and enhancement of existing community areas, and for desirable improvements, developments and redevelopments within the Village and its planning jurisdiction"
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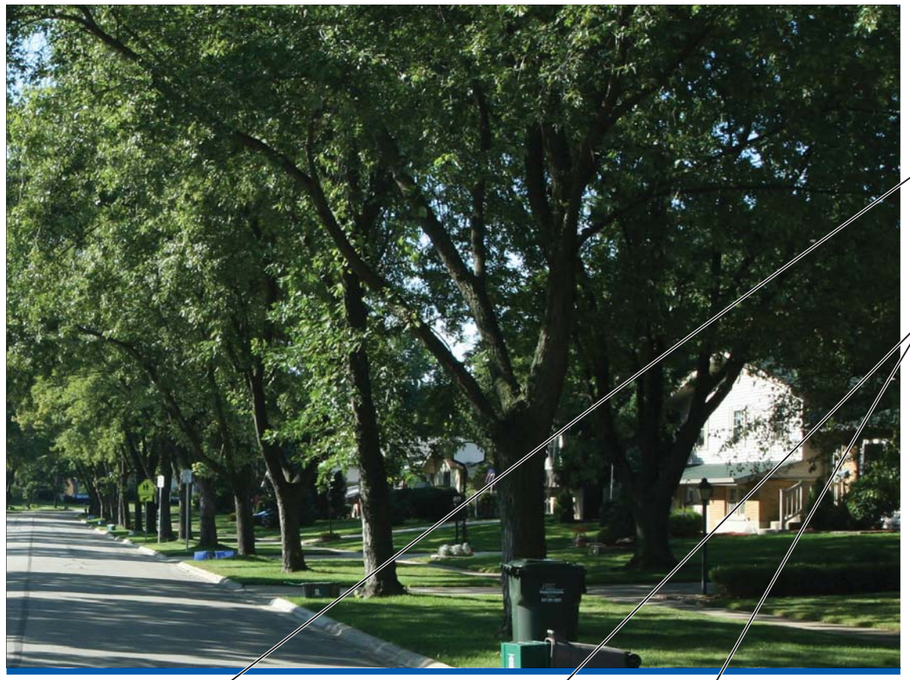
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Page: 7

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"THE COMPREHENSIVE PLAN SETS FORTH LONG-RANGE RECOMMENDATIONS FOR THE MAINTENANCE AND ENHANCEMENT OF EXISTING COMMUNITY AREAS, AND FOR DESIRABLE IMPROVEMENTS, DEVELOPMENTS AND REDEVELOPMENTS WITHIN THE VILLAGE AND ITS PLANNING JURISDICTION"

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"Downers Grove Comprehensive Plan | Introduction 3"

## Purpose of the Comprehensive Plan

As the Village looks towards its future, the Comprehensive Plan will guide development decisions and help ensure quality of life remains high. The Comprehensive Plan accomplishes this by directing the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; the revitalization of the Village's key commercial areas; and the provision of parks, schools, and other public facilities.

It addresses residential neighborhoods, commercial and business development, public and institutional lands, and the public rights-of-way. The Comprehensive Plan promotes the Village of Downers Grove's unique assets and should be used to achieve the collective vision of the Village while attracting new families and development.

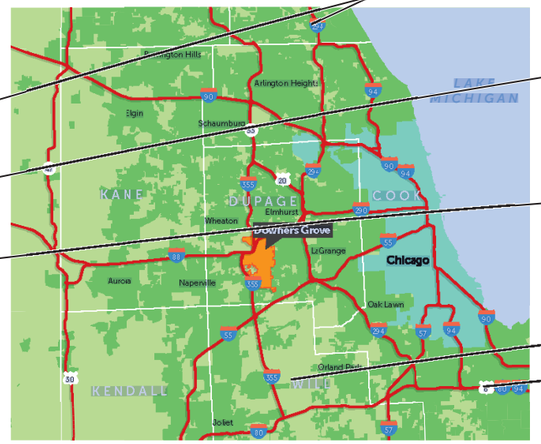
The Comprehensive Plan provides numerous recommendations that are designed to help the Village achieve its overall vision. These recommendations do not take into account fiscal or other constraints. The recommendations also do not account for future best practices or technological advancements. As such, the Village will need to re-evaluate the recommendations at regular intervals to keep the Plan current and in tune with the aspirations of the community and adapt it to changing conditions.

THE COMPREHENSIVE PLAN SETS FORTH LONG-RANGE RECOMMENDATIONS FOR THE MAINTENANCE AND ENHANCEMENT OF EXISTING COMMUNITY AREAS, AND FOR DESIRABLE IMPROVEMENTS, DEVELOPMENTS AND REDEVELOPMENTS WITHIN THE VILLAGE AND ITS PLANNING JURISDICTION

The Comprehensive Plan is the official, adopted guide for future development and conservation within the Village of Downers Grove. The Plan sets forth goals, policies and objectives based on community desires and a thorough analysis of existing conditions and trends. The Comprehensive Plan articulates our community's vision for the desired physical, social, and economic characteristics of the Village for the next 15 to 20 years.

Additionally, it outlines policies and guidelines recommended to implement that vision for the long-range future of the community. The Comprehensive Plan helps preserve and protect important existing features and resources, coordinate new growth and development, and establish a strong, positive community identity.

The Comprehensive Plan considers the Village's regional setting and adjacent areas and influences by examining all areas of the Village and the adjacent unincorporated areas that fall within the Village's planning jurisdiction based on existing boundary agreements with neighboring municipalities including Darien, Westmont, Oak Brook, Lombard, Glen Ellyn, Lisle and Woodridge.




Page: 8

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## State Planning Acts

Several Illinois statutes contain general descriptions of what a comprehensive plan is, and what it should contain. The Illinois Municipal Code (65 ILCS 5/11-12-5(1)) dictates that a city or village plan commission must prepare and recommend a comprehensive plan to serve as a tool for guiding future development or redevelopment within the municipality. These plans cover the entire incorporated area of the municipality and can extend to land up to one and a half miles beyond its corporate limits. Elected bodies (i.e. village and city councils) charge their appointed planning or zoning commission with the task of preparing a plan and once it is complete, they vote on its adoption as a guiding document for the municipality.

The Illinois Local Planning Technical Assistance Act (Public Act 92-0768, Sec. 5) provides additional guidance as to what elements a comprehensive plan should address, including land use, natural resources and the environment, transportation, economic development and housing/residential development. In addition to these essentials it is suggested that a comprehensive plan consider additional elements, adjusting to suit unique community issues, including: parks and open space, historic preservation, urban design, subareas/key focus areas, agriculture and forestry, and technology.

## Foundation versus Obligation

It is important to understand that a comprehensive plan is a vision of what a community wants to become and a roadmap on how to get there. It is not a definitive course of action or a legally binding obligation of what must be done. Rather it is an aspirational document that describes in general terms what the community is to become and what steps and actions can help meet community goals.

Although comprehensive plans are required to be adopted by communities, their legal authority is limited. They are documents that guide future development of a community; they are not, themselves, development plans. A comprehensive plan serves as a foundation for decision making in a community and is not a mandate. The Plan is intended to inform regulatory tools (such as a zoning ordinance) and also a community's decisions, as leaders determine courses of action and the most appropriate forms of development and growth for a community.

## The Planning Process

In March 2016, the Village of Downers Grove hired Houseal Lavigne Associates to conduct the update to the 2011 Comprehensive Plan, which involved working closely with the Comprehensive Planning Ad Hoc Committee in order to evaluate the 2011 plan and make recommendations on updates.

The planning process entailed a high degree of input from the Comprehensive Planning Ad Hoc Committee. Policies and recommendations from the 2011 Comprehensive Plan were assessed on their present-day applicability given improvements made by the Village and economic and demographic realities that may have changed. Best practices on innovative approaches to a number of challenges that face Downers Grove were factored in as well.

## Comprehensive Planning Ad Hoc Committee

In order to guide and assist the Consultant with developing the Plan, the Comprehensive Planning Ad Hoc Committee was established. The Comprehensive Planning Ad Hoc Committee convened in March 2016 for the first monthly meeting of that year to develop the update to the Comprehensive Plan. The Comprehensive Planning Ad Hoc Committee was charged with three responsibilities:

- Hold regular, open public meetings to discuss and update components of the Comprehensive Plan.
- Oversee the addition of subarea plans for 63rd Street and 75th Street for the updated Comprehensive Plan.
- Offer draft amendments to the Downtown Zoning regulations.



Page: 9

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[New]: "update to the 2011 Comprehensive Plan, which involved working closely with the Comprehensive Planning Ad Hoc Committee in order to evaluate the 2011 plan and make recommendations on updates. The planning process entailed a high degree of input from the Comprehensive Planning Ad Hoc Committee. Policies and recommendations from the 2011 Comprehensive Plan were assessed on their present-day applicability given improvements made by the Village and economic and demographic realities that may have changed. Best practices on innovative approaches to a number of challenges that face Downers Grove were factored in as well. Comprehensive Planning Ad Hoc Committee In order to guide and assist the Consultant with developing the Plan, the Comprehensive Planning Ad Hoc Committee was established. The Comprehensive Planning Ad Hoc Committee convened in March 2016 for the first monthly meeting of that year to develop the update to the Comprehensive Plan. The Comprehensive Planning Ad Hoc Committee was charged with three responsibilities: • Hold regular, open public meetings to discuss and update components of the Comprehensive Plan. • Oversee the addition of subarea plans for 63rd Street and 75th Street for the updated"

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Comments from page 9 continued on next page

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## Organization of the Comprehensive Plan

The Comprehensive Plan is divided into the following 10 sections:

### Plan Background

This section of the Plan provides an understanding of the public input process, existing plans and studies and the current demographic profile for the Village.

### A Vision for the Future

This section describes, in general terms, the kind of community that Downers Grove desires to be in the future. It includes a vision statement for the community which describes an "ideal" setting for the community in the year 2031.

### Land Use Plan & Policies

The Land Use Plan establishes land use designations for all areas of the Village, presents recommendations for improving and enhancing existing land use areas, and promotes compatible new development and redevelopment in selected locations.

### Residential Areas Plan & Policies

This section provides recommendations and policies specific to improving Downers Grove's residential areas.

### Commercial Areas Plan & Policies

This section provides recommendations and policies specific to improving Downers Grove's commercial and industrial areas.



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"6 Introduction | Downers Grove Comprehensive Plan"



## Transportation Plan & Policies

The Transportation Plan presents policies and recommendations related to access, traffic circulation, parking, pedestrian and bicycle movement, and public transportation.

## Parks, Open Space and Environmental Features Plan & Policies

This section presents policies and recommendations for maintaining and enhancing the community's open space and environmental features, including parks, forest preserves, water features, wetlands, and any other environmental features of interest.

## Community Facilities Plan & Policies

This section provides an inventory of community facilities and presents policies and recommendations for municipal facilities, public utilities, telecommunications facilities, schools, institutions, cultural facilities, and other community facilities and services.

## Key Focus Area Plans

This section builds upon the generalized guidelines established in the Village-wide plans, providing more detailed and site specific improvement and development recommendations for the overall role and function of an area; land use and development; traffic, circulation and parking; and appearance and character.

## Implementation

This section presents specific actions including recommendations regarding development controls, priority improvement projects and redevelopment sites, and potential funding sources for implementing the recommendations of the Comprehensive Plan.

## Appendix: Goals & Objectives

This section presents goals and objectives that provide specific actions intended to move the community towards its desired vision.



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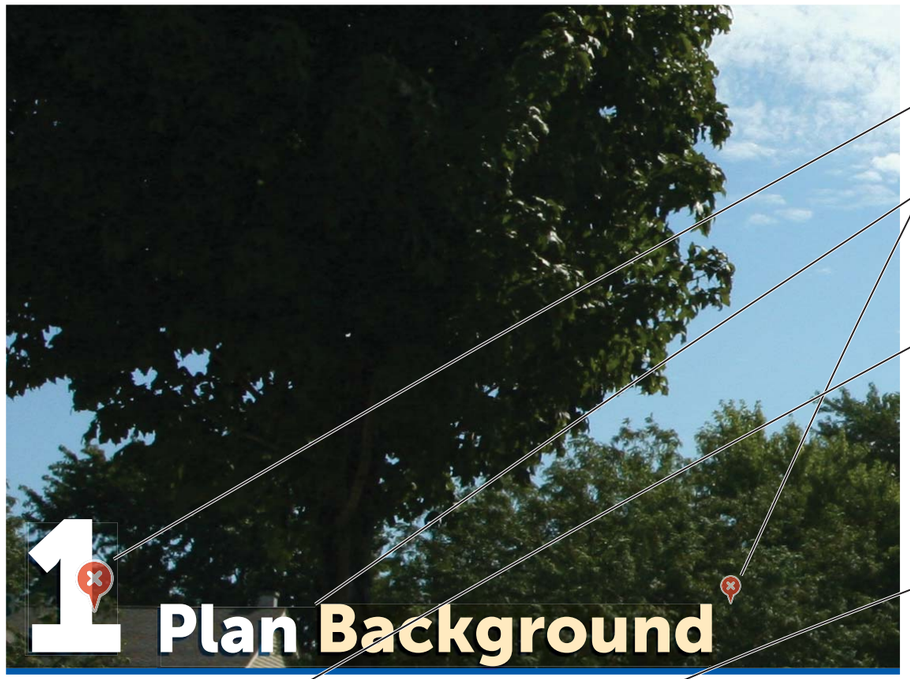
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# 1 Plan Background

The Village of Downers Grove's previous Comprehensive Plan was adopted in 2011. Since that time, the Village has experienced changes to its infrastructure and in its economic condition following the Great Recession. The 2011 plan recommended it be updated five years later in order to reflect progress made by the Village and to incorporate recent trends that would impact the Village. Data from the 2010 Census was also used to show present-day and projected demographic trends to help update this plan. The 2017 Comprehensive Plan assists the Village in setting long-term goals, coordinating local decision-making, and providing guidance to property owners and developers.

The Village built off of public input used in the 2011 Comprehensive Plan with updated demographic data and analysis of existing conditions and local and regional trends. The Village worked collaboratively to establish a vision and a plan that carries on the tradition and character of the community while continually addressing new challenges.

THE COMPREHENSIVE PLAN IS BASED ON A FOUNDATION OF PUBLIC INPUT



Page: 12

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[New]: "changes to its infrastructure and in its economic condition following the Great Recession. The 2011 plan recommended it be updated five years later in order to reflect progress made by the Village and to incorporate recent trends that would impact the Village. Data from the 2010 Census was also used to show present-day and projected demographic trends to help update this plan. The 2017 Comprehensive Plan assists the Village in setting long-term goals, coordinating local decision-making, and providing guidance to property owners and developers. The Village built off of public input used in the 2011 Comprehensive Plan with updated demographic data"

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"8 Plan Background |"



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THE COMPREHENSIVE PLAN IS BASED ON A FOUNDATION OF PUBLIC INPUT




## Past Plans and Studies

A thorough review of the Village's existing and past plans, studies, and reports was conducted to gain a better understanding of prior Village initiatives, assessments, and objectives. Understanding the purpose and results of these documents provides important insight into what has already been studied and recommended for the Village.

As conditions change over time, the relevance of some documents is lessened while some components of other documents continue to provide community direction and remain representative of community aspirations. As part of inventorying and understanding existing conditions, a review of these documents is essential. A summary of reviewed documents follows.

### A Comprehensive Plan for Downers Grove, 1965

Comprised of 600 acres at the time of its original platting in 1872, Downers Grove grew to more than six times that size (4,000 acres) by the time the Village created its first Comprehensive Plan in 1965. The 1965 Comprehensive Plan identified the development issues facing the Village and took into consideration future growth. Given the time period, it is not surprising to read that the impetus for the plan was "urban outmigration" from the City of Chicago and its potential impacts on suburban municipalities.



Page: 13

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Major issues identified included aesthetic concerns for Ogden Avenue and "blight" at the Village's borders. Overall goals of the plan were to preserve the low-density character of the Village and to preserve open space.

The 1965 plan estimated the 1963 population of the Village at 22,700 and projected a 1985 population of 56,000. It was estimated that this projected population would make up 80% of Downers Grove's maximum capacity. At the time of the 1965 plan, 51% of the Village land area was undeveloped. Of the developed area, approximately 73% was residential.

The Village's proximity to the Chicago, Burlington and Quincy (CB&Q) Railroad and several highways figured heavily in the plan and influenced the proposal of future land uses. Recommendations in the 1965 plan included the creation of a thoroughfare system, improving railroad crossings, and upgrades to the sewer systems.

## Neighborhood Plans, 1977-1989

Neighborhood plans were adopted for 31 Village neighborhoods between 1977 and 1989 as appendices to the Village Comprehensive Plan. These neighborhood plans identified existing land uses, future land uses, and street classifications. Typically one to three pages in length, they generally include a neighborhood map and a brief narrative of recommendations including floodplain management and proposed street vacations.

## Future Land Use Plan (Revised Narrative), 1995

The Future Land Use Plan divides land uses in the Village into nine designations. The revised narrative was approved by ordinance in 1995. The Future Land Use Plan confirmed the Village's boundary agreements with all neighboring jurisdictions which established a known limit to the Village's potential for outward growth. The narrative of the Future Land Use Plan delineated the neighborhood unit system of planning for the Village and identifies the Land Use Plan as a vital document with recommended updates every five years.

## Downers Grove Central Business District Master Plan, 1997

The Central Business District Master Plan was the largest CBD planning effort in over twenty years. The 1997 plan focused on 10 opportunity zones with specific recommendations for capital improvements including streetscaping, landscaping, parking lot improvements, alley resurfacing, and pedestrian connections. Conceptual drawings and estimated costs were provided.

## Ogden Avenue Commercial Corridor Master Plan, 1999

The Ogden Avenue Commercial Corridor Master Plan was undertaken by the Economic Development Commission and followed a 1997 Ogden Avenue shopper survey. The corridor stretches 3.7 miles and included 300 businesses at the time of the 1997 Master Plan. The corridor master plan includes five sub-areas, conceptual drawings and identified 24 potential development sites. Recommendations from the master plan include reducing the number of curb cuts, addressing outdated signage, improving parking efficiency, implementing a coordinated wayfinding system, and installing streetscape improvements.

## Village Bikeway Plan, 2000

Following the passage of landmark federal transportation acts (ISTEA and TEA-21) which provided, for the first time, funding for public bicycle improvements, the Village embarked on a comprehensive bikeway plan from 1998 to 2000. Rooted in recommendations from TCD II in 1994, this quality of life plan set out to improve transportation mode choice and encourage healthy living. Bicycle planning in the Village dates back to the 1970s when civic organizations such as the Jaycees and the Lions Club initiated efforts to increase the provision of bicycle paths. The result was the creation of several "tour loops" throughout the Village.



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The Bikeway Plan sought to enhance these efforts by: examining existing conditions, developing a bicycle network philosophy, encouraging broad public participation, and outlining implementation strategies. The goals were to connect major destinations throughout the Village and to provide a network that was accessible to all levels of riders. Special attention was paid to connecting to existing and adjacent bicycle path networks. Additionally, the plan addressed wayfinding signage and bicycle parking. At the time of the Bikeway Plan, Metra did not allow bicycles on trains (a policy that has now been reversed).

## Recommendations for a Comprehensive Plan, 2003

As a precursor to the Comprehensive Plan update, a summary was created of the joint discussions of the Village Plan Commission and the Economic Development Commission regarding 14 focus areas for future development. The discussions specifically focused on land use planning for commercial areas. The Recommendations for a Comprehensive Plan used the principles of Smart Growth as its framework including recommendations for Transit-Oriented Development (TOD). Two notable differences from the topics covered in the 1965 Comprehensive Plan were the addition of "Telecommunications Infrastructure" and "Public Participation".

## Total Community Development

Downers Grove has a unique and long-standing commitment to public participation through its Total Community Development (TCD) process. TCD was first undertaken in the 1960s, a second round in the 1990s, and a third conducted in 2009. TCD is a process that is used to identify and examine all aspects of community life by engaging residents, business owners, and elected/appointed officials in a variety of settings and formats. What results is the identification of community issues, concerns, and corresponding recommendations that guide long-range planning in the Village.

## Downtown Parking Study, 2011

The 2011 Downtown Parking Study provides a comprehensive review of current and future parking needs in downtown Downers Grove. Recommendations that came out of this study intend to make efficient use of the existing parking and to improve the parking experience for downtown customers and visitors. At the same time, the recommendations seek to discourage the use of customer/ visitor spaces by downtown employees by seeking to ensure that appropriate off-street parking options are provided at reasonable costs. The study found the use of public parking by patrons of multiple businesses through sharing arrangements to be the most efficient practice.

## Facility Sustainability Plan, 2012

**Seeking long-term solutions consistent with the comprehensive plan and minimizing the impact to the taxpayer.**

A 2012 Facility Condition Assessment identified the Police Station and Village Hall as "below average condition / requiring major renovation". Both buildings are in need of major system replacement in the coming years and have operational deficiencies. The Village Council has identified existing local sources of funding to support the improvements and is in the process of evaluating options for the best long-term solution, with the recommendations of the Comprehensive Plan in mind.

## Downers Grove Architectural & Historical Survey, 2012

In 2012, the Village surveyed four areas identified as having historical or architectural significance: Denburn Woods, Shady Lane Estates, E.H. Prince Subdivision and Maple Avenue/Main Street corridor. The survey details the architectural and historic context of Downers Grove and helps homeowners understand the historical significance of their property. The Survey also provides recommendations for property owners who wish to voluntarily landmark their property.



Page: 15

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[Old]: "by"
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[Old]: "concerns"
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## Bicycle & Pedestrian Plan, 2013

In 2013, the Village was awarded a Community Planning Program grant by the Chicago Metropolitan Agency for Planning (CMAP) to update the previous bicycle plan from 2000. The purpose of this update was to ensure the Village would be using best practices to plan and manage its transportation system, specifically for non-motorized trips. The major elements of the plan update included creating goals and identifying key findings and developing achievable recommendations. The Plan's goals include:

- Improving mobility and safety for bicyclists & pedestrians
- Improving the pedestrian experience in Downtown
- Encouraging reduction in car trips by using non-motorized means of transportation
- Improving connections to regional bike routes
- Completing the sidewalk network
- Being recognized as a "Bicycle-Friendly Community"

## Stormwater System Plans, 2014

In 2006, a Stormwater Master Plan was completed which provided recommendations for how the stormwater system should be managed to ensure compliance with the federal and county regulations.

In 2007, a Watershed Infrastructure Improvement Plan (WIIP) was completed which provided recommendations on capital improvements that should be made to the stormwater system. To address some of the recommended capital needs, the Village issued $25 million in debt in 2008. The full value of the bond has now been used to fund a variety of stormwater improvement projects.

The 2014 Stormwater Project Analysis included a new approach for prioritizing stormwater capital improvement projects that is consistent with the Village's fee-based stormwater utility. The goal of this new approach is to establish a minimum service level standard for stormwater management such that the stormwater system will safely convey and store 95% of all rainfall events.

## 55th Street Improvement Study, 2015

The DuPage County Division of Transportation is in the process of designing plans for improvements to the 55th Street corridor. The scope of the project includes intersection improvements at 55th Street and Main Street and 55th Street at Fairview Avenue, resurfacing 55th Street from Dunham Road to Williams Street, and signal interconnection from Dunham Road to Clarendon Hills Road. The purpose of these improvements is to improve the flow of traffic on this County arterial roadway, improve safety for motorists and pedestrians, and reduce the use of neighborhood streets for regional transportation.

## Water System Improvement, Project Plan 2015

The Village completed a plan which identified all the major water system components, including water storage, back-up wells, and water mains. In conjunction with the Community Investment Program, this plan identifies major water projects over the next five years.



Page: 16

Text Inserted
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[New]: "Grove"

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"12 Plan Background |"

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## Neighborhood Traffic Studies #1-4, 2010-2015

In 2010, the Village of Downers Grove established the Neighborhood Traffic Study Program, to comprehensively evaluate transportation issues throughout the Village's neighborhoods, identify operational deficiencies, and recommend modifications and/ or improvements to enhance both vehicular and pedestrian operations.

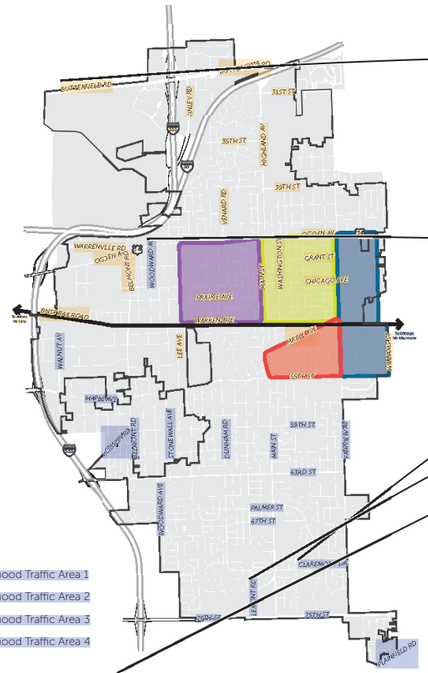
## Economic Development Plan to Enhance the Sales Tax Base, 2016

The Economic Development Plan to Enhance the Sales Tax Base was a "Top Priority Action Item" identified by the Village Council and the Downers Grove Economic Development Corporation (EDC). The Plan is based on a Competitive Retail Alignment Study commissioned by the EDC.

This plan includes the following:

- Recommended retail segments for attraction and retention
- Strategies for attraction and retention
- Locations suitable for retail development

The key conclusion of the report is that retailers want to locate in Downers Grove, but appropriate, easy-to-develop sites are limited. The Village and the EDC should assist in reducing the risk and cost to developers for infill sites.






Page: 17

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[Old]: "BACKGROUND TO THE PLAN 1:"
[New]: "Neighborhood Traffic Studies #1-4, 2010 2015 In 2010, the Village of Downers Grove established the Neighborhood Traffic Study Program, to comprehensively evaluate transportation issues throughout the Village's neighborhoods, identify operational deficiencies, and recommend modifications and/ or improvements to enhance both vehicular and pedestrian operations. Economic Development Plan to Enhance the Sales Tax To Aurora Via Lisle Base, 2016 The Economic Development Plan to Enhance the Sales Tax Base was a "Top Priority Action Item" identified by the Village Council and the Downers Grove Economic Development Corporation (EDC). The Plan is based on BUT TERFIELD RD"

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[Old]: "BACKGROUND TO THE PLAN"
[New]: "BUT TERFIELD RD 31ST ST 355 35TH ST 39TH ST 34 OGDEN A V W ARRENVILLE RD GRANT ST OGDEN A V CHICA GO A VE PRAIRIE A VE BNSF RAILROAD W ARREN A VE BELMONT RD MAPLE A VE LEE A VE 55TH ST FINLEY RD VENARD RD MAIN ST HIGHL AND A V W ASHINGT ON ST WILLIAMS ST"

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"W OOD W ARD A V To Chicago Via Westmont W ALNUT A V MAPLE A VE ST ONEW ALL A VE DUNHAM RD BELMONT RD 59TH ST F AIRVIEW A V HOBSON RD MAIN ST 355 a Competitive Retail Alignment Study commissioned by the EDC. This plan includes the following: • Recommended retail segments for attraction and retention Neighborhood Tra˜c Area 1 Neighborhood Tra˜c Area 2 Neighborhood Tra˜c Area 3 Neighborhood Tra˜c Area 4 • Strategies for attraction and retention • Locations suitable for retail development The key conclusion of the report is that retailers want to locate in Downers Grove, but appropriate, easy-to-develop sites are limited. The Village and the EDC should assist in reducing the risk and cost to developers for infill sites. 63RD ST W OOD W ARD A VE P ALMER ST 67TH ST"

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## Demographic Profile

Over the next several years, Downers Grove is projected to experience a population increase to a projected population of 48,785 people by 2020. This is an increase from an estimated 2015 population of 48,079. This 2015 estimate is roughly 500 more people than what was expected for the 2014 population projections.

It is estimated that the number of households earning less than $75,000 will decrease and the number of households earning between $100,000 and $149,999 will increase. Significant growth for this income group is projected to occur among households in which the defined "head householder" is between 55 and 74 years of age, while a decrease is projected in the number of households aged 35 to 54. Growth in the number of households over the age of 55 will likely have an impact in demand for multi-family housing product as this age cohort is the largest market for condominiums and townhome units.

## Population Change

Table 1 includes information on changes in population and number of households within the Village of Downers Grove and DuPage County. Population is defined as the overall number of people within a specified geography. A household is defined as the group of individuals who live in the same dwelling unit. Any discussion of household age in the following overview is with regard to the age of the individual identified as the head of household.

Overall, the number of households and population in the Village is projected to increase over the next five years. The Village is also projected to match population growth seen for DuPage County overall. The Village's household growth is expected to trail DuPage County's growth slightly.



Page: 18

Text Replaced
[Old]: "47,659 compared to a 2009 population of 48,136. It is estimated that the number of households earning less than $75,000 will decrease while the number of households earning between $100,000 and $150,000 will increase. Significant growth"
[New]: "48,785 people by 2020. This is an increase from an estimated 2015 population of 48,079. This 2015 estimate is roughly 500 more people than what was expected for the 2014 population projections. It is estimated that the number of households earning less than $75,000 will decrease and the number of households earning between $100,000 and $149,999 will increase. Significant growth for this income group"

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Text Replaced
[Old]: "slight population loss, with a projected 2014"
[New]: "population increase to a projected"

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"A full demographic and market analysis is included in the Comprehensive Plan Existing Conditions Report and Workbook on file and available from the Village."

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[Old]: "be decrease by a small proportion"
[New]: "increase"

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Text Replaced
[Old]: "outpace Growth in the larger county is projected to be positive, but relatively minimal terms of both population and household growth."
[New]: "match population growth seen for DuPage County overall. The Village's household growth is expected to trail DuPage County's growth slightly."

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"14 Plan Background | Downers Grove Comprehensive Plan"



It is projected that the population of the Village will increase by 706 (1.5%) between 2015 and 2020 and the County will grow by 14,227 (1.5%).

Over the same five year period, the Village is projected to gain 318 households, representing a 1.6% increase. DuPage County is projected to grow by 6,044 households (1.8%) over the same period.

The median household income of Downers Grove is projected to grow by $12,949, or 16.0%, to $93,765 in 2020. This represents a compound annual growth rate of 3.02%.

Table 1: Demographic Summary
Village of Downers Grove and DuPage County, 2015-2020

| | 2015 | | 2020 | | 2015 - 2020 Total Change | |
|---|---|---|---|---|---|---|
| | *Downers Grove* | *DuPage County* | *Downers Grove* | *DuPage County* | ***Downers Grove*** | ***DuPage County*** |
| *Population* | 48,079 | 922,956 | 48,785 | 937,183 | 706 (1.5%) | 14,227 (1.5%) |
| ***Households*** | 19,389 | 341,275 | 19,707 | 347,319 | 318 (1.6%) | 6,044 (1.8%) |
| ***Median Age*** | 43.8 | 39.0 | 44.6 | 39.7 | 0.8 (1.8%) | 0.7 (1.8%) |
| ***Median Household Income*** | $80,816 | $80,251 | $93,765 | $91,719 | 12,949 (16.0%) | 11,468 (14.3%) |
| ***Average Household Income*** | $106,340 | $108,066 | $120,678 | $121,965 | 14,338 (13.5%) | 13,899 (12.9%) |
| *Per Capita Income* | $42,610 | $40,131 | $48,431 | $45,373 | 5,821 (13.7%) | 5,242 (13.1%) |

*Source: ESRI Business Analyst, Teuseal Lavigne Associates*



## Page: 19

Text Replaced
[Old]: "have decreased by 477 (-1.0%) between 2009 and 2014 while the county will have grown by 12,950 (1.4%)."
[New]: "increase by 706 (1.5%) between 2015 and 2020 and the County will grow by 14,227 (1.5%)."

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[Old]: "2009-2014 2009 2014 2009 - 2014"
[New]: "2015-2020 2015 - 2020"

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"2015 2020"

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[Old]: "lose 150"
[New]: "gain 318"

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[Old]: "1.0% decrease."
[New]: "1.6% increase."

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[Old]: "$38,197 $38,762 47,659 959,895 18,705 346,950 41.9 37.2 $84,230 $89,557 $100,549 $111,035 $39,758 $40,434 -477 (-1.0%) 12,950 (1.4%) -150 (-1.0%) 5,086 (1.5%) 0.4 (1.0%) 0.2 (0.5%) 4,438 (5.6%) 5,383 (6.4%) 3,713 (3.8%) 4,414 (4.1%) 1,561 (4.1%) 1,672 (4.3%)"
[New]: "$42,610 $40,131 48,785 937,183 19,707 347,319 44.6 39.7 $93,765 $91,719 $120,678 $121,965 $48,431 $45,373 706 (1.5%) 14,227 (1.5%) 318 (1.6%) 6,044 (1.8%) 0.8 (1.8%) 0.7 (1.8%) 12,949 (16.0%) 11,468 (14.3%) 14,338 (13.5%) 13,899 (12.9%) 5,821 (13.7%) 5,242 (13.1%)"

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Text Replaced
[Old]: "48,136 946,945 Households 18,855 341,864 Median Age 41.5 37 Median Household Income $79,792 $84,174"
[New]: "48,079 922,956 Households 19,389 341,275 Median Age 43.8 39.0 Median Household Income $80,816 $80,251"

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Text Replaced
[Old]: "5,086 households (1.5%)"
[New]: "6,044 households (1.8%)"

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| **Households** | 19,389 | 341,275 | 19,707 | 347,319 | 318 (1.6%) | 6,044 (1.8%) |
| **Median Age** | 43.8 | 39.0 | 44.6 | 39.7 | 0.8 (1.8%) | 0.7 (1.8%) |
| **Median Household Income** | $80,816 | $80,251 | $93,765 | $91,719 | 12,949 (16.0%) | 11,468 (14.3%) |
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*Source: ESRI Business Analyst; Houseal Lavigne Associates*



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"of Downers Grove"

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[Old]: "$4,438, or 5.6%, to $84,230 in 2014."
[New]: "$12,949, or 16.0%, to $93,765 in 2020."

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[Old]: "$96,836 $106,621"
[New]: "$106,340 $108,066"

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Text Replaced
[Old]: "1.1%."
[New]: "3.02%."

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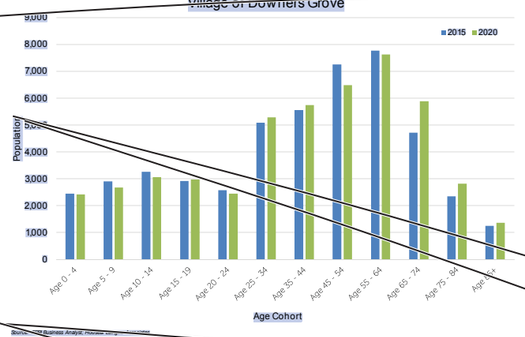
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## Age Profile

Chart 1 illustrates projected population change within age cohorts of the Village over the five-year period between 2015 and 2020. During this time period, the number of people under the age of 20 will decrease by 398 people (-3.4%). Individuals between the ages of 20 and 34 shall increase by 74 people (1.0%). The number of people between the ages of 35 and 44 shall increase by 180 people (3%). The senior population shall see the largest increase in population with ages 65-74 growing by 1,179 people (25%) and ages 75 and up also increasing with 583 people (16.2%). DuPage County is projected to experience a similar change in population among its age cohorts.

The estimated 2015 median age of 43.8 years for the Village is over 12% higher than that of DuPage County which had a median age of 38 in 2015. The Village's median age is projected to increase slightly to 44.6 in 2020.

**Chart 1. Projected Population Change by Age**
Village of Downers Grove






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"Projected Population Change by Age Village of Downers Grove Age Cohort 2015 2020"

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"9,000 8,000 7,000 6,000 Chart 1."

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[Old]: "five year period between 2009 and 2014. In general, projections indicate that the populations between the ages of 20 and 34, and between the ages of 55 and 74 will grow, nearly offsetting a cumulative decrease in population among other age cohorts. DuPage County is projected to experience a similar change in population among its age cohorts, but it is anticipated that overall growth will be positive. The population under the age of 20 is projected to decrease by 463 (-3.8%) over the next five years. It is anticipated that the number of individuals between the ages of 20 and 34 will have increased by 436 (5.7%) between 2009 and 2014. A decrease of 10.9%, or 1,643 individuals, is projected to occur among the Village's population aged 35 to 54. A significant increase of over 13.9%, or 1,338 individual, is projected to occur in the population aged 55 and older between 2009 and 2014. The Village population over the age of 75 is projected to decrease by 143 (-4.0%) between 2009 and 2014."
[New]: "five-year period between 2015 and 2020. During this time period, the number of people under the age of 20 will decrease by 398 people (-3.4%). Individuals between the ages of 20 and 34 shall increase by 74 people (1.0%). The number of people between the ages of 35 and 44 shall increase by 180 people (3%). The senior population shall see the largest increase in population with ages 65-74 growing by 1,179 people (25%) and ages 75 and up also increasing with 583 people (16.2%). DuPage County is projected to experience a similar change in population among its age cohorts. The"

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"Population"

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"5,000 4,000 3,000 2,000 1,000 0 Source: ESRI Business Analyst; Houseal Lavigne Associates"

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[Old]: "The estimated 2009"
[New]: "estimated 2015"

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[Old]: "41.5"
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"Projected Population Change by Age Village of Downers Grove, 2009 -2014"

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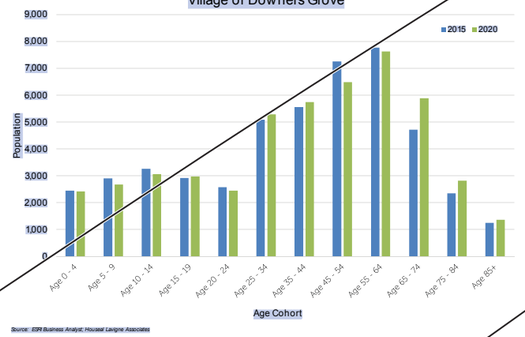
Comments from page 20 continued on next page

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**Chart 1. Projected Population Change by Age**
Village of Downers Grove




Source: ESRI Business Analyst; Houseal Lavigne Associates

[New]: "39 in 2015."

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[Old]: "41.9 in 2014."
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[New]: "Grove"

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## Race & Ethnicity

Charts 2 and 3 illustrate the estimated 2015 and projected 2020 racial and ethnic composition of the Village of Downers Grove and DuPage County. It should be noted that according to the federal government and the US Census, race and Hispanic origin are defined as two different concepts. Census respondents are asked to identify if they are Hispanic in a question that is independent of any questions asking to specify racial categories. For example, a community may have a 98% White Alone population and 2% Black Alone population. However, 30% of the population may be comprised of Hispanic individuals who identify with either racial category.

In 2015, it is estimated that 86.7% of the Village's population is comprised of individuals who are considered White Alone (as classified by the U.S. Census). The DuPage County population has a slightly smaller proportion (75.6%) of White Alone individuals. Between 2015 and 2020, it is projected that the White Alone population will have increased by 0.7% and 2.0% in Downers Groves and DuPage County respectively. The Asian Alone population is the largest racial minority population in both Downers Grove and DuPage County, comprising 6.3% and 11.1% of their respective 2015 populations. The only increase in population for the Village is anticipated to occur in the White Alone population which is projected to gain 284 individuals (14.9%) over the next five years. It is estimated that in 2015, the Village's population was 6.3% Hispanic (3,005 individuals) while DuPage County's population was 14.5% Hispanic (134,028 individuals). Between 2015 and 2020, the Hispanic population is projected to grow by 14.4% and 10.9% within the Village of Downers Grove and DuPage County respectively.

**Chart 2. Projected Racial & Ethnic Composition**
Village of Downers Grove, DuPage County: 2015 - 2020

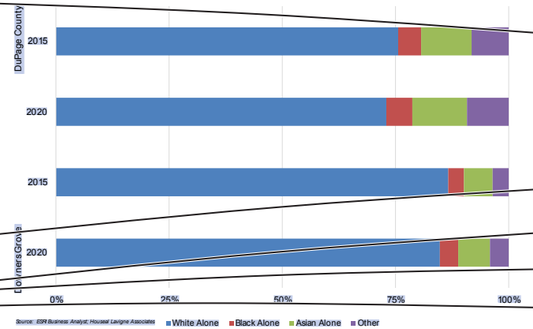
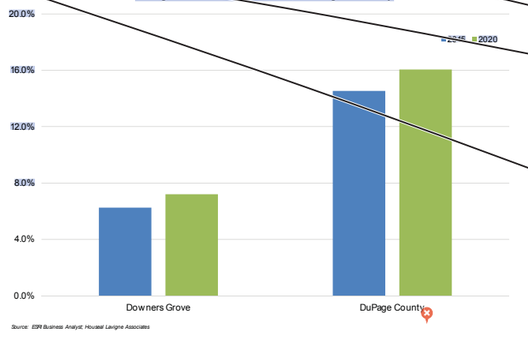



**Chart 3. Projected Hispanic Population**
Village of Downers Grove, DuPage County






Page: 21

Text Inserted
"Projected Racial & Ethnic Composition Village of Downers Grove, DuPage County: 2015 - 2020 Downers Grove DuPage County 2015 2020 2015 2020 0% 25% 50% 75% 100% Source: ESRI Business Analyst; Houseal Lavigne Associates White Alone Black Alone Asian Alone Other"

Text Inserted
"Chart 2."

Text Replaced
[Old]: "2009"
[New]: "2015"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "2014"
[New]: "2020"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"2009 2014"

Text Deleted
"7,000 6,000 Population"

Text Deleted
"5,000 4,000 3,000 2,000 1,000 0 Age Cohort Source: ESRI Business Analyst; Houseal Lavigne Associates"

Text Replaced
[Old]: "BACKGROUND TO THE PLAN 1: In 2009, it is estimated that 84.1%"
[New]: "In 2015, it is estimated that 86.7%"

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

Text Deleted
"Projected Racial & Ethnic Composition Village of Downers Grove, DuPage County: 2009 -2014"

Text Deleted
"Chart 2."

Text Replaced
[Old]: "(77.1%)"
[New]: "(75.6%)"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "2009 and 2014,"
[New]: "2015 and 2020,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Comments from page 21 continued on next page

## Race & Ethnicity

Charts 2 and 3 illustrate the estimated 2015 and projected 2020 racial and ethnic composition of the Village of Downers Grove and DuPage County. It should be noted that according to the federal government and the US Census, race and Hispanic origin are defined as two different concepts. Census respondents are asked to identify if they are Hispanic in a question that is independent of any questions asking to specify racial categories. For example, a community may have a 98% White Alone population and 2% Black Alone population. However, 30% of the population may be comprised of Hispanic individuals who identify with either racial category.

In 2015, it is estimated that 86.7% of the Village's population is comprised of individuals who are considered White Alone (as classified by the U.S. Census). The DuPage County population has a slightly smaller proportion (75.6%) of White Alone individuals. Between 2015 and 2020, it is projected that the White Alone population will have increased by 0.7% and 2.0% in Downers Groves and DuPage County respectively. The Asian Alone population is the largest racial minority population in both Downers Grove and DuPage County, comprising 6.3% and 11.1% of their respective 2015 populations. The only increase in population for the Village is anticipated to occur in the White Alone population which is projected to gain 284 individuals (0.3%) over the next five years. It is estimated that in 2015, the Village's population was 6.3% Hispanic (3,005 individuals) while DuPage County's population was 14.5% Hispanic (134,028 individuals) Between 2015 and 2020, the Hispanic population is projected to grow by 14.4% and 10.9% within the Village of Downers Grove and DuPage County respectively.

**Chart 2. Projected Racial & Ethnic Composition**
Village of Downers Grove, DuPage County: 2015 - 2020

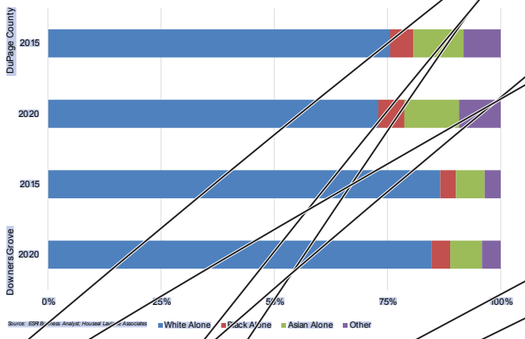
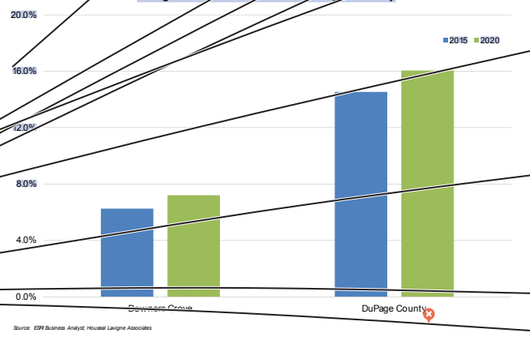



**Chart 3. Projected Hispanic Population**
Village of Downers Grove, DuPage County




Text Inserted
"Projected Hispanic Population Village of Downers Grove, DuPage County 20.0% 2015 2020"

Text Inserted
"Chart 3."

Text Replaced
[Old]: "decreased by 3.3% and 1.9%"
[New]: "increased by 0.7% and 2.0%"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"16.0% 12.0% 8.0%"

Text Replaced
[Old]: "Downers Grove DuPage County 2009 2014 2009 2014 0% 25% 50% 75% 100% White Alone Black Alone Asian Alone Other comprising 9.7% and 12.1% of their respective 2009 populations. Source: ESRI Business Analyst; Houseal Lavigne Associates The most significant increase in population for the Village is anticipated to occur in the Asian Alone population which is projected to gain over 600"
[New]: "comprising 6.3% and 11.1% of their respective 2015 populations. The only increase in population for the Village is anticipated to occur in the White Alone population which is projected to gain 284"

Font "BergamoBold" changed to "MuseoSlab-100".
Font-size "0" changed to "8".
Font-color changed.

Text Deleted
"Projected Hispanic Population Village of Downers Grove, DuPage County: 2009 -2014"

Text Deleted
"Chart 3."

Text Deleted
"16.0%"

Text Replaced
[Old]: "2009,"
[New]: "2015,"

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "6.8% Hispanic (3,257"
[New]: "6.3% Hispanic (3,005"

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Text Replaced
[Old]: "14.0% Hispanic (134,202 individuals)."
[New]: "14.5% Hispanic (134,028 individuals).Between 2015"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"12.0% 8.0%"

Text Replaced

Comments from page 21 continued on next page

## Race & Ethnicity

Charts 2 and 3 illustrate the estimated 2015 and projected 2020 racial and ethnic composition of the Village of Downers Grove and DuPage County. It should be noted that according to the federal government and the US Census, race and Hispanic origin are defined as two different concepts. Census respondents are asked to identify if they are Hispanic in a question that is independent of any questions asking to specify racial categories. For example, a community may have a 98% White Alone population and 2% Black Alone population. However, 30% of the population may be comprised of Hispanic individuals who identify with either racial category.

In 2015, it is estimated that 86.7% of the Village's population is comprised of individuals who are considered White Alone (as classified by the U.S. Census). The DuPage County population has a slightly smaller proportion (75.6%) of White Alone individuals. Between 2015 and 2020, it is projected that the White Alone population will have increased by 0.7% and 2.0% in Downers Groves and DuPage County respectively. The Asian Alone population is the largest racial minority population in both Downers Grove and DuPage County, comprising 6.3% and 11.1% of their respective 2015 populations. The only increase in population for the Village is anticipated to occur in the White Alone population which is projected to gain 284 individuals (14.9%) over the next five years. It is estimated that in 2015, the Village's population was 6.3% Hispanic (3,005 individuals) while DuPage County's population was 14.3% Hispanic (134,028 individuals). Between 2015 and 2020, the Hispanic population is projected to grow by 14.4% and 10.9% within the Village of Downers Grove and DuPage County respectively.

**Chart 2. Projected Racial & Ethnic Composition**
Village of Downers Grove, DuPage County: 2015 - 2020

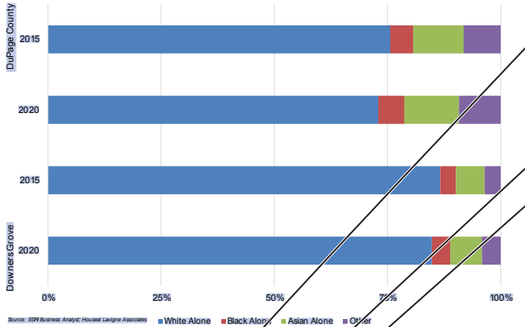
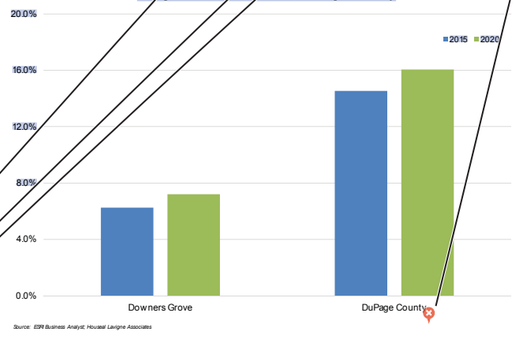



**Chart 3. Projected Hispanic Population**
Village of Downers Grove, DuPage County




[Old]: "Between 2009 and 2014,"
[New]: "and 2020,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"2009 2014"

Text Replaced
[Old]: "19.7% and 17.4%"
[New]: "14.4% and 10.9%"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 14"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Plan Background 17"

## Household Change

Charts 4 and 5 depict anticipated growth among Village and DuPage County households with regard to income between 2015 and 2020.

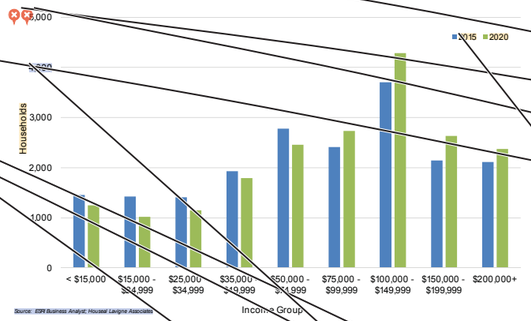
In 2015, the Village's estimated median household income was approximately $80,816 which was higher than that of DuPage County ($89,371). In 2020, Downers Grove's median income is expected to increase to $93,765, which will be higher than DuPage County's median income ($91,719).

The proportion of households with an annual income of less than $75,000 is projected to decrease by 1,333, or 14.8%, between 2015 and 2020. A stronger increase (33.4%) is projected to occur within the larger county.

The proportion of households with an annual income over $150,000 is projected to grow by 753 households (17.6%) between 2015 and 2020. The overall number of DuPage County households in this income group is projected to grow by 17.3% over the same time period.

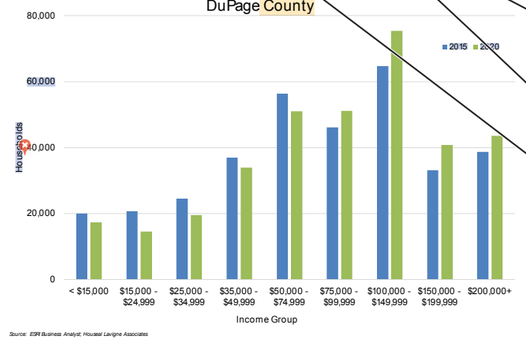
The greatest anticipated increase is projected to occur among households earning between $150,000 and $199,999. This population is projected to grow by 491 households (22.9%) and come to comprise over 13.4% of total households by 2020. Within DuPage County, an increase of 23.0% is projected for this income group.

Chart 4. Projected Household Change by Income
Village of Downers Grove




Source: ESRI Business Analyst; Houseal Lavigne Associates

Chart 5. Projected Household Change by Income
DuPage County




Source: ESRI Business Analyst; Houseal Lavigne Associates

Page: 22

Text Deleted
"1."

Text Replaced
[Old]: "BACKGROUND TO THE PLAN Households"
[New]: "Household Change"

Font "Impact" changed to "MuseoSans-900".
Font-size "0" changed to "13".

Text Inserted
"Projected"

Text Inserted
"by Income Village of Downers Grove"

Text Inserted
"Chart 4."

Text Deleted
"Projected Household Change by Income Village of Downers Grove, 2009 -2014"

Text Deleted
"Chart 4."

Text Replaced
[Old]: "2009 and 2014."
[New]: "2015 and 2020."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "2009 2014"
[New]: "2015 2020"

Font "Bergamo" changed to "ArialMT".
Font-size "6.9595" changed to "5.2325".
Font-color changed.

Text Deleted
"4,000"

Text Replaced
[Old]: "2009,"
[New]: "2015,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"4,000"

Text Replaced
[Old]: "5.2% lower"
[New]: "higher"

Comments from page 22 continued on next page

## Household Change

Charts 4 and 5 depict anticipated growth among Village and DuPage County households with regard to income between 2015 and 2020.

In 2015, the Village's estimated median household income was approximately $80,816 which was higher than that of DuPage County ($80,251). In 2020, Downers Grove's median income is expected to increase to $93,765, which will be higher than DuPage County's median income ($91,719).

The proportion of households with an annual income of less than $75,000 is projected to decrease by 1,333, or 14.8%, between 2015 and 2020. A stronger increase (33.4%) is projected to occur within the larger county.

The proportion of households with an annual income over $150,000 is projected to grow by 753 households (17.6%) between 2015 and 2020. The overall number of DuPage County households in this income group is projected to grow by 17.3% over the same time period.

The greatest anticipated increase is projected to occur among households earning between $150,000 and $199,999. This population is projected to grow by 491 households (22.9%) and come to comprise over 13.4% of total households by 2020. Within DuPage County, an increase of 23.0% is projected for this income group.

**Chart 4. Projected Household Change by Income**
Village of Downers Grove

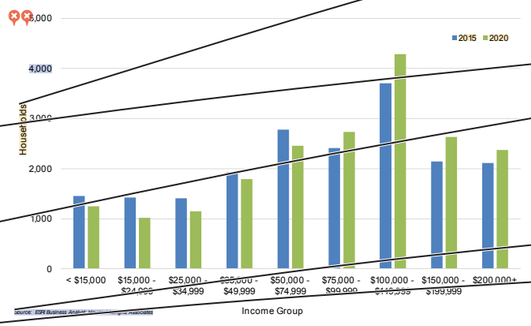
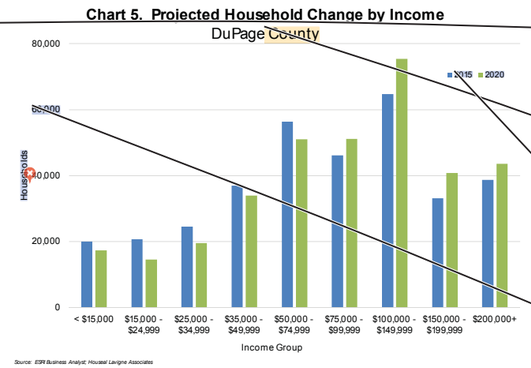



**Chart 5. Projected Household Change by Income**
DuPage County




Source: ESRI Business Analyst; Houseal Lavigne Associates

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "$79,792"
[New]: "$80,816"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "($84,174)."
[New]: "($80,251). In 2020, Downers Grove's median income is expected to increase to $93,765, which Households"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"will be higher than DuPage County's median income ($91,719)."

Text Replaced
[Old]: "1,037, or -8.6%, between 2009 and 2014. A similar decrease (-7.1%)"
[New]: "1,333, or 14.8%, between 2015 and 2020. A stronger increase (33.4%)"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Source: ESRI Business Analyst; Houseal Lavigne Associates"

Text Replaced
[Old]: "Source: ESRI Business Analyst; Houseal Lavigne Associates Households annual income over $150,000 is projected to remain relatively stable, increasing by two households (0.2%) between 2009 and 2014."
[New]: "annual income over $150,000 is projected to grow by 753 households (17.6%) between 2015 and 2020."

Font "BergamoItalic" changed to "MuseoSlab-100".
Font-size "6.9595" changed to "8".
Font-color changed.

Text Replaced
[Old]: "2.5%"
[New]: "17.3%"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "County, 2009 -2014 100,000 2009 2014"
[New]: "County"

Font "Bergamo" changed to "ArialMT".
Font-size "8.03999" changed to "9.504".
Font-color changed.

Text Inserted
"2015 2020"

Text Inserted
"60,000"

Comments from page 22 continued on next page

## Household Change

Charts 4 and 5 depict anticipated growth among Village and DuPage County households with regard to income between 2015 and 2020.

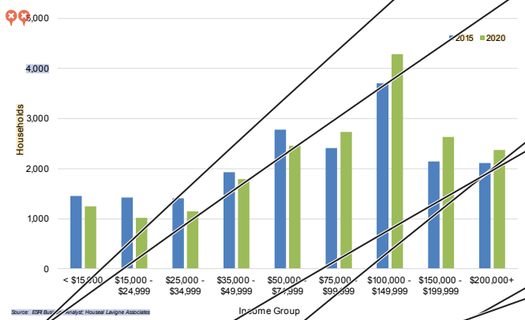
In 2015, the Village's estimated median household income was approximately $80,816 which was higher than that of DuPage County ($80,251). In 2020, Downers Grove's median income is expected to increase to $93,765, which will be higher than DuPage County's median income ($91,719).

The proportion of households with an annual income of less than $75,000 is projected to decrease by 1,333, or 14.8%, between 2015 and 2020. A stronger increase (33.4%) is projected to occur within the larger county.

The proportion of households with an annual income over $150,000 is projected to grow by 753 households (17.6%) between 2015 and 2020. The overall number of DuPage County households in this income group is projected to grow by 17.3% over the same time period.

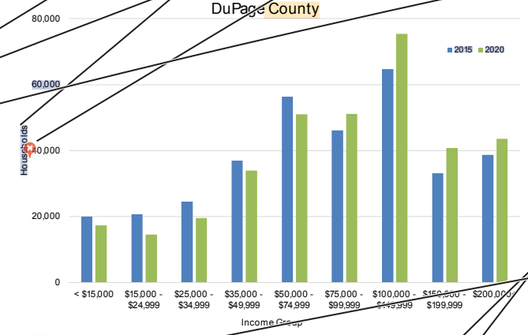
The greatest anticipated increase is projected to occur among households earning between $150,000 and $199,999. This population is projected to grow by 491 households (22.9%) and come to comprise over 13.4% of total households by 2020. Within DuPage County, an increase of 23.0% is projected for this income group.

**Chart 4. Projected Household Change by Income**
Village of Downers Grove




Source: ESRI Business Analyst; Houseal Lavigne Associates

**Chart 5. Projected Household Change by Income**
DuPage County




Source: ESRI Business Analyst; Houseal Lavigne Associates

Text Replaced
[Old]: "$100,000 and $149,999."
[New]: "$150,000 and $199,999."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "888 households (20.9%)"
[New]: "491 households (22.9%)"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Households"

Text Replaced
[Old]: "27%"
[New]: "13.4%"

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Font-size "9.5" changed to "8".

Text Deleted
"60,000"

Text Replaced
[Old]: "2014."
[New]: "2020."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "even more significant increase of 27.1%"
[New]: "increase of 23.0%"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 15"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"18 Plan Background |"

## Age by Income

Chart 6 illustrates the projected change in the number of households according to the age of the head of household and household income. Changes projected to occur between 2015 and 2020 are shown as they pertain to each respective household age cohort in the Village of Downers Grove.

For example, the bars indicate change within the market area householder population between 2015 and 2020 for a specific age group. A bar for an age group is shown in each income bracket. A bar located above the zero line of the graph indicates growth, while a bar below the zero line indicates decline.

It is anticipated that the number of households age 35 to 54 will decrease in every income group that earns under $99,999. This age cohort will witness a decrease of 937 households (-11.5%).

The number of households age 55 to 74 is projected to grow across income groups earning more than $75,000. This age cohort will increase by a total of 437 households (5.8%).

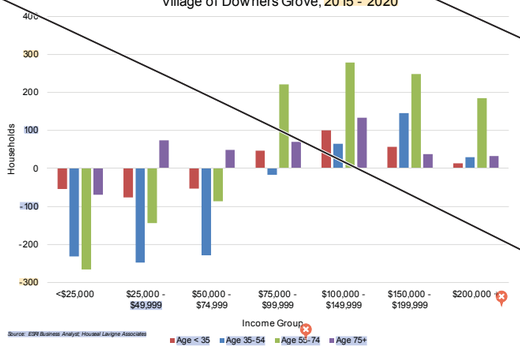
The change in the number of households under 35 years of age is projected to be minimal across all income groups. Households under the age of 35 that make under $75,000 are expected to decrease by 183 households while households under the age of 35 with incomes making over $75,000 will increase by 217 households.

The largest increase of households is projected to occur among households aged 55 to 74. Of these cohorts, those earning over $100,000-$149,999 are expected to see the largest increase of 279 households. The largest anticipated decline in households is projected to occur among households age 55 to 74 earning under $25,000.

## Age by Income Implications

The age and income shifts projected to occur among the Village's household population may have an impact on the local demand for a range of housing products. The number of households in the 35 to 54 year old age cohorts is decreasing and 'empty nester' households are growing. At the same time, 35 to 54 year olds are seeing much larger decreases on the lower end of the income spectrum. In a typical market, "empty nester" households comprise a significant proportion of those purchasing multi-family units (condominiums, townhomes, rowhomes etc.). The anticipated growth in the Village's household population over the age of 55, particularly among higher income households may be accompanied by an increased demand for multi-family housing product.

**Chart 6. Projected Household Change by Age and Income**
Village of Downers Grove, 2015 - 2020






Page: 23

Text Replaced
[Old]: "and households older than 75 are projected to be minimal across all age cohorts. For example, the red columns indicate change within the market area householder population between the age of 35 and 54. A bar for this age group is shown in each income bracket. A red bar located above the zero line of the graph indicates growth, while a red bar below the zero line indicates decline. In a typical market, empty nester households comprise a significant proportion of those purchasing multi family units (condominiums, townhomes, rowhomes etc.). The anticipated growth in the Village's household population over the age of 55, particularly among higher income households, may be accompanied by an increased demand for multi-family housing product. The largest increase of 475 households is projected to occur among households aged 55 to 74 earning between $100,000 and $149,999. The largest anticipated decline in households (-463) is projected to occur among households aged 35 to 54 earning between $75,000 and $99,999. It is anticipated that the number of households aged 35 to 54 will decrease in every income group with the exception of those households earning between $100,000 and $149,999."
[New]: "years of age is projected to be minimal across all income groups. Households under the age of 35 that make under $75,000 are expected to decrease by 183 households while households under the age of 35 with incomes making over $75,000 will increase by 217 households. The largest increase of households is projected to occur among households aged 55 to 74. Of these cohorts, those earning over $100,000-$149,999 are expected to see the largest increase of 279 households. The largest anticipated decline in households is projected to occur among households age 55 to 74 earning under $25,000. Age by Income Implications The age and income shifts projected to occur among the Village's household population may have an impact on the local demand for a range of housing products. The number of households in the 35 to 54 year old age cohorts is decreasing and 'empty nester' households are growing. At the same time, 35 to 54 year olds are seeing much larger decreases on the lower end of the income spectrum. In a typical market, "empty nester" households comprise a significant proportion of those purchasing multi-family units (condominiums, townhomes, rowhomes etc.). The anticipated growth in the Village's household population over the age of 55, particularly among higher income households may be accompanied by an increased demand for multi-family housing product."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "with the exception of those households earning between $75,000 and $99,999. This age cohort will increase by a total of 742 households (13.0%). The number of households aged"
[New]: "earning more than $75,000. This age cohort will increase by a total of 437 households (5.8%). The change in the number of households"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"BACKGROUND TO THE PLAN 1:"

Text Replaced
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[New]: "2015 and 2020"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Age by Income Implications The age and income shifts projected to occur among the Village's household population may have an impact on the local demand for a range of housing products. The number of households in the 35 to 54 year old age cohorts is decreasing while 'empty nester' households are growing."
[New]: "For example, the bars indicate change within the market area householder population between 2015 and 2020 for a specific age group. A bar for an age group is shown in each income bracket. A bar located above the zero line of the graph indicates growth, while a bar below the zero line indicates decline. It is anticipated that the number of households age 35 to 54 will decrease in every income group that earns under $99,999."

Font "Bergamo-Bold" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"This age cohort will witness a decrease of 937 households (-11.5%)."

Comments from page 23 continued on next page

## Age by Income

Chart 6 illustrates the projected change in the number of households according to the age of the head of household and household income. Changes projected to occur between 2015 and 2020 are shown as they pertain to each respective household age cohort in the Village of Downers Grove.

For example, the bars indicate change within the market area householder population between 2015 and 2020 for a specific age group. A bar for an age group is shown in each income bracket. A bar located above the zero line of the graph indicates growth, while a bar below the zero line indicates decline.

It is anticipated that the number of households age 35 to 54 will decrease in every income group that earns under $99,999. This age cohort will witness a decrease of 937 households (-11.5%).

The number of households age 55 to 74 is projected to grow across income groups earning more than $75,000. This age cohort will increase by a total of 437 households (5.8%).

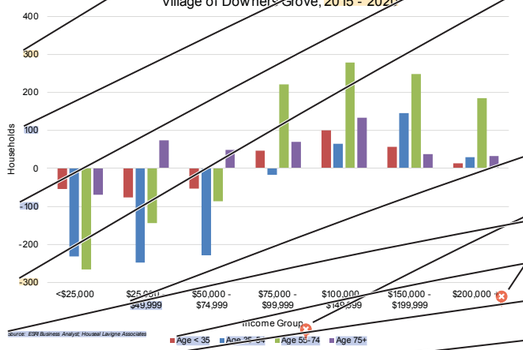
The change in the number of households under 35 years of age is projected to be minimal across all income groups. Households under the age of 35 that make under $75,000 are expected to decrease by 183 households while households under the age of 35 with incomes making over $75,000 will increase by 217 households.

The largest increase of households is projected to occur among households aged 55 to 74. Of these cohorts, those earning over $100,000-$149,999 are expected to see the largest increase of 279 households. The largest anticipated decline in households is projected to occur among households age 55 to 74 earning under $25,000.

## Age by Income Implications

The age and income shifts projected to occur among the Village's household population may have an impact on the local demand for a range of housing products. The number of households in the 35 to 54 year old age cohorts is decreasing and 'empty nester' households are growing. At the same time, 35 to 54 year olds are seeing much larger decreases on the lower end of the income spectrum. In a typical market, "empty nester" households comprise a significant proportion of those purchasing multi-family units (condominiums, townhomes, rowhomes etc.). The anticipated growth in the Village's household population over the age of 55, particularly among higher income households may be accompanied by an increased demand for multi-family housing product.

**Chart 6. Projected Household Change by Age and Income**
Village of Downers Grove, 2015 - 2020




Text Replaced
[Old]: "aged"
[New]: "age"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"all"

Text Deleted
"This age cohort will witness a decrease of 937 households (-11.5%)."

Text Replaced
[Old]: "2009 -2014 600 Age < 35 Age 35-54"
[New]: "2015 - 2020"

Font "Bergamo" changed to "ArialMT".
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Text Replaced
[Old]: "Age 55-74 Age 75+"
[New]: "300"

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Font-color changed.

Text Inserted
"100"

Text Inserted
"-100"

Text Replaced
[Old]: "-400 -600"
[New]: "-300"

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Font-color changed.

Text Deleted
"$49,999"

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"$49,999"

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"Source: ESRI Business Analyst; Houseal Lavigne Associates"

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"Source: ESRI Business Analyst; Houseal Lavigne Associates"

Text Inserted
"Age < 35 Age 35-54 Age 55-74 Age 75+"

Text Deleted
"Page 16"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Comments from page 23 continued on next page

Font "Bergamo" changed to "MuseoSlab-500".
Text Inserted
"| Plan Background 19"

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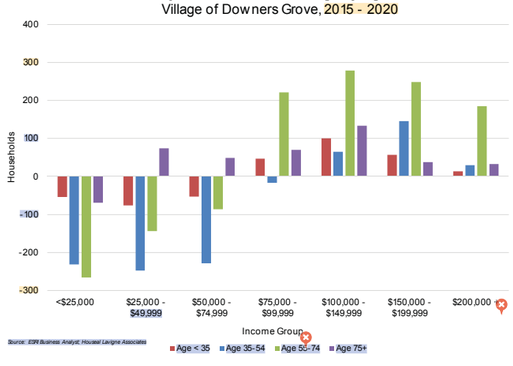
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**Chart 6. Projected Household Change by Age and Income**
Village of Downers Grove, 2015 - 2020




Source: ESRI Business Analyst; Houseal Lavigne Associates



# 2 A Vision for the Future

The Vision provides a basis for identifying many of the specific goals and objectives needed to lead the Village of Downers Grove in the direction of implementation. It describes an outcome that helps define purpose and intent for the many polices and recommendations contained in this document.

The Vision Statement identifies how the community has changed since the 2011 Comprehensive Plan was updated in 2016. It builds on the 2011 vision, and describes in detail what Downers Grove community will be 15 years in the future. This "retrospective" provides important focus and direction for the Comprehensive Plan update.

THE VISION IS AN ASPIRATIONAL RETROSPECTIVE WHICH DESCRIBES THE TYPE OF COMMUNITY DOWNERS GROVE DESIRES TO BE IN THE YEAR 2031



Page: 24

Text Deleted
"Section"

Text Replaced
[Old]: "VISION FOR THE FUTURE Downers Grove, Illinois Comprehensive Plan"
[New]: "Vision for the Future"

Font "Impact" changed to "MuseoSans-900".
Font-size "46" changed to "42".
Font-color changed.

Text Deleted
"2: A VISION FOR THE FUTURE"

Text Replaced
[Old]: "that follows is a description of the Village of Downers Grove as the community desires to be 15 years in the future and is written as a "retrospective." The Vision Statement identifies how the community has changed since the Comprehensive Plan was approved in 2011. In 2026… Fifteen years after the Comprehensive Plan was adopted, the Village of"
[New]: "identifies how the community has changed since the 2011 Comprehensive Plan was updated in 2016. It builds on the 2011 vision, and describes in detail what Downers Grove community will be 15 years in the future. This "retrospective" provides important focus and direction for the Comprehensive Plan update. THE VISION IS AN ASPIRATIONAL RETROSPECTIVE WHICH DESCRIBES THE TYPE OF COMMUNITY DOWNERS GROVE DESIRES TO BE IN THE YEAR 2031"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 19"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"20 A Vision for the Future |"



## In 2031...

Downers Grove's safe and quiet neighborhoods are its most cherished asset. They consist of a diverse and well-maintained housing stock which is primarily single-family homes, but also includes compatible and well located townhouses, condominiums and apartments. Some of the existing residential areas are still replenishing through redevelopment, however improved education and regulations have made teardowns more context sensitive. This has helped mitigate their impact on local character and flooding. Advocacy and education by the Village along with owner-initiated preservation has bolstered success in preserving architecturally or historically significant structures within the neighborhoods.

Guided by the Village's Comprehensive Plan, a number of high-end multi-family and mixed-use buildings have been constructed in and around the Downtown over the past fifteen years. Drawn by the dining, entertainment, and convenient access to Chicago via Metra, young professionals, empty nesters, and anyone looking for an urban lifestyle have flocked to Downtown. These developments, among others in the community have diversified housing options in the community, allowing residents to stay in Downers Grove through all stages of their lives.

At the same time, the Village was also working hard to maintain and enhance its tree canopy and address stormwater concerns. The invasive insects that once threatened the Village's trees is a thing of the past, and through active replanting and tree maintenance, the urban canopy is once again flourishing. The new trees have improved the appearance and character of neighborhoods and have helped minimize stormwater runoff and flooding potential. These efforts, combined with Low Impact Design (LID) (which mimic natural water filtration processes) for new development have helped mitigate stormwater issues within Downers Grove.



Page: 25

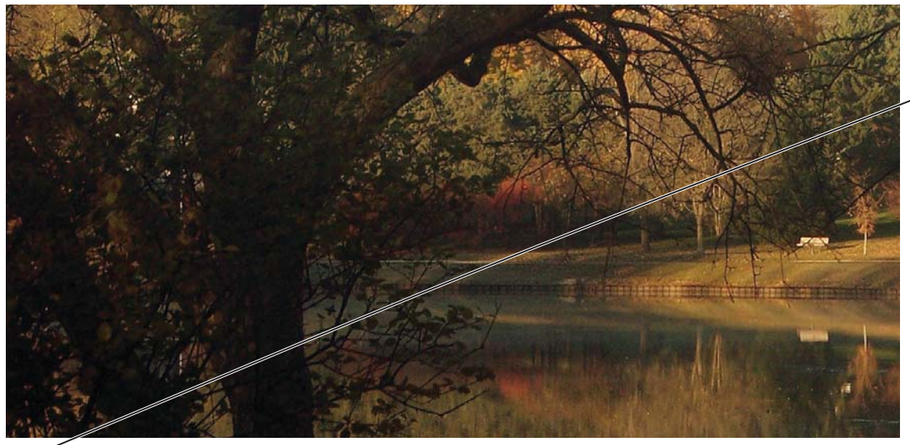
Text Replaced
[Old]: "Downers Grove is the envy of DuPage County. Even before the Plan's adoption, a forward thinking village government initiated a thorough approach to infrastructure improvements, which the Plan supported and built upon. Stormwater and transportation concerns were addressed quickly and effectively. Early recognition by Village leaders of the complexity of these issues and the intergovernmental relationships needed to effectively address them helped. In fact, the Village is now known as the clear leader in partnering— an important approach taken in many of its operational, economic development and capital improvement arenas. The Vision is an aspirational retrospective which describes the type of community downers grove desires to be in the year 2026"
[New]: "In 2031... Downers Grove's safe and quiet neighborhoods are its most cherished asset. They consist of a diverse and well-maintained housing stock which is primarily single-family homes, but also includes compatible and well located townhouses, condominiums and apartments. Some of the existing residential areas are still replenishing through redevelopment, however improved education and regulations have made teardowns more context sensitive. This has helped mitigate their impact on local character and flooding. Advocacy and education by the Village along with owner-initiated preservation has bolstered success in preserving architecturally or historically significant structures within the neighborhoods. Guided by the Village's Comprehensive Plan, a number of high-end multifamily and mixed-use buildings have been constructed in and around the Downtown over the past fifteen years. Drawn by the dining, entertainment, and convenient access to Chicago via Metra, young professionals, empty nesters, and anyone looking for an urban lifestyle have flocked to Downtown. These developments, among others in the community have diversified housing options in the community, allowing residents to stay in Downers Grove through all stages of their lives. At the same time, the Village was also working hard to maintain and enhance"

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "16".
Font-color changed.

Text Replaced
[Old]: "A VISION FOR THE FUTURE 2: Continued reinvestment in its residential neighborhoods has succeeded in enhancing and maintaining their distinctive character. The housing stock appeals to a broad spectrum of residents who enjoy the friendly nature of the community and the many opportunities to shop, work and play. Many houses have been updated. Others have provided"
[New]: "its tree canopy and address stormwater concerns. The invasive insects that once threatened the Village's trees is a thing of the past, and through active replanting and tree maintenance, the urban canopy is once again flourishing. The new trees have improved the appearance and character of neighborhoods and have helped minimize stormwater runoff and flooding potential. These efforts, combined with Low Impact Design (LID) (which mimic natural water filtration processes) for new development have helped mitigate stormwater issues within Downers Grove."

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Font-size "0" changed to "8".

Text Inserted
"Downers Grove Comprehensive Plan | A Vision for the Future 21"



Downtown has maintained its competitiveness due to a solid employment base, an increase in the number of housing opportunities in and near the Downtown, improved parking, and the Village's innovative use of TIF and SSA districts. Downtown is also home to a number of special events and is a continued source of pride and identity for the entire Village. Not long ago the Village had to aggressively pursue businesses to locate in Downtown, today businesses flock to the few remaining vacancies.

All of Downers Grove's commercial areas are contributing to the Village through increased property and retail sales tax revenues. The corridors have also become central to celebrating Downers Grove's identity. Downers Grove's brand has been enhanced through entryway monuments, major developments, and consistent signage. The established commercial centers on 75th Street and 63rd Street have seen aging centers improved and vacancies filled. In some cases, older commercial properties that had poor visibility and excessive vacancies have been completely redeveloped with commercial or other uses that are more appropriate for the property.

Areas like Butterfield Road and the Ellsworth Technology Park are also boasting strong, unique, and sustainable economic opportunities. The office areas are notable for their regional access and are offering numerous corporations state of the art office space. The Ellsworth Technology Park succeeded in growing beyond the more traditional industrial uses found in other similar communities. Its attractive buildings and setting, along with easy expressway access and in-demand jobs, assures its value to the region for decades.



Page: 26

Text Replaced
[Old]: "a nod to the community's deep-rooted past, working to preserve historically significant structures. The urban forest flourishes, recognized by residents as adding value and uniqueness to the community. Highly diverse and sustainable economic opportunities were created, providing even more jobs and shopping opportunities to those both within and outside the community. The Downtown continues as the community's heart—well-designed and attractive, with ample parking and a friendly pedestrian orientation. Ogden Avenue has become a place to shop and visit, not just pass through, with a visual rhythm and interest created by the nodes of retail and service activity now apparent to drivers along the route. Both Butterfield Road and 75th Street boast strong, unique and sustainable economic opportunities. The office areas are notable for their strength, regional access and appeal for numerous corporate headquarters."
[New]: "Downtown has maintained its competitiveness due to a solid employment base, an increase in the number of housing opportunities in and near the Downtown, improved parking, and the Village's innovative use of TIF and SSA districts. Downtown is also home to a number of special events and is a continued source of pride and identity for the entire Village. Not long ago the Village had to aggressively pursue businesses to locate in Downtown, today businesses flock to the few remaining vacancies. All of Downers Grove's commercial areas are contributing to the Village through increased property and retail sales tax revenues. The corridors have also become central to celebrating Downers Grove's identity. Downers Grove's brand has been enhanced through entryway monuments, major developments, and consistent signage. The established commercial centers on 75 th Street and 63 rd Street have seen aging centers improved and vacancies filled. In some cases, older commercial properties that had poor visibility and excessive vacancies have been completely redeveloped with commercial or other uses that are more appropriate for the property. Areas like Butterfield Road and the Ellsworth Technology Park are also boasting strong, unique, and sustainable economic opportunities. The office areas are notable for their regional access and are offering numerous corporations state of the art office space. The"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 20"
[New]: "22 A Vision for the Future |"

Font "Bergamo" changed to "MuseoSlab-100".



The Fairview Station area continues to evolve into the well-organized, revitalized and unique multi-use area imagined in the Comprehensive Plan. Its growth as a cohesive neighborhood and its attractiveness to those outside the community have resulted in enhanced Metra service and other local transportation improvements.

Through significant investment, Ogden Avenue has also been transformed. Once a linear corridor with several outdated and underperforming commercial uses, incremental redevelopment and improved landscaping has dramatically improved the corridor's appearance and contribution to the local economy. Investments in new sidewalks and improved pedestrian crosswalks have helped pedestrian mobility along the busy corridor, and has connected neighborhoods north and south to the diverse mix of businesses.

Important to the Village's overall desirability for residents has been the reputation of the Village's high-quality schools, parks, open spaces, and recreation facilities. The Village is a model community for local government in its partnering with other municipalities, state agencies, community service providers, local businesses, and residents to achieve its goals and address any concerns. Even before the 2011 Comprehensive Plan's adoption, a proactive village government initiated a thorough approach to infrastructure improvements which quickly mitigated stormwater concerns northeast of Downtown. Early recognition by Village leaders of the complexity of these issues and the intergovernmental relationships needed to effectively address them was crucial to Downers Grove's success.

Fifteen years after the Comprehensive Plan was regularly updated and continually updated every five years, the Village of Downers Grove's maintains the reputation as a great place to live, work, and shop and has become a premiere Chicago suburb. The tangible victories of careful planning are evident and the Village's plans and policies will create many more exciting opportunities and successes to come.



## Page: 27

Text Deleted
"2: A VISION FOR THE FUTURE"

Text Replaced
[Old]: "Elsewhere in the Village, other neighborhood oriented storefronts have found ways to blend with their surrounding residential areas and provide sustainable services and products. High quality schools and parks continue to be one of the trademarks for the community, proving year after year their importance to the thriving community of Downers Grove, Illinois. All of this progress has enhanced the community during the previous 15 years. The Comprehensive Plan—updated every five years—continues to evolve and responds to an ever-changing regional environment, and will help"
[New]: "Through significant investment, Ogden Avenue has also been transformed. Once a linear corridor with several outdated and underperforming commercial uses, incremental redevelopment and improved landscaping has dramatically improved the corridor's appearance and contribution to the local economy. Investments in new sidewalks and improved pedestrian crosswalks have helped pedestrian mobility along the busy corridor, and has connected neighborhoods north and south to the diverse mix of businesses. Important to the Village's overall desirability for residents has been the reputation of the Village's high- quality schools, parks, open spaces, and recreation facilities. The Village is a model community for local government in its partnering with other municipalities, state agencies, community service providers, local businesses, and residents to achieve its goals and address any concerns. Even before the 2011 Comprehensive Plan's adoption, a proactive village government initiated a thorough approach to infrastructure improvements which quickly mitigated stormwater concerns northeast of Downtown. Early recognition by Village leaders of the complexity of these issues and the intergovernmental relationships needed to effectively address them was crucial to Downers Grove's success. Fifteen years after the Comprehensive Plan was regularly updated and continually updated every five years, the Village of Downers Grove's maintains the reputation as a great place to live, work, and shop and has become a premiere Chicago suburb. The tangible victories of careful planning are evident and the Village's plans and policies will"

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "imagined."
[New]: "imagined in the Comprehensive Plan."

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 21"
[New]: "| A Vision for the Future 23"

Font "Bergamo" changed to "MuseoSlab-100".



# 3 Land Use Plan

The Land Use Plan builds upon the existing land uses and development patterns within the Village and is an extension of the Comprehensive Plan's vision, policies and recommendations. The Land Use Plan is intended to promote a sustainable and holistic approach to growth and development that protects and enhances existing neighborhoods and promotes energy efficient building practices, strengthens commercial areas, protects industrial areas and employment centers, and enhances the Village's network of parks and open space and provision of community services.

The Land Use Plan is a guide for future land use and development that is respective of the fact that the Village is a developed and mature, established community. It strives to maintain and enhance the traditional form, character and distinguishing features of Downers Grove while accommodating high-quality and compatible improvements and new development in selected locations.

In addition, the Land Use Plan attempts to address land use conflicts that may have arisen as the community has matured. Since the 1965 Plan, the science of land use planning has improved understanding of separating, connecting and integrating land uses. The Land Use Plan accomplishes this by identifying which land uses should remain for the future and which areas should be considered for new uses.



Page: 28

Text Replaced
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[New]: "3 Land Use"

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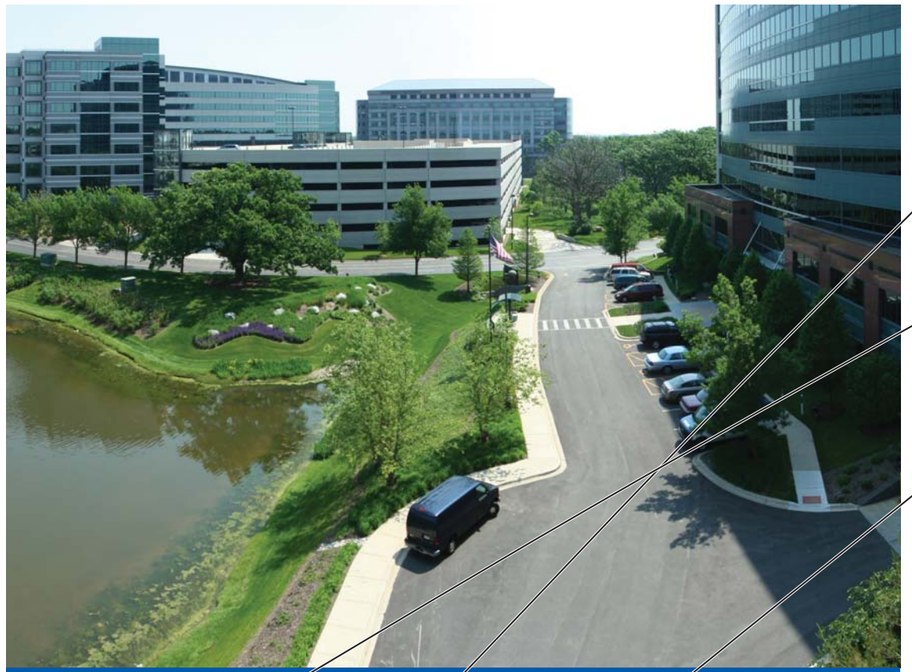
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Text Replaced
[Old]: "neighborhoods,"
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Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"24 Land Use Plan | Downers Grove Comprehensive Plan"



It should be emphasized that the Land Use Plan is a general guide for growth and development within the Village and provides a foundation for further decision-making and is not a site development plan. While it is a detailed document that provides specific guidance on land use decisions, it is also intended to be sufficiently flexible to accommodate unique or compelling circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

THE LAND USE PLAN IS INTENDED TO PROMOTE A SUSTAINABLE AND HOLISTIC APPROACH TO GROWTH AND DEVELOPMENT THAT PROTECTS AND ENHANCES THE VILLAGE'S EXISTING NEIGHBORHOODS, COMMERCIAL AND INDUSTRIAL AREAS, EMPLOYMENT CENTERS, PARKS AND OPEN SPACES AND COMMUNITY FACILITIES






Page: 29

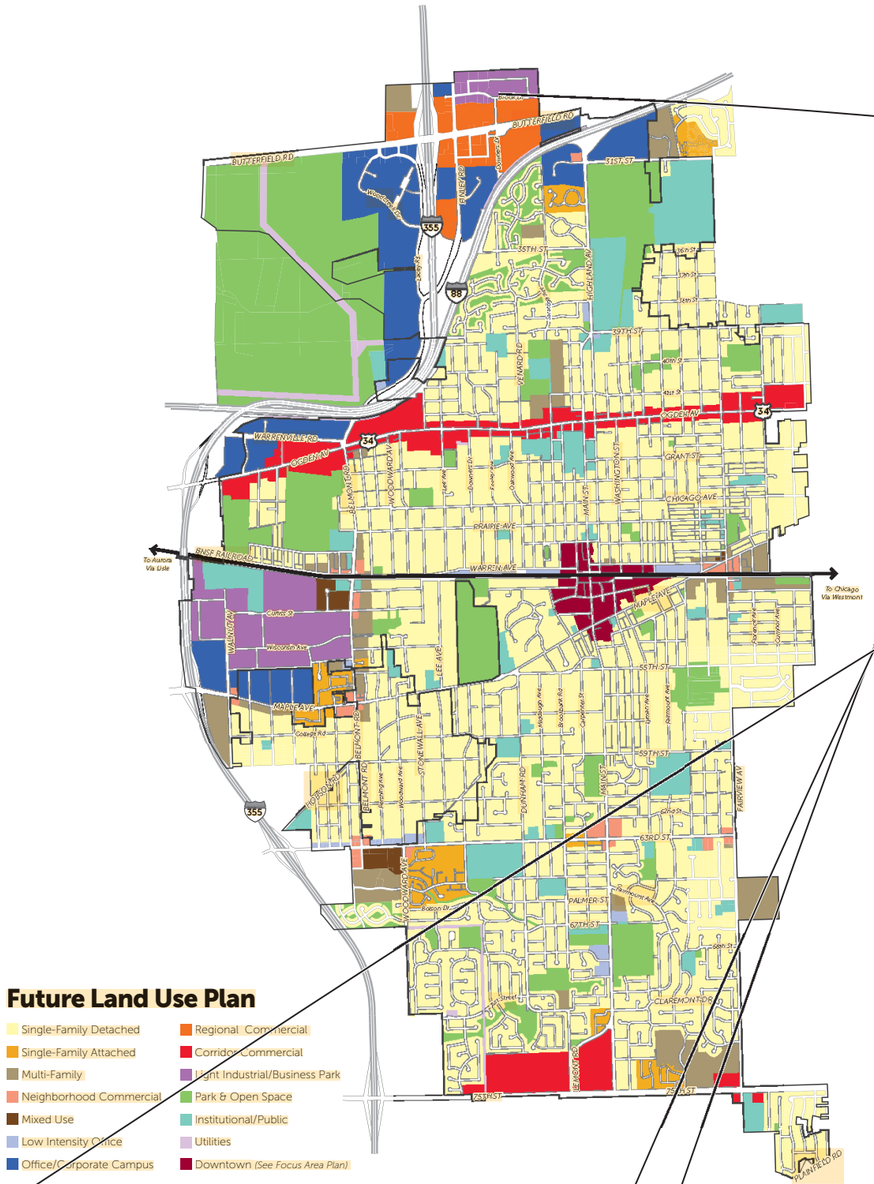
Text Replaced
[Old]: "The"
[New]: "THE LAND USE PLAN IS INTENDED TO PROMOTE A SUSTAINABLE AND HOLISTIC APPROACH TO GROWTH AND DEVELOPMENT THAT PROTECTS AND ENHANCES THE VILLAGE'S EXISTING NEIGHBORHOODS, COMMERCIAL AND INDUSTRIAL AREAS, EMPLOYMENT CENTERS, PARKS AND OPEN SPACES AND COMMUNITY FACILITIES"

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Text Inserted
"Downers Grove Comprehensive Plan | Land Use Plan 25"






Page: 30

Text Replaced
[Old]: "Land Use Plan is intended to promote a sustainable and holistic approach to growth and development that protects and enhances the Village's existing neighborhoods, commercial and industrial areas, employment centers, parks and open spaces and community facilities"
[New]: "Brook Dr BUT TERFIELD RD Downers Dr BUT TERFIELD RD 31ST ST FINLEY RD 355 88 34 W o o d c r e e k D r . 7 1 s t S t r e e t 35TH ST a A v e 36th St 37th St 38th St HIGHL AND A V Lacey Rd. 39TH ST VENARD RD 40th St 41st St 34 OGDEN A V W ARRENVILLE RD W ASHINGT ON ST V OGDEN A V W OOD W ARD A Oakwood A ve GRANT ST CHICA GO A VE Downers Dr ve BELMONT RD Seeley A Lee A ve MAIN ST PRAIRIE A VE BNSF RAILROAD To Aur ora Via Lisle W ARREN A VE MAPLE A VE T o Chicago Via W estmont ve Flor ence A Cumnor A ve Curtiss St Wisconsin A ve W ALNUT A V LEE A VE 55TH ST Fairmoun t Ave ve Br ookbank Rd Carpen ter St Middaugh A ve Lyman A MAPLE AVE C ollege Rd BELMONT RD VE ST ONEW ALL A 59TH ST BELMONT RD MAIN ST FAIRVIEW A V ve DUNHAM RD HOBSON RD W oodward A ve Pershing A 62nd St 355 Future Land Use Plan 63RD ST W OOD W ARD A VE F airmoun t A ve P ALMER ST Bolson Dr 67TH ST 68th St CL AREMONT DR Single-Family Detached Single-Family Attached Multi-Family Neighborhood Commercial Mixed Use Low Intensity O˜ce O˜ce/Corporate Campus Regional Commercial Corridor Commercial Light Industrial/Business Park Park & Open Space Institutional/Public Utilities Downtown (See Focus Area Plan) LEMONT RD 75TH ST 75TH ST PL AINFIELD RD"

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"Page 25"

Text Replaced
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[New]: "Grove"

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Text Inserted
"26 Land Use Plan |"



## Residential Uses

The Land Use Plan classifies residential areas into three (3) residential categories: Single-family Residential, Single-family Attached Residential and Multi-family Residential. The Land Use Plan below provides a brief overview of these land use categories by presenting a concise definition and planned locations. An expanded discussion of the Village's residential areas, along with detailed policies for residential development and improvement are provided in Section 4: Residential Areas Plan.



### Single-Family Detached Residential

Single-family residential areas should consist of a detached single household per lot, organized into neighborhoods or subdivisions based on a unifying development pattern. Since its incorporation in 1873, Downers Grove has developed predominately as a residential community nearly 80% of which is single-family and owner-occupied. The Land Use Plan recommends that single-family residential continue to be the predominant land use in the Village and that single-family residential neighborhoods continue to be located throughout the Village. Section 4: Residential Areas Plan addresses the issues facing single-family neighborhoods and ensures that the distinctive qualities and characteristics of individual neighborhoods are enhanced.



### Single-Family Attached Residential

Single-family attached residential uses are single-family dwellings that share a sidewall with an adjacent single-family dwelling. Examples include townhouses, row houses and duplexes which are present throughout the Village. Single-family attached residential developments are commonly found along arterial streets and are often used as a transitional land use between single-family detached and multi-family development.

### Multi-Family Residential

Multi-family residential development consists of more than one unit or household per lot. This may take the form of standalone buildings of condos or apartments, as part of a mixed-use development or as specialized senior housing. Multi-family residential developments are currently present throughout the Village. The Land Use Plan identifies the redevelopment of some existing multi-family areas that are compatible with adjacent uses, and establishes new areas for multi-family residential land uses based on proximity to the transportation network and to maximize their function as a transitional land use between single-family residential and commercial land uses.



Page: 31

Text Replaced
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Text Replaced
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[New]: "multifamily development. Multi-Family"

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"3: LAND USE PLAN & POLICIES"

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"Plan | Land Use"

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[Old]: "Grove, Illinois"
[New]: "Grove"

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## Commercial Uses

The Land Use Plan identifies seven (7) categories of commercial land uses: Neighborhood Commercial, Corridor Commercial, Downtown Commercial/ Mixed-Use, Low-Intensity Office, Office/Corporate Campus, Regional Commercial, and Light Industrial/ Business Park. An overview is provided below while Section 4, Commercial Areas Plan, offers an expanded discussion of these uses along with detailed policies for development and improvement.

## Downtown Commercial/Mixed-Use

Downtown Downers Grove is characterized by a mix of commercial service, commercial retail, entertainment, civic, multi-family residential, institutional and related public facilities (including parking) in a pedestrian-oriented atmosphere.

To maintain its vibrancy and importance to the Village, Downtown should continue to contain a mix of land uses that reinforce its unique character. The type and location of land uses within Downtown and in mixed-use areas are recommended in order to maintain a pedestrian-orientation while also allowing for automobile access and parking. In order to achieve this, it is recommended that ground floor uses are primarily retail, entertainment, and personal service, with office and residential uses located on the upper floors.

Mixed-use areas outside of the Downtown should be focused around the Village's transit infrastructure. The Village should encourage transit-oriented development (TOD) so these areas can take advantage of transportation opportunities while maintaining commuter parking.





Page: 32

Text Deleted
"LAND USE PLAN & POLICIES 3:"

Text Replaced
[Old]: "transit-oriented"
[New]: "transit- oriented"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"multi-family residential,"

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"Neighborhood Commercial"

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"These areas may be anchored by a grocery store accompanied by a variety of other smaller retailers such as gas stations, dry cleaners, convenience stores, banks, and restaurants. Providing these daily goods and services close to home is an amenity to nearby residents and serves to reduce automobile trips. It is recommended that small nodes of neighborhood commercial development should exist throughout the Village at the intersection of primary roadways (arterials and collectors) to serve nearby residential areas."

Text Deleted
"Neighborhood commercial areas function to provide residents with convenient, day-to-day goods and services within a short walk or drive from their homes."

Text Deleted
"Neighborhood commercial areas should be comprised of a mix of retail, service and office uses that cater to a local population."

Text Replaced
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Text Replaced
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Text Inserted
"Land Use Plan |"




## Neighborhood Commercial

Neighborhood commercial areas function to provide residents with convenient, day-to-day goods and services within a short walk or drive from their homes. Neighborhood commercial areas should be comprised of a mix of retail, service, and office uses that cater to a local population.

These areas may be anchored by a grocery store accompanied by a variety of other smaller retailers such as gas stations, dry cleaners, convenience stores, banks, and restaurants. Providing these daily goods and services close to home is an amenity to nearby residents and serves to reduce automobile trips.

It is recommended that small nodes of neighborhood commercial development should exist throughout the Village at the intersection of primary roadways (arterials and collectors) to serve nearby residential areas.



## Low-Intensity Office

Low-Intensity office uses typically include professional services such as medical, dental, legal, and accounting. These uses are sensitive to their context in terms of scale, height, setback, and building materials. This requires consideration of parking, loading, signage, lighting, and business operations.



## Office/Corporate Campus

These office uses include large-scale buildings and office parks that have a significant presence in Downers Grove and should continue to play an important role in the local economy. The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors to maximize visibility and minimize potentially negative impacts on residential areas. As prominent features along major regional roadways, office developments should be of high quality and reflect the character of the Village in the manner of the Esplanade and the Highland Landmark. The Village should encourage offices to include sustainable features and renewable energy into their design. Additionally, the Village should regularly assess its development regulations to ensure that contemporary office styles will be permitted.



Page: 33

Text Replaced
[Old]: "3: LAND USE PLAN & POLICIES"
[New]: "Neighborhood Commercial Neighborhood commercial areas function to provide residents with convenient, day-to-day goods and services within a short walk or drive from their homes. Neighborhood commercial areas should be comprised of a mix of retail, service, and office uses that cater to a local population. These areas may be anchored by a grocery store accompanied by a variety of other smaller retailers such as gas stations, dry cleaners, convenience stores, banks, and restaurants. Providing these daily goods and services close to home is an amenity to nearby residents and serves to reduce automobile trips. It is recommended that small nodes of neighborhood commercial development should exist throughout the Village at the intersection of primary roadways (arterials and collectors) to serve nearby residential areas."

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Text Inserted
"The Village should encourage offices to include sustainable features and renewable energy into their design. Additionally, the Village should regularly assess its development regulations to ensure that contemporary office styles will be permitted."

Text Inserted
"Downers Grove Comprehensive Plan | Land Use Plan 29"



## Regional Commercial

This land use comprises commercial uses that provide goods and services that draw patrons from within, and beyond, the Village. Appropriate regional commercial uses include large shopping centers, "big box" retail, auto dealerships, restaurants, and hotels. The Land Use Plan designates areas for regional commercial where excellent visibility and access provide the ability to draw from a regional customer base.



## Corridor Commercial

Corridor commercial land uses are typically organized in a linear fashion and include a blend of neighborhood-oriented commercial retail, offices, smaller regional commercial retail (such as auto dealers), service uses and multi-family uses.

Commercial uses with a regional draw are appropriate in areas of a corridor where they will benefit from access and visibility without significantly contributing to traffic along the corridor or impact on nearby residential areas. In other areas of the corridor, commercial uses are of a neighborhood scale and are oriented towards nearby residential areas.

The Land Use Plan identifies areas appropriate for corridor commercial uses including areas along Ogden Avenue and 75th Street.



## Light Industrial/ Business Park

Light industrial and business park uses include those uses dedicated to the design, assembly, processing, packaging, storage and transportation of products, and light industrial which may or may not have an accessory retail component. These uses should continue to be located in areas where they can capitalize on close proximity to regional transportation networks while minimizing negative impacts on residential neighborhoods. This includes areas near interstates, existing industrial parks, and along the BNSF railroad. The Land Use Plan identifies areas appropriate for light industrial/ business park uses.

Page: 34

Text Replaced
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[New]: "Industrial/ Business"

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Text Replaced

Comments from page 34 continued on next page

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Text Inserted
"30 Land Use Plan |"

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"Page 29"



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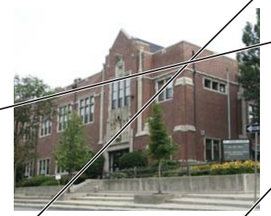
## Parks & Open Space

Downers Grove is well-served by the parks and open space located throughout the Village and beyond. These parks and open spaces range in terms of size and use to include small, neighborhood "pocket" parks to large tracts of forest preserve and other natural areas, most owned and managed by the Downers Grove Park District or the Forest Preserve District of DuPage County.

The largest open spaces in the Village include Lyman Woods, the Maple Grove Forest Preserve, Belmont Prairie and neighboring Morton Arboretum. Parks and open space features contribute greatly to the overall character of the Village and to the quality of life enjoyed by its residents and should be maintained and enhanced.



The Land Use Plan considers these facts and identifies areas that should remain for parks and open space uses and strives to maintain existing networks within the Village and beyond. Section 7: Parks and Open Space Plan includes a detailed discussion of these areas and identifies policies regarding the preservation, maintenance and expansion of existing parks and open space, and the creation of new parks and open space areas.



## Institutional/ Public

Institutional/Public land uses include public and semi-public areas occupied by government facilities, community service providers, schools, and other institutional users. This land use also contains areas used by both private and public utility providers. The distribution of institutional/public land uses requires adequate and comprehensive service delivery to residents and businesses in the Village, which largely determines their location.

The Land Use Plan anticipates that these uses will remain largely as they currently exist in the Village. Section 8: Community Facilities Plan provides an expanded discussion of these areas along with detailed policies and recommendations.



Page: 35

Text Replaced
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[New]: "Institutional/ Public Institutional/Public"

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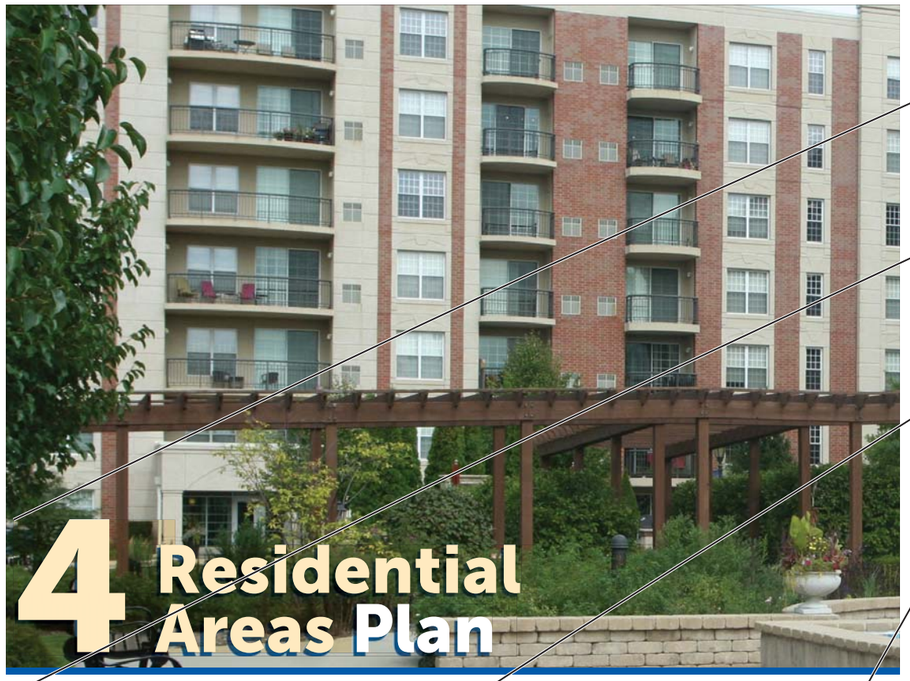
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"Page 30"

Text Replaced
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[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

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"| Land Use Plan 31"



# 4 Residential Areas Plan

The Village's housing stock is diverse in age, architecture, and design and its residential neighborhoods are some of the most significant contributors to Downers Grove's unique character and identity. The Residential Areas Plan builds on the three categories established in the Land Use Plan: single-family detached residential, single-family attached residential and multi-family residential and further defines the types and locations of each type of residential land use. The location of each residential land use is illustrated in the Residential Areas Plan map.

The Residential Areas Plan identifies policies that apply to the community as a whole although the issues these policies address are not necessarily present in every single one of the Village's residential neighborhoods. As such, the application of Village-wide policies should be tailored to the needs and conditions of Downers Grove's various neighborhoods.

The Policies identified in the Residential Areas Plan are intended to:

- Maintain Downers Grove's character and identity
- Ensure quality housing stock remains a staple of the community
- Maintain the optimal balance of housing types within the community
- Ensure compatibility between new and existing residential development
- Ensure adequate buffering between residential and commercial uses
- Encourage a diversity of housing types, sizes and prices throughout the community



Page: 36

Text Replaced
[Old]: "Section 4 RESIDENTIAL AREAS PLAN Downers Grove, Illinois Comprehensive"
[New]: "4 Residential Areas"

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Text Replaced
[Old]: "The Village's residential neighborhoods are some of the most significant contributors to Downers Grove's unique character and identity"
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Text Deleted
"Page 33"

Text Replaced
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Text Inserted
"32 Residential Areas Plan |"



THE VILLAGE'S RESIDENTIAL NEIGHBORHOODS ARE SOME OF THE MOST SIGNIFICANT CONTRIBUTORS TO DOWNERS GROVE'S UNIQUE CHARACTER AND IDENTITY



Page: 37

Text Replaced
[Old]: "Single-family"
[New]: "THE VILLAGE'S RESIDENTIAL NEIGHBORHOODS ARE SOME OF THE MOST SIGNIFICANT CONTRIBUTORS TO DOWNERS GROVE'S UNIQUE CHARACTER AND IDENTITY"

Font "Impact" changed to "Gotham-Light".
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Text Inserted
"Downers Grove Comprehensive Plan | Residential Areas Plan 33"

## Single-Family Detached Residential

Of the residential units in Downers Grove, nearly 80% are single-family and owner-occupied. The single-family detached residential neighborhoods are one of the Village's most cherished attributes and one of its most defining characteristics. As such, single-family residential development should continue to predominate.

Historically, as residential development occurred near downtown, the traditional street grid was continued. Newer residential subdivisions, on the other hand, on the northern and southern areas of the Village have introduced more contemporary development features including curvilinear streets and cul-de-sacs.

Single-family detached residential areas make up the single largest land use in the Village of Downers Grove. Much of the Village's character is derived from these neighborhoods and these distinguishing features should be preserved and enhanced.

Single-family residential areas must remain flexible and consider context. There may be situations where single-family attached and multi-family uses may be appropriate within single-family detached areas. For example, street frontage, lot depth, and the presence of neighboring non-residential uses should be considered on a case-by-case basis for other types of compatible residential development.

The Residential Areas Plan depicts the single-family residential areas of the Village and divides them into four categories based on lot size, density, access, and built form.

### Estate

This category is characterized by large lots that may have developed as part of a formal subdivision or independently in unincorporated DuPage County prior to annexation. These areas are typically located on the periphery of the Village and have characteristics of estate properties such as the absence of sidewalks and street trees and open swale drainage systems as opposed to curb and gutter.

### Traditional Grid

The Village's oldest residential areas were developed based on a traditional grid which provides a uniform layout (due to standard street and lot widths) as well as pedestrian and vehicular connectivity. Within the traditional grid's areas, sidewalks are typically present on one or both sides of the street and mature trees (both street trees and concentrations of wooded areas) contribute significantly to their character.

Homes in these areas may face significant development pressure when combining their age and lack of contemporary interior amenities with the attractiveness of a tight knit, walkable neighborhood that is close to amenities such as Downtown and schools.





Page: 38

Text Inserted
"Single-Family"

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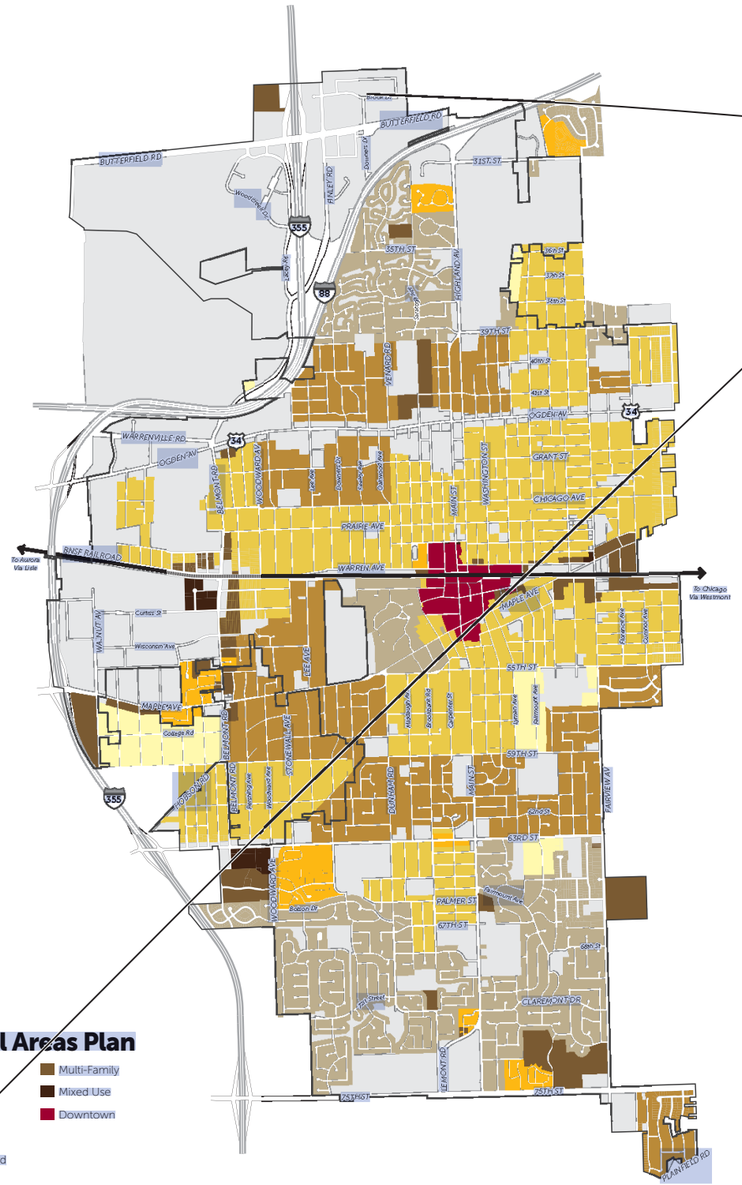
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Font-size "9.5" changed to "8".

Text Inserted
"34 Residential Areas Plan | Downers Grove Comprehensive Plan"




Page: 39

Text Inserted
"Brook Dr BUT TERFIELD RD Downers Dr BUT TERFIELD RD 31ST ST FINLEY RD 355 88 34 W o o d c r e e k D r . 7 1 s t S t r e e t 35TH ST a A v e 36th St 37th St 38th St HIGHL AND A V Lacey Rd. 39TH ST VENARD RD 40th St 41st St 34 OGDEN A V W ARRENVILLE RD W ASHINGT ON ST V OGDEN A V W OOD W ARD A Oakwood A ve GRANT ST CHICA GO A VE Downers Dr ve BELMONT RD Seeley A Lee A ve MAIN ST PRAIRIE A VE BNSF RAILROAD To Aur ora Via Lisle W ARREN A VE MAPLE A VE T o Chicago Via W estmont ve Flor ence A Cumnor A ve Curtiss St Wisconsin A ve W ALNUT A V LEE A VE 55TH ST Fairmoun t Ave ve Br ookbank Rd Carpen ter St Middaugh A ve Lyman A MAPLE AVE C ollege Rd BELMONT RD VE ST ONEW ALL A 59TH ST BELMONT RD MAIN ST FAIRVIEW A V W oodward A ve DUNHAM RD HOBSON RD ve Pershing A 355 Residential Areas Plan Estate Residential Traditional Grid Modified Grid Suburban/Cuvilinear Single-Family Attached Multi-Family Mixed Use Downtown 62nd St 63RD ST W OOD W ARD A VE F airmoun t A ve P ALMER ST Bolson Dr 67TH ST 68th St CL AREMONT DR LEMONT RD 75TH ST 75TH ST PL AINFIELD RD"

Text Inserted
"Downers Grove Comprehensive Plan | Residential Areas Plan 35"

## Modified Grid

Historically, as development radiated out from Downtown, residential subdivisions moved from the traditional grid to a modified grid. This combined the function and connectivity of a grid with the appeal of a more formalized subdivision within the Downers Grove community.

As a second wave of growth in the Village, the modified grid allows for a greater range of lot sizes than the traditional grid. The modified grid provides a transition between the traditional grid and the subdivision/ curvilinear development type. Similar to the traditional grid category, sidewalks and street trees are a defining characteristic of modified grid areas.

The use of curved streets sometimes results in pockets of common area open space with additional trees and landscaping, which is another defining characteristic. Redevelopment with new home construction is occurring in these areas but they are less common than in traditional grid areas.

## Suburban/Curvilinear

Predominantly found on the north and south ends of the Village, the cul-de-sac is a defining characteristic of this residential category.

Contributing to this defining character are varying lot sizes and a range in the age of trees (depending on the time of construction of an individual subdivision or development). On the whole, street trees are younger than in traditional and modified grid areas and the tree canopy is less dense. Sidewalks are often present on one or both sides of the streets within these areas; however, a lack of connectivity for both pedestrians and automobiles is an issue in the presence of cul-de-sacs and dead-end streets.

## Single-Family ~~Attached~~ Residential

Single-family attached residential uses are single-family dwellings that share a sidewall with an adjacent single-family dwelling. Examples include townhouses, row houses and duplexes which are present throughout the Village. Single-family attached residential developments are commonly found along arterial streets and are often used as a transitional land use between single-family detached and multi-family development.



Page: 40

Text Replaced
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[New]: "Single-Family"

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Text Replaced
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Text Inserted
"36 Residential Areas Plan |"

## Multi-family Residential

Multi-family residential areas provide a wider variety of housing options to Village residents especially to young households, empty nesters and senior citizens, all of which have been identified as growing markets in the Village. Multi-family residential developments are commonly found along arterial streets and often provide a transitional land use between single-family residential and commercial.

Traditionally, multi-family residential uses are sited near or in commercial areas due to the benefits of higher-density housing to support nearby businesses, trends of car ownership/ transit ridership among residents and the fact that multi-family residential development is typically more resilient to the impacts of commercial development. For these reasons, multi-family development is encouraged in mixed-use developments and in the Downtown.

### Multi-Tenant Buildings

Multi-tenant buildings may be rental (apartments) or for sale (condominiums). These buildings are larger and denser than a single-family home due to the multiple units present. Parking is often provided on-site either through a surface parking lot or structured parking as part of the building. Some multi-family residential buildings are targeted to seniors with amenities that may include social activities, on-site medical care and other special needs of the senior population.

### Mixed-Use

Buildings with ground floor retail or office uses with residential units above are another type of multi-family housing, especially in the Downtown. These buildings provide excellent access to goods, services and jobs for residents due to their density and proximity to commercial areas.

### Transitional Land Use

Multi-family development should be used as a transitional land use between single-family residential areas and higher intensity commercial and industrial uses. Multi-family development can also be used to transition between and separate nodes of commercial development along a commercial corridor.



Page: 41

Text Replaced
[Old]: "Multi-tenant buildings"
[New]: "For these reasons, multifamily development is encouraged in mixed-use developments and in the Downtown. Multi-Tenant Buildings"

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Comments from page 41 continued on next page

Text Inserted
"| Residential Areas Plan 37"

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## New Development & Reinvestment

It is important that new development be sensitive to local context. Regardless of the location or housing type, residential development or redevelopment should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods. New infill development and alterations to existing development should maintain a setback, height, bulk, and orientation similar to that of neighboring development.

The existing tree canopy is important and should be complemented with additional tree plantings when development occurs.

### Modernization

Residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing properties, including both sites and structures.

There are four levels of residential modernization:

- **Upkeep,** which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
- **Renovation**, which includes small-scale projects to update portions of existing structures (e.g., kitchen or bathroom renovation)
- **Expansion,** which includes adding onto an existing structure (e.g., a rear or side addition)
- **Redevelopment,** which includes demolition of an existing structure to construct a new one (e.g., a residential teardown)

Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock and should not conflict with the promotion and protection of the Village's distinguishing character and historic resources.

### Neighborhood Character

The Comprehensive Plan recognizes the value and importance of Downers Grove's existing housing stock in terms of image, character, and stability. While the replacement of some aging or obsolete homes may be both natural and desirable, it should be respectful of the established or desired character.

The Village should encourage new development or redevelopment to be sensitive to, and respectful of, existing Village character and architectural diversity. To help educate builders and homeowners, foster development that can preserve and enhance neighborhoods, the Village should consider creating programs and tools, such as design guidelines in order to educate residents on preservation of their homes. The Village should also promote these tools and programs to property owners who seek to renovate their homes in order to keep the property modern and to help prevent deterioration of historic structures.

Page: 42

Text Replaced
[Old]: "industrial"
[New]: "industrial,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "the Village should establish a tool, such as design guidelines or workbook, to preserve and enhance neighborhood character. A tool such as this helps to promote new development or redevelopment is sensitive to, and respectful of, existing Village character and architectural diversity. Expansion and Redevelopment"
[New]: "it should be respectful of the established or desired character. The Village should encourage new development or redevelopment to be sensitive to, and respectful of, existing Village character and architectural diversity. To help educate builders and homeowners"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Upkeep"
[New]: "Upkeep,"

Font "Bergamo-BoldItalic" changed to "MuseoSlab-700".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "To provide assistance to home owners, developers and builders, the Village of Downers Grove should consider using specific tools such as guidelines to foster desired residential improvements and development. Residential modernization is intended to replenish, rejuvenate"
[New]: "to foster development that can preserve and enhance neighborhoods, the Village should consider creating programs and tools, such as design guidelines in order to educate residents on preservation of their homes. The Village should also promote these tools and programs to property owners who seek to renovate their homes in order to keep the property modern and to help prevent deterioration of historic structures. Residential modernization is intended to replenish, rejuvenate,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"As a mature community, the Village of Downers Grove's residential districts are largely developed, leaving the Village with limited undeveloped land for new, larger residential subdivisions. As is the case, most of the new residential development within the community will come in the form of alterations and additions to the Village's existing housing stock, or by way of teardown development, where older homes are replaced by new construction. Regardless of the type of residential improvements that occur, changes within the established residential areas will have the potential to impact the character of the existing neighborhoods. To this end, it is important that additions and alterations to existing homes and new residential construction be consistent with the existing or desired neighborhood character."

Text Replaced
[Old]: "Renovation"
[New]: "Renovation,"

Font "Bergamo-BoldItalic" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "small-scale"
[New]: "small- scale"

Comments from page 42 continued on next page

## New Development & Reinvestment

It is important that new development be sensitive to local context. Regardless of the location or housing type, residential development or redevelopment should be carefully regulated to ensure compatibility with the scale and character of surrounding and adjacent residential neighborhoods. New infill development and alterations to existing development should maintain a setback, height, bulk, and orientation similar to that of neighboring development.

The existing tree canopy is important and should be complemented with additional tree plantings when development occurs.

## Modernization

Residential, commercial, industrial, and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing properties, including both sites and structures.

There are four levels of residential modernization:

- **Upkeep,** which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
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- **Redevelopment,** which includes demolition of an existing structure to construct a new one (e.g., a residential teardown)

Residential modernization is intended to replenish, rejuvenate, and spur reinvestment in the Village's housing stock and should not conflict with the promotion and protection of the Village's distinguishing character and historic resources.

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The Village should encourage new development or redevelopment to be sensitive to, and respectful of, existing Village character and architectural diversity. To help educate builders and homeowners to foster development that can preserve and enhance neighborhoods, the Village should consider creating programs and tools, such as design guidelines in order to educate residents on preservation of their homes. The Village should also promote these tools and programs to property owners who seek to renovate their homes in order to keep the property modern and to help prevent deterioration of historic structures.

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Expansion"
[New]: "Expansion,"

Font "Bergamo-BoldItalic" changed to "MuseoSlab-700".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Redevelopment"
[New]: "Redevelopment,"

Font "Bergamo-BoldItalic" changed to "MuseoSlab-700".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"38 Residential Areas Plan |"

Text Deleted
"Page 37"

## Expansion and Redevelopment

As a mature community, the Village of Downers Grove's residential districts are largely developed, leaving the Village with limited undeveloped land for new, larger residential subdivisions. As is the case, most of the new residential development within the community will come in the form of alterations and additions to the Village's existing housing stock, or by way of teardown development, where older homes are replaced by new construction.

Regardless of the type of residential improvements that occur, changes within the established residential areas will have the potential to impact the character of the existing neighborhoods. To this end, it is important that additions and alterations to existing homes and new residential construction be consistent with the existing or desired neighborhood character. To provide assistance to home owners, developers and builders, the Village of Downers Grove should consider using specific tools, such as guidelines, to foster desired residential improvements and development.

## Historic Preservation

In 2015, the Village updated their Historic Preservation Ordinance to facilitate the voluntary preservation of historic buildings and structures. Preserving historic properties can assist in creating a sustainable community.

The Village is recognized as a Certified Local Government by the Illinois Historic Preservation Agency and is a participant in the Property Tax Assessment Freeze program. The program can freeze the assessed value of historic owner-occupied, principal residences for a period of 8 years, followed by a four-year period during which the property's assessed value steps up to an amount based upon its current market value. This results in 12 years of reduced property taxes.

## Permitting Process

It is important that the permitting process make it easy for property owners to reinvest in their homes. It is recommended that the Village continue to monitor its program, making changes when appropriate, to ensure permits continue to be reviewed and processed in a timely fashion.

## Stormwater Management

Improved stormwater management is a near- and long-term priority for the Village and should continue to be addressed in a comprehensive manner within all residential areas. In addition to investments in public infrastructure, the Village should continue to ensure the Subdivision Control Ordinance and Stormwater and Floodplain Ordinance are regularly updated to reflect current design and stormwater practices. The Village should encourage the use of naturalized storm water retention and detention basin areas and should consider requiring pervious paving materials, to reduce long-term contributions to stormwater run-off. The Village should promote Low Impact Development (LID) best practices for residential properties.



Page: 43

Text Replaced
[Old]: "4: RESIDENTIAL AREAS PLAN & POLICIES"
[New]: "Expansion and Redevelopment"

Font "Impact" changed to "MuseoSans-900".
Font-size "0" changed to "13".

Text Replaced
[Old]: "RESIDENTIAL AREAS PLAN & POLICIES 4:"
[New]: "To provide assistance to home owners, developers and builders, the Village of Downers Grove should consider using specific tools, such as guidelines, to foster desired residential improvements and development. Historic Preservation In 2015, the Village updated their Historic Preservation Ordinance to facilitate the voluntary preservation of historic buildings and structures. Preserving historic properties can assist in creating a sustainable community. The Village is recognized as a Certified Local Government by the Illinois Historic Preservation Agency and is a participant in the Property Tax Assessment Freeze program. The program can freeze the assessed value of historic owner-occupied, principal residences for a period of 8 years, followed by a four-year period during which the property's assessed value steps up to an amount based upon its current market value. This results in 12 years of reduced property taxes."

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

Text Inserted
"As a mature community, the Village of Downers Grove's residential districts are largely developed, leaving the Village with limited undeveloped land for new, larger residential subdivisions. As is the case, most of the new residential development within the community will come in the form of alterations and additions to the Village's existing housing stock, or by way of teardown development, where older homes are replaced by new construction. Regardless of the type of residential improvements that occur, changes within the established residential areas will have the potential to impact the character of the existing neighborhoods. To this end, it is important that additions and alterations to existing homes and new residential construction be consistent with the existing or desired neighborhood character."

Text Replaced
[Old]: "should be"
[New]: "is"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "consider updating"
[New]: "continue to ensure"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"and Stormwater and Floodplain Ordinance are regularly updated"

Text Inserted
"should consider requiring"

Text Inserted
"The Village should promote Low Impact Development (LID) best practices for residential properties."

Text Inserted
"Downers Grove Comprehensive Plan | Residential Areas Plan 39"

## Sidewalks

The Village has an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests. However, the construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements may negatively impact existing parkway trees.The Village's sidewalk network should continue to be expanded to provide better connections between the community's residential neighborhoods, parks, and schools. Within residential areas, sidewalks should be installed and maintained as determined by the Village through a public engagement process. The Village should be cognizant of the differences in the character of individual neighborhoods when determining locations and types of sidewalk installation. Sidewalk installation should consider the desires of residents and the existing character of neighborhoods; however, preservation of character should not supersede pedestrian safety and connectivity.

## Parkway Trees

Many of the streets within the Village's residential neighborhoods are lined with a canopy from mature parkway trees. These mature trees contribute significantly to the overall desirability and character of the neighborhoods and the Village as a whole. It is recommended that parkway trees be protected and preserved. In some instances, parkway trees have been lost due to disease or other reasons. Currently, the Village's parkway tree planting program plants new parkway trees where no tree previously existed or where a tree has been removed due to disease. The Village should continue its parkway tree program to ensure existing parkway trees are replaced once removed and to install new trees into parkways where there are not currently any trees. The installation of the parkway tree will help ensure a healthy and complete urban tree canopy.

## Property Maintenance

Maintaining residential properties is important to protect property values and preserve the character and desirability of residential neighborhoods. The Village requires properties to be maintained pursuant to adopted property maintenance standards, and has utilized new tools and programs that have improved compliance.

The Village should continue to monitor these improvements and work with property owners to enforce property maintenance requirements in private residential developments, particularly with regard to foreclosed units. Increasing fines charged by the Village for property maintenance code violations should also be considered.

The Village should also explore the creation of a property maintenance program to assist residents, particularly seniors, with affordable lawn cutting, snow removal, and other appropriate services.



Page: 44

Text Replaced
[Old]: "As a component of, or in addition to this program, the Village should also explore the creation of a vacant building registration and inspection program to help prevent foreclosed and/ or neglected properties from falling into disrepair."
[New]: "a tree has been removed due to disease. The Village should continue its parkway tree program to ensure existing parkway trees are replaced once removed and to install new trees into parkways where there are not currently any trees. The installation of the parkway tree will help ensure a healthy and complete urban tree canopy. Property Maintenance"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "a policy which seeks to establish sidewalks throughout the Village on at least one side of each local street."
[New]: "an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Maintaining residential properties is important to protect property values and preserve the character and desirability of residential neighborhoods. The Village requires properties to be maintained pursuant to adopted property maintenance standards, and has utilized new tools and programs that have improved compliance. The Village should continue to monitor these improvements and work with property owners to enforce property maintenance requirements in private residential developments, particularly with regard to foreclosed units. Increasing fines charged by the Village for property maintenance code violations should also be considered."

Text Replaced
[Old]: "Property Maintenance"
[New]: "In some instances, parkway trees have been lost due to disease or other reasons. Currently, the Village's parkway tree planting program plants new parkway trees where no tree previously existed or where"

Font "Impact" changed to "MuseoSlab-100".
Font-size "10" changed to "8".
Font-color changed.

Text Deleted
"Maintaining residential properties is important to protect property values and preserve the character and desirability of residential neighborhoods. The Village requires properties to be maintained pursuant to adopted property maintenance standards, and has utilized new tools and programs that have improved compliance. The Village should continue to monitor these improvements and work with property owners to enforce property maintenance requirements in private residential developments, particularly with regard to foreclosed units. Increasing fines charged by the Village for property maintenance code violations should also be considered."

Text Replaced
[Old]: "contribute to additional flooding or negatively impact existing parkway trees. The"
[New]: "negatively impact existing parkway trees.The"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced

Comments from page 44 continued on next page

[Old]: "Page 38"
[New]: "40 Residential Areas Plan |"

Font "Bergamo" changed to "MuseoSlab-100".

## Sidewalks

The Village has an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests. However, the construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements may negatively impact existing parkway trees.The Village's sidewalk network should continue to be expanded to provide better connections between the community's residential neighborhoods, parks, and schools. Within residential areas, sidewalks should be installed and maintained as determined by the Village through a public engagement process. The Village should be cognizant of the differences in the character of individual neighborhoods when determining locations and types of sidewalk installation. Sidewalk installation should consider the desires of residents and the existing character of neighborhoods; however, preservation of character should not supersede pedestrian safety and connectivity.

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The Village should continue to monitor these improvements and work with property owners to enforce property maintenance requirements in private residential developments, particularly with regard to foreclosed units. Increasing fines charged by the Village for property maintenance code violations should also be considered.

The Village should also explore the creation of a property maintenance program to assist residents, particularly seniors, with affordable lawn cutting, snow removal, and other appropriate services.

## “Cut-Through” Traffic

Residential neighborhoods are one of Downers Grove’s most cherished assets and the residents value their homes and neighborhoods for the comfort and safety they provide. Non-local, or “cut through”, traffic is a threat to neighborhoods, as motorists use quiet neighborhood streets as a means of bypassing traffic on more heavily-traveled routes. The residential neighborhoods in the northern area of the Village, adjacent to Ogden Avenue, may be the most susceptible due to the grid street-pattern which provides better predictability for motorists. Automobile dealerships should be prohibited from conducting test drives on residential streets which can also increase non-local traffic.

A combination of signage, traffic enforcement, and traffic management measures should be used to discourage cut-through traffic in all residential areas when it is identified as a problem, and a threat to a neighborhood’s safety and residential quality of life. Through traffic should be routed around residential neighborhoods on arterial roadways and collector streets designed to carry higher volumes of traffic with minimal impact on residential areas.

## Commercial Buffering

There are several areas throughout the Village where commercial areas abut residential neighborhoods. The use of horizontal and vertical buffering and screening, including berms, fencing, and landscaping, should be promoted to protect single-family neighborhoods from abutting commercial or industrial land uses.

The Village should identify areas where residential and commercial area adjacency is problematic and examine different programs to facilitate the use of buffering and screening techniques. Such initiatives might include establishing a program to promote screening improvements. Alternatively, the Village’s landscape ordinance could be revised to require enhanced screening and an amortization schedule to ensure compliance within a set time frame.

## Housing Affordability

According to the federal Department of Housing and Urban Development, housing is considered affordable when it does not cost more than 30% of a household’s gross monthly income. This includes providing workforce housing – housing that is affordable to “critical service” employees. Additionally, providing a range of housing options allows residents to stay in Downers Grove to age in place. The Village currently meets the state’s mandated goal for affordable housing and should continue to encourage a diversity of unit types, sizes, and prices to maintain these goals.





Page: 45

Text Inserted
"the"

Text Replaced
[Old]: "renter’s or homeowner’s"
[New]: "household’s"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "A combination of signage, improved"
[New]: "Automobile dealerships should be prohibited from conducting test drives on residential streets which can also increase nonlocal traffic. A combination of signage,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"4: RESIDENTIAL AREAS PLAN & POLICIES"

Text Inserted
"Plan | Residential Areas"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 39"
[New]: "41"

Font "Bergamo" changed to "MuseoSlab-100".



## ~~Residential~~ Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Residential areas should provide for a variety of housing and dwelling unit types and densities, generally organized by dwelling types, lot-sizes, etc. as identified in the Land Use Plan.
- Senior housing, which includes multi-family residential and assisted- and extended-care facilities, should be provided in convenient locations to accommodate the needs of senior citizens within Downers Grove. Single-story homes, especially those near downtown, should also be considered as another option for seniors who are able to live independently. This allows Downers Grove residents to age in place and remain in the community.
- Encourage residential diversity surrounding the downtown that provides a diversity of housing types, sizes and prices in walkable neighborhoods.
- Future multi-family development should be located near significant activity centers and along major roadways as well as a component of mixed-use development within Downtown Downers Grove. The zoning ordinance should be revised to allow for additional multi-family development as identified in the Land Use Plan and subarea plans.
- In determining the future location of multi-family housing, its ability to function as an important transitional land use should be considered. Where appropriate, the use of buffering, screening, transitioning density and intensity, and other separation requirements and techniques should be considered where non-residential uses are adjacent to residential areas to minimize land-use conflicts that may arise.
- A guide or tool should be created to educate residential property owners on options for preservation and redevelopment that is of a desired scale and character.
- As new development or redevelopment occurs, sidewalks should be provided by the developer/ builder where the new sidewalk will connect to adjacent sidewalks to maintain continuity.
- Continue to require properties to be maintained in a manner that is compliant with the Village's adopted property maintenance standards.
- Consider developing a property maintenance program to assist qualifying residents, particularly seniors, with affordable lawn cutting snow removal, and other appropriate services.



Page: 46

Text Replaced
[Old]: "3."
[New]: "• Encourage residential diversity surrounding the downtown that provides a diversity of housing types, sizes and prices in walkable neighborhoods. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "5."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"RESIDENTIAL AREAS PLAN & POLICIES 4:"

Text Replaced
[Old]: "encourage and promote expansion and redevelopment that is a desirable scale and character. 6."
[New]: "educate residential property owners on options for preservation and redevelopment that is of a desired scale and character. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "1."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "on all streets where they currently exist in order to maintain continuity. 7. Continue to require properties to be maintained in"
[New]: "by the developer/ builder where the new sidewalk will connect to adjacent sidewalks to maintain continuity. • Continue to require properties to be maintained in a"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Plan."
[New]: "Plan and subarea plans. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "2."
[New]: "•"

Comments from page 46 continued on next page



## Residential Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

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- In determining the future location of multi-family housing, its ability to function as an important transitional land use should be considered. Where appropriate, the use of buffering, screening, transitioning density and intensity, and other separation requirements and techniques should be considered where non-residential uses are adjacent to residential areas to minimize land-use conflicts that may arise.
- A guide or tool should be created to educate residential property owners on options for preservation and redevelopment that is of a desired scale and character.
- As new development or redevelopment occurs, sidewalks should be provided by the developer/ builder where the new sidewalk will connect to adjacent sidewalks to maintain continuity.
- Continue to require properties to be maintained in a manner that is compliant with the Village's adopted property maintenance standards.
- Consider developing a property maintenance program to assist qualifying residents, particularly seniors, with affordable lawn cutting, snow removal, and other appropriate services.



Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "extended- care"
[New]: "extended-care"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "8. Consider a building registration and inspection program for unoccupied/ vacant properties to prevent foreclosed or neglected properties from having a detrimental impact on surrounding properties. 9."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"4."

Text Inserted
"Single-story homes, especially those near downtown, should also be considered as another option for seniors who are able to live independently."

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 40"
[New]: "42 Residential Areas Plan |"

Font "Bergamo" changed to "MuseoSlab-100".



- Consider voluntary and regulatory protections for the Village's notable historic homes, including its collection of Sears and other kit homes.
- The permitting process should accommodate residential renovation and redevelopment through a consistent, expedient, and thorough process.
- Continue to expand the sidewalk network to provide better connections between residential neighborhoods, parks, and schools, while being cognizant of the character of individual neighborhoods.
- Encourage sustainable energy production and green building initiatives in residential areas in a manner that respects the character, scale, and style of the neighborhoods.
- Encourage developers and builders to protect and maintain existing trees on private property. The larger, established trees can contribute to improved stormwater management.
- Encourage developers and builders to seek a green building rating through one of the many rating systems, including LEED®, Green Globes™, Energy Star® or the National Green Building Standards™.
- Consider requiring stormwater mitigation on residential properties, which may include controlling lot coverage, permeable pavers, preserving trees, and other Low Impact Development best practices. Any program that manages stormwater utility and lot coverage should be administered in an equitable manner.
- Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the Village.
- Promote the Property Tax Assessment Freeze program to property owners as a means to maintain historic homes.
- Continue to replace parkway trees that have been removed to ensure a healthy and compete urban tree canopy. Install new parkway trees where no parkway trees currently exist.
- Continue to explore opportunities to incentivize voluntary preservation of historic structures.
- Continue to implement the recommendation of the 2015 "Report and Recommendations on Historic Preservation" prepared by the Architectural Design Review Board and Ad Hoc Subcommittee on Historic Preservation.



## Page: 47

Text Replaced
[Old]: "Section"
[New]: "• Encourage developers and builders to protect and maintain existing trees on private property. The larger, established trees can contribute to improved stormwater management. • Encourage developers and builders to seek a green building rating through one of the many rating systems, including LEED®, Green Globes™, Energy Star® or the National Green Building Standards™. • Consider requiring stormwater mitigation on residential properties, which may include controlling lot coverage, permeable pavers, preserving trees, and other Low Impact Development best practices. Any program that manages stormwater utility and lot coverage should be administered in an equitable manner. • Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the Village. • Promote the Property Tax Assessment Freeze program to property owners as a means to maintain historic homes. • Continue to replace parkway trees that have been removed to ensure a healthy and compete urban tree canopy. Install new parkway trees where no parkway trees currently exist. • Continue to explore opportunities to incentivize voluntary preservation of historic structures. • Continue to implement the recommendation of the 2015 "Report and Recommendations on Historic Preservation" prepared by the Architectural Design Review Board and Ad Hoc Subcommittee on Historic Preservation."

Font "Impact" changed to "MuseoSlab-100".
Font-size "30" changed to "8".
Font-color changed.

Text Replaced
[Old]: "10."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "homes. 11."
[New]: "and other kit homes. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "12."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"the"

Text Replaced
[Old]: "13."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Downers Grove Comprehensive Plan | Residential Areas Plan 43"




# 5 Commercial Areas Plan

The Village of Downers Grove Commercial Areas Plan promotes high-quality commercial development. It presents recommendations that are intended to capitalize on the Village's strong position within the region, its excellent access to expressways and transit while at the same time diversifying the Village's tax base and providing residents with access to goods and services. The primary goal of the Commercial Areas Plan is to retain, attract and expand high-quality commercial retailers, service providers, and employers by addressing the location, size, and appearance of commercial areas.

The policies identified in the Commercial Areas Plan are intended to:

- Maintain and expand the range of goods and services provided throughout the Village;
- Strengthen the economy by creating more local jobs;
- Stabilize, diversify and expand the tax base;
- Enhance the quality and appearance of existing commercial areas and proposed commercial development; and,
- Minimize conflicts between commercial areas and surrounding residential neighborhoods.

The Commercial Areas Plan builds on the Land Use Plan which identifies seven (7) commercial land uses: Neighborhood Commercial, Corridor Commercial, Downtown/Mixed-Use Commercial, Low-Intensity Office, Office/Corporate Campus, Regional Commercial, and Light Industrial/Business Park. Policies for implementing recommendations for each commercial land use are discussed in this section and the location of each commercial land use is illustrated in the Commercial Areas Plan on map.



Page: 48

Text Replaced
[Old]: "COMMERCIAL AREAS PLAN Downers Grove, Illinois Comprehensive"
[New]: "Commercial Areas"

Font "Impact" changed to "MuseoSans-900".
Font-size "46" changed to "42".
Font-color changed.

Text Inserted
"The policies identified in the Commercial Areas Plan are intended to:"

Text Replaced
[Old]: "Downtown/Mixed-Use"
[New]: "Downtown/Mixed- Use"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"The policies identified in the Commercial Areas Plan are intended to:"

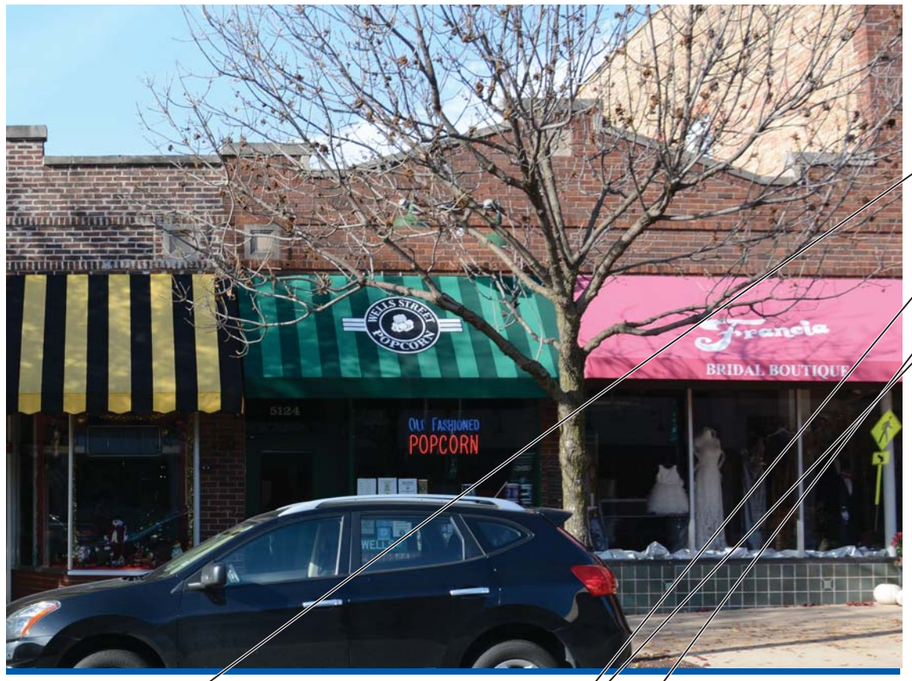
Text Replaced
[Old]: "page 44."
[New]: "map."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"The primary goal of the Commercial Areas Plan is to retain, attract and expand high-quality commercial retailers, service providers, and employers by addressing the location, size, and appearance of commercial areas"

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 43"

Text Inserted
"44 Commercial Areas Plan | Downers Grove Comprehensive Plan"




THE PRIMARY GOAL OF THE COMMERCIAL AREAS PLAN IS TO RETAIN, ATTRACT AND EXPAND HIGH-QUALITY COMMERCIAL RETAILERS, SERVICE PROVIDERS, AND EMPLOYERS BY ADDRESSING THE LOCATION, SIZE, AND APPEARANCE OF COMMERCIAL AREAS



Page: 49

Text Inserted
"THE PRIMARY GOAL OF THE COMMERCIAL AREAS PLAN IS TO RETAIN, ATTRACT AND EXPAND HIGH-QUALITY COMMERCIAL RETAILERS, SERVICE PROVIDERS, AND EMPLOYERS BY ADDRESSING THE LOCATION, SIZE, AND APPEARANCE OF COMMERCIAL AREAS"

Text Deleted
"Page"

Text Inserted
"Plan | Commercial Areas"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

## Neighborhood Commercial

Neighborhood commercial areas serve local residents and provide the goods and services needed on a daily basis. These areas are composed of a mix of independent storefronts and small retail centers with a single anchor tenant, typically a grocery store. Given that Downers Grove is a mature community, its neighborhood commercial areas are well-established and on the whole, the Village is well-served by neighborhood commercial.

The Plan provides for moderate expansion of neighborhood commercial around key intersections and heavily-trafficked roads that are less desirable for residential uses. Maintaining neighborhood commercial areas throughout the community minimizes the need for residents to travel long distances to meet routine retail and service needs.

## Corridor Commercial

Corridor commercial areas are those areas that developed to cater to the automobile and are typically organized in a linear fashion. Uses include a blend of neighborhood-oriented commercial retail, offices, smaller regional commercial retail (such as auto dealers), service uses and multi-family uses.

The Village's areas of corridor commercial, including Ogden Avenue and 75th Street, should continue to contain a range of retail, service, office and business activities. These commercial areas have a unique character and should continue to function in their dual role within the Village by serving both the daily needs of local residents and providing commercial goods and services to the larger region.

## Downtown/Mixed-Use

Downtown Downers Grove is characterized by a mix of uses, dense and compact development, and a pedestrian-friendly environment within which to shop, dine, work, and live. The Downtown area, anchored by the Main Street Metra station, provides a unique shopping destination within the community. As the symbolic heart of the Village, providing a unique atmosphere, it is vital that reinvestment, redevelopment, and new development reinforce these qualities and preserve and enhance the pedestrian-oriented atmosphere of Downtown Downers Grove.

To continue its success and vibrancy, a diverse mix of uses should be promoted and maintained Downtown, including retail, dining, entertainment, professional office and residential uses. Development should continue to reinforce the walkable nature of Downtown and buildings should be oriented toward the street and located at or near the sidewalk line.



Page: 50

Text Replaced
[Old]: "5: COMMERCIAL AREAS PLAN & POLICIES"
[New]: "Downtown/Mixed- Use"

Font "Impact" changed to "MuseoSans-900".
Font-size "0" changed to "16".
Font-color changed.

Text Deleted
"COMMERCIAL AREAS PLAN & POLICIES 5: Downtown/Mixed-Use"

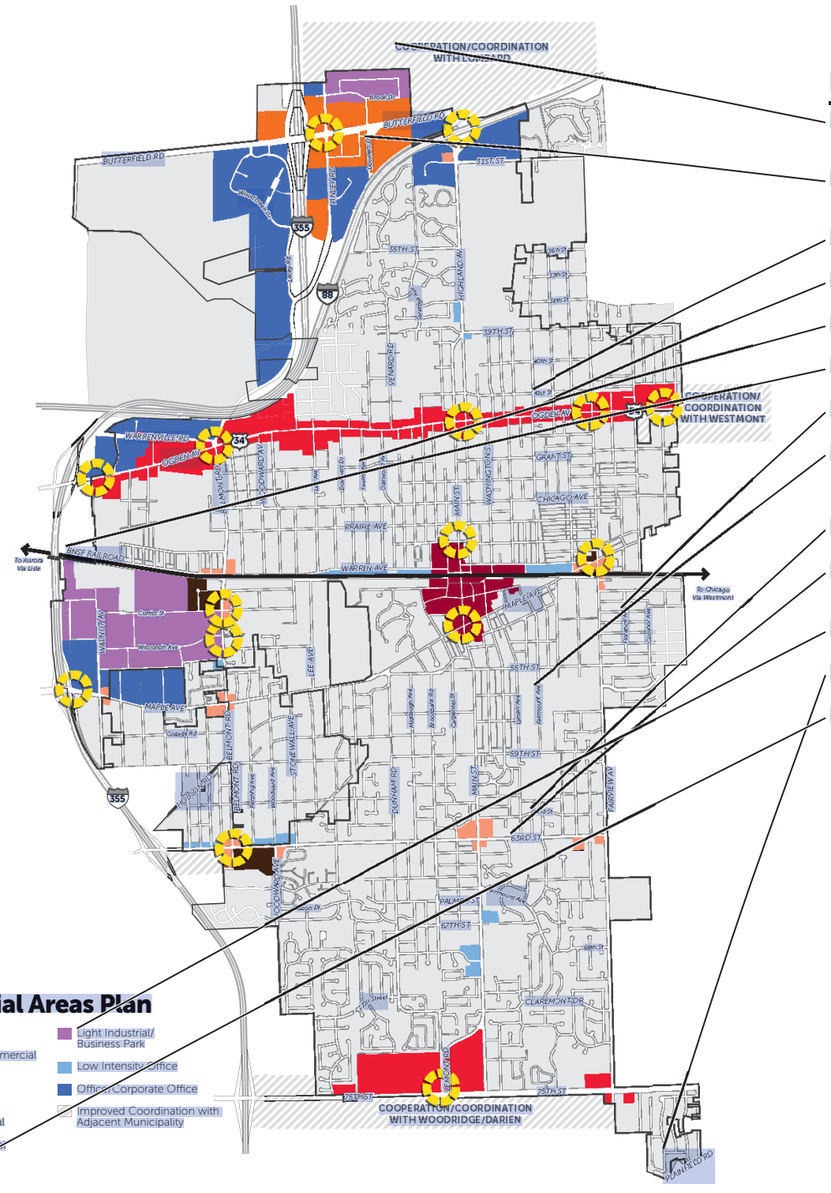
Text Replaced
[Old]: "Avenue, 63rd Street"
[New]: "Avenue"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "heavily-trafficked"
[New]: "heavily- trafficked"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"46 Commercial Areas Plan | Downers Grove Comprehensive Plan"






## Page: 51

Text Inserted
"COOPERATION/COORDINATION WITH LOMBARD Brook Dr BUT TERFIELD RD COOPERATION/ COORDINATION 34 WITH WESTMONT LEMONT RD 75TH ST 75TH ST COOPERATION/COORDINATION WITH WOODRIDGE/DARIEN"

Text Inserted
"Downers Dr BUT TERFIELD RD 31ST ST FINLEY RD 355 88 34 W o o d c r e e k D r . 7 1 s t S t r e e t 35TH ST a A v e Sarato g 36th St 37th St 38th St HIGHL AND A V Lacey Rd. 39TH ST VENARD RD 40th St"

Text Inserted
"41st St"

Text Inserted
"OGDEN A V W ARRENVILLE RD W ASHINGT ON ST W OOD W ARD A V OGDEN A V Oakwood A ve GRANT ST CHICA GO A VE Downers Dr"

Text Inserted
"Seeley A ve BELMONT RD Lee A ve MAIN ST PRAIRIE A VE"

Text Inserted
"BNSF RAILROAD To Aur ora Via Lisle W ARREN A VE MAPLE A VE T o Chicago Via W estmont"

Text Inserted
"Flor ence A ve Cumnor A ve Curtiss St Wisconsin A ve W ALNUT A V LEE A VE 55TH ST"

Text Inserted
"Lyman A ve Fairmoun t Ave Middaugh A ve Br ookbank Rd Carpen ter St MAPLE AVE BELMONT RD ST ONEW ALL A VE C ollege Rd 59TH ST BELMONT RD MAIN ST FAIRVIEW A V W oodward A ve DUNHAM RD HOBSON RD Pershing A ve 355 Commercial Areas Plan Gateways Neighborhood Commercial"

Text Inserted
"62nd St"

Text Inserted
"63RD ST W OOD W ARD A VE F airmoun t A ve P ALMER ST Bolson Dr 67TH ST 68th St CL AREMONT DR Low Intensity O˜ce Mixed Use Downtown Corridor Commercial Regional Commercial O˜ce/Corporate O˜ce Improved Coordination with Adjacent Municipality"

Text Inserted
"Light Industrial/ Business Park"

Text Inserted
"PL AINFIELD RD"

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"Downers Grove Comprehensive Plan | Commercial Areas Plan 47"

## Downtown Transition

Downtown Downers Grove is surrounded on all sides by established residential neighborhoods. Maintaining an adequate buffer is accomplished through a transition area where appropriate commercial and residential development of a compatible scale and character is permitted.

## Downtown Office

Offices in Downtown should be encouraged to locate above the ground floor whenever possible in order to preserve these areas for retail businesses. If located on the ground floor, offices should maintain attractive window displays that are not covered by blinds or other materials in order to maintain visual interest for pedestrians.

Offices in converted houses provide an important transition area between the commercial activities of Downtown and nearby residential areas and should remain. Parking, loading, signage, lighting and business operations should be of a nature and scale that is compatible with surrounding residential uses.

## Mixed-Use

The concept of mixed use refers to a building, set of buildings, area or neighborhood that is comprised of a range of land uses serving more than one purpose. A mixed use building contains multiple uses within the same structure, such as condominiums or offices above ground floor commercial uses. Mixed use areas are typically more compact and are typically considered more pedestrian friendly.

Mixed-use areas outside of the Downtown should be focused around the Village's transit infrastructure. The Village should encourage Transit-Oriented Development (TOD) so these areas can take advantage of transportation opportunities while maintaining commuter parking.

Detailed recommendations for Downtown Downers Grove are also provided in Section 9: Key Focus Area Plans.

## Low-Intensity Office

Low-Intensity office uses typically include professional services such as medical, dental, legal and accounting. These uses are sensitive to their context in terms of scale, height setback and building materials. This requires consideration of parking, loading, signage, lighting and business operations.

## Office/Corporate Campus

These office uses include large-scale buildings and office parks that have a significant presence in Downers Grove and should continue to play an important role in the local economy. The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors to maximize visibility and minimize potentially negative impacts on residential areas. As prominent features along major regional roadways, office developments should be of high quality and reflect the character of the Village in the manner of the Esplanade and the Highland Landmark.



Page: 52

Text Replaced
[Old]: "Mixed-use"
[New]: "Mixed-Use"

Font "Impact" changed to "MuseoSans-900".
Font-size "10" changed to "13".
Font-color changed.

Text Inserted
"and residential"

Text Replaced
[Old]: "Transit-Oriented"
[New]: "Transit- Oriented"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 46"
[New]: "48 Commercial Areas Plan |"

Font "Bergamo" changed to "MuseoSlab-100".

Font "Bergamo" changed to "MuseoSlab-100".

## Regional Commercial

Regional commercial is defined by large-scale retail uses that rely on the ability to draw a customer base from the larger region. Based on its proximity to I-355 and I-88, the Village's primary regional commercial area is the Finley Road/Butterfield Road area. This area has a mix of corporate office uses, large shopping centers, hotels, and big box development.

In order to continue to stay competitive and draw from the surrounding region, reinvestment should occur to improve the aesthetics and function of regional commercial uses. Reinvestment will assist in retaining current businesses while also attracting new retailers and restaurants. To accomplish this, the Village should continue to work with the Downers Grove Economic Development Corporation (DGEDC) and use the 2016 Economic Development Plan to Enhance the Sales Tax Base to identify strategies to address significant competition from other portions of the Butterfield Road corridor located in neighboring communities, including Yorktown Mall in Lombard and Oakbrook Shopping Center in Oakbrook Terrace.

## Light Industrial/ Business Park

Light industrial and business park uses includes those uses dedicated to the design, assembly, processing, packaging, storage and transportation of products. Industrial uses in the Village are scattered throughout with the heaviest concentration located in the Oak Grove Commons Industrial Park and the Ellsworth Industrial Park. Other larger concentrations, although not formally organized within an industrial park, are located adjacent to the Burlington Northern railroad tracks with frontage on paralleling streets.

These uses should continue to be located in areas where they can capitalize on close proximity to regional transportation networks while minimizing negative impacts on residential neighborhoods.

Industrial uses, when organized into parks, provide a level of protection for the uses themselves and for surrounding uses. When isolated, these uses need to be compatible with surrounding and adjacent uses, with screening, buffering and other separation techniques used when appropriate and necessary.

The Plan identifies areas recommended for light industrial/business park uses. The Village should continue to enhance and promote these areas as appropriate for light industrial uses. Improvements should be made to existing buildings, parking lots and the public rights-of-way. The Village's industrial areas should be improved and upgraded as self-contained business areas with an emphasis on expanding existing businesses and targeting contemporary industrial users, including those with accessory retail components. Uses should be restricted to light industrial and office, thus protecting the area from the infiltration of non-compatible commercial, institutional, membership, or recreational uses. Within light industrial and business parks, the Village should enhance wayfinding and directory signage and improve telecommunication infrastructure to better accommodate the needs of modern industrial users.

The Belmont/Ellsworth Key Focus Area Plan offers further guidance that can be applied to the Village's other industrial areas.



Page: 53

Text Replaced
[Old]: "large- scale"
[New]: "large-scale"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "rights-of-way."
[New]: "rightsof-way."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Road/ Butterfield"
[New]: "Road/Butterfield"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "users."
[New]: "users, including those with accessory retail components."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"and use the 2016 Economic Development Plan to Enhance the Sales Tax Base"

Text Deleted
"5: COMMERCIAL AREAS PLAN & POLICIES"

Text Deleted
"Detailed recommendations for the Finley Road/Butterfield Road area are also provided in Section 9: Key Focus Area Plans."

Text Inserted
"Plan | Commercial Areas"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 47"
[New]: "49"

Font "Bergamo" changed to "MuseoSlab-100".

## Streetscaping

The Village should continue its installation of the streetscape program consisting of elements that strengthen the unified theme of commercial areas such as benches, bus shelters, trash and recycling cans, streetlights, way finding signage and other amenities. In coordination with IDOT where appropriate, the Village should facilitate desired right-of-way improvements including improved landscaping, lighting, and gateway signage consistent with the Key Focus Area Plans.

## Overhead Utility Lines

Overhead utility lines are unsightly and detract from the character of the Village's commercial areas. New commercial development and infill development should be encouraged to bury on-site utility lines and screen utility boxes from view of the public rights-of-way. The Village should work with utility companies to bury existing overhead utility lines as properties redevelop. The burying of overhead utility lines should also be coordinated with other scheduled right-of-way improvements.

## Commercial Gateway Enhancements

Many of the entry points to the Village occur in commercial areas. In these areas, gateway signage and other enhancements such as lighting, monument walls, landscaping and public art should be installed at highly visible locations to signify entry into Downers Grove and to distinguish the Village from adjacent communities. Gateways features will help reinforce an identity within each respective area.

## Wayfinding and Directory Signage

Wayfinding and directory signage to key retail areas and community assets should be used at highly visible entry points in the Village's commercial areas. Wayfinding and directory signage is an important component of directing shoppers and motorists. In select situations, these types of signs can include both directory information as well as Village logos to reinforce an identity.

## Development & Re-development

The Village should continue to promote development and redevelopment of commercial properties within areas that provide convenient and general commercial needs of the surrounding community.

To promote continued high-quality neighborhood commercial development, the following policies should be adopted:

- All parking and loading areas should be screened with landscaped berms and/or a combination of landscaping and hardscape materials;
- New and redeveloped commercial properties should be encouraged to provide 360 degree architecture; and
- Dumpster enclosures should be provided.

## Vacant or Underutilized Properties

The activity and physical appearance of vacant or over-parked sites has a significant influence on how visitors and potential patrons to Downers Grove businesses perceive the community. The Village should promote the redevelopment of underutilized properties.



Page: 54

Text Replaced
[Old]: "and Redevelopment"
[New]: "& Re development"

Font "Impact" changed to "MuseoSans-900".
Font-size "14" changed to "16".
Font-color changed.

Text Deleted
"COMMERCIAL AREAS PLAN & POLICIES 5:"

Text Inserted
"and recycling"

Text Replaced
[Old]: "high-quality"
[New]: "high- quality"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Modernization Residential, commercial, industrial and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing buildings, properties, parking lots and public rights-of-way. For commercial properties, there are four levels of modernization: Aging Shopping Centers Many of the Village's regional commercial areas are faced with the uncertainty of aging or outdated shopping centers. Dealing with obsolete centers can be troublesome for many reasons. Frequently, they are owned by trusts, pension funds or pools of multiple owners who are more likely to be absentee owners. Additionally, the mortgage is long paid off which means that existing tenants, however marginal, are usually sufficient for these types of owners. Based on these and other factors, the need to remain competitive is not compelling. The large land area and high visibility of shopping centers makes their maintenance and potential deterioration an important issue for the Village to address. The Village should require that commercial properties be maintained to an adopted standard to prevent their neglect and deterioration. Neglect and deterioration have environmental, fiscal, economic and aesthetic impacts on the Village as a whole. Aging shopping centers can be modernized through several mechanisms:"

Text Replaced
[Old]: "and/ or"
[New]: "and/or"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Vacant or Underutilized Properties"

Text Deleted
"Page 48 Downers Grove, Illinois Comprehensive Plan"

Text Deleted
"Updated Signage Ordinance Several of the Village's commercial areas suffer from excessive or oversized signage and visual clutter which detract from the character of these areas. Just as with commercial structures, commercial signage should also be designed to respect the scale and character of surrounding development. The Village enacted updated signage requirements and set a seven-year deadline (2012) for compliance. This has the potential to significantly alter the look of the commercial corridors as non conforming signs are phased out. To maximize the positive impacts of the revised signage requirements, the Village should issue variances from the ordinance only in the case of a clear hardship. Unlike a variance issued for a small increase in building height or bulk, signage variances can have a significant rippling effect within the surrounding commercial area due to the public nature of signage which amplifies any difference in the scale or placement of a sign compared to neighboring signage."

Text Replaced
[Old]: "• Upkeep which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof) • Renovation which includes small-scale projects to update portions of existing structures (e.g., façade or sign improvements) • Expansion which includes adding

Comments from page 54 continued on next page

onto an existing structure (e.g., business addition) • Redevelopment which includes partial or full demolition of an existing structure to construct a new one (e.g., demolition and new construction)"
[New]: "The activity and physical appearance of vacant or over-parked sites has a significant influence on how visitors and potential patrons to Downers Grove businesses perceive the community. The Village should promote the redevelopment of underutilized properties."

Font "Bergamo-BoldItalic" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"50 Commercial Areas Plan | Downers Grove Comprehensive Plan"

## Streetscaping

The Village should continue its installation of the streetscape program consisting of elements that strengthen the unified theme of commercial areas such as benches, bus shelters, trash and recycling cans, streetlights, way finding signage and other amenities. In coordination with IDOT where appropriate, the Village should facilitate desired right-of-way improvements including improved landscaping, lighting, and gateway signage consistent with the Key Focus Area Plans.

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Overhead utility lines are unsightly and detract from the character of the Village's commercial areas. New commercial development and infill development should be encouraged to bury on-site utility lines and screen utility boxes from view of the public rights-of-way. The Village should work with utility companies to bury existing overhead utility lines as properties redevelop. The burying of overhead utility lines should also be coordinated with other scheduled right-of-way improvements.

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Many of the entry points to the Village occur in commercial areas. In these areas, gateway signage and other enhancements such as lighting, monument walls, landscaping and public art should be installed at highly visible locations to signify entry into Downers Grove and to distinguish the Village from adjacent communities. Gateways features will help reinforce an identity within each respective area.

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Wayfinding and directory signage to key retail areas and community assets should be used at highly visible entry points in the Village's commercial areas. Wayfinding and directory signage is an important component of directing shoppers and motorists. In select situations, these types of signs can include both directory information as well as Village logos to reinforce an identity.

## Development & Re-development

The Village should continue to promote development and redevelopment of commercial properties within areas that provide convenient and general commercial needs of the surrounding community.

To promote continued high-quality neighborhood commercial development, the following policies should be adopted:

- All parking and loading areas should be screened with landscaped berms and/or a combination of landscaping and hardscape materials;
- New and redeveloped commercial properties should be encouraged to provide 360 degree architecture; and
- Dumpster enclosures should be provided.

## Vacant or Underutilized Properties

The activity and physical appearance of vacant or over-parked sites has a significant influence on how visitors and potential patrons to Downers Grove businesses perceive the community. The Village should promote the redevelopment of underutilized properties.

## Stormwater Management

Improved stormwater management is a near- and long-term priority for the Village and should continue to be addressed in a comprehensive manner within all commercial areas. In addition to investments in public infrastructure, the Village should continue to ensure the Subdivision Control Ordinance and Stormwater and Floodplain Ordinance are regularly updated to reflect current design and stormwater practices. The Village should encourage the use of naturalized storm water retention and detention basin areas and should consider requiring pervious paving materials, to reduce long-term contributions to stormwater run-off. The Village should promote Low Impact Development (LID) best practices for commercial properties.

## Façade Improvement Program

The Village should maintain a Façade Improvement Program to assist businesses and property owners with improvements to signage, façade improvements, landscaping, parking areas, and the modernization of aging structures and facilities.

## Modernization

Residential, commercial, industrial and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing buildings, properties, parking lots and public rights-of-way.

For commercial properties, there are four levels of modernization:

- **Upkeep** which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof)
- **Renovation** which includes small-scale projects to update portions of existing structures (e.g., façade or sign improvements)
- **Expansion** which includes adding onto an existing structure (e.g., business addition)
- **Redevelopment** which includes partial or full demolition of an existing structure to construct a new one (e.g., demolition and new construction)

Commercial modernization is intended to replenish, rejuvenate and spur reinvestment in the Village's business sector and should not conflict with the promotion and protection of the Village's distinguishing character.

## Aging Shopping Centers

Many of the Village's regional commercial areas are faced with the uncertainty of aging or outdated shopping centers.

Dealing with obsolete centers can be troublesome for many reasons. Frequently, they are owned by trusts, pension funds or pools of multiple owners who are more likely to be absentee owners. Additionally, the mortgage is long paid off which means that existing tenants, however marginal, are usually sufficient for these types of owners. Based on these and other factors, the need to remain competitive is not compelling.

The large land area and high visibility of shopping centers makes their maintenance and potential deterioration an important issue for the Village to address. The Village should require that commercial properties be maintained to an adopted standard to prevent their neglect and deterioration. Neglect and deterioration have environmental, fiscal, economic and aesthetic impacts on the Village as a whole.

Aging shopping centers can be modernized through several mechanisms:

- Signage
- Landscaping
- Improved access and circulation
- Modern tenant spaces/layouts
- Building orientation and visibility
- Outlots
- Parking lot maintenance



Page: 55

Text Inserted
"Modernization Residential, commercial, industrial and institutional properties all require modernization from time to time in order to remain competitive in the marketplace and to avoid becoming functionally obsolete. Modernization helps to achieve a balance between the past and the future by providing incremental improvements to existing buildings, properties, parking lots and public rights-of-way. For commercial properties, there are four levels of modernization: • Upkeep which includes the basic maintenance and repair of existing structures (e.g., new exterior paint or roof) • Renovation which includes small-scale projects to update portions of existing structures (e.g., façade or sign improvements) • Expansion which includes adding onto an existing structure (e.g., business addition) • Redevelopment which includes partial or full demolition of an existing structure to construct a new one (e.g., demolition and new construction) Aging Shopping Centers Many of the Village's regional commercial areas are faced with the uncertainty of aging or outdated shopping centers. Dealing with obsolete centers can be troublesome for many reasons. Frequently, they are owned by trusts, pension funds or pools of multiple owners who are more likely to be absentee owners. Additionally, the mortgage is long paid off which means that existing tenants, however marginal, are usually sufficient for these types of owners. Based on these and other factors, the need to remain competitive is not compelling. The large land area and high visibility of shopping centers makes their maintenance and potential deterioration an important issue for the Village to address. The Village should require that commercial properties be maintained to an adopted standard to prevent their neglect and deterioration. Neglect and deterioration have environmental, fiscal, economic and aesthetic impacts on the Village as a whole. Aging shopping centers can be modernized through several mechanisms:"

Text Replaced
[Old]: "The continued use of the County's stormwater management practices should be encouraged, promoting the use of native plantings, swales, and pervious pavers to improve stormwater management within commercial and off-street parking areas. These techniques are effective stormwater management practices and generally less expensive to install and maintain than traditional curb and-gutter and landscaping."
[New]: "Improved stormwater management is a near- and long-term priority for the Village and should continue to be addressed in a comprehensive manner within all commercial areas. In addition to investments in public infrastructure, the Village should continue to ensure the Subdivision Control Ordinance and Stormwater and Floodplain Ordinance are regularly updated to reflect current design and stormwater practices. The Village should encourage the use of naturalized storm water retention and detention basin areas and should consider requiring pervious paving materials, to reduce long-term contributions to stormwater run-off. The Village should promote Low Impact Development (LID) best practices for commercial properties."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Plan | Commercial Areas"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 49"
[New]: "51"

Font "Bergamo" changed to "MuseoSlab-100".

## Business Improvement Funding Sources

Financial incentives are an effective tool that the Village can use to encourage businesses to make improvements to their properties. The Village should continue to utilize and consider additional incentives such as sales tax rebates, TIF, and SSA funds to provide assistance to businesses. Additional Village resources should also be dedicated to the pursuit of grants, low-interest loans, and other state and federal funds.

## Commercial Design and Development Guidelines

The Village should expand and continue to implement Commercial Design & Development Guidelines to address corridor commercial issues such as appearance, signage clutter, service/parking screening, and access management in a coordinated and comprehensive manner.

Regardless of size, a high level of design should be encouraged to ensure that commercial structures blend into adjacent residential areas with regard to built form, scale, walkability and pedestrian connectivity. The design should be human in scale and pedestrian friendly; and all buildings should be architecturally attractive and add value to the adjacent properties.

## ~~White Elephant~~ Ordinance

Communities across the country are using several techniques to combat "big box" blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Even before a new big box is approved, some communities are preparing for their eventual demise. While a developer or property owner has a financial incentive to fill a vacant space, other considerations (such as keeping out competition or the size and mass of the building) may inhibit them from filling a vacancy in a timely fashion. A municipality may draw from a large toolkit to avoid a situation which may encourage blight. Collectively, these regulatory tools are known as "white elephant ordinances."

The Village may choose to enact one or more techniques to combat "big box" blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Potential considerations include: a bond to finance a large buildings demolition or maintenance should it ever become vacated; requiring developers to submit plans for reuse in case of vacancy as a condition of approval; requiring the vacating business to assist in marketing the property; and, limiting the use of restrictive covenants, particularly those that prohibit lease or sale to competitors.

## Access Management

Commercial development should continue to be located primarily along the Village's arterials, near I-88 and I-355, and within close proximity to one of the Village's three Metra stations; however, improvements to access management are necessary for both existing and future development. In some areas, incremental commercial development has resulted in poor access management along major corridors where individual businesses have established one or more driveways located within close proximity to one another. This can be problematic with regards to both traffic and pedestrian safety and traffic flow.

The Village should work with other agencies, such as IDOT, as well as property owners to improve access management within corridor commercial areas in order to improve traffic flow. Along commercial corridors, the Village should work to minimize curb cuts, consolidate the number of access points, and facilitate cross-access easements and shared parking agreements. This increases safety for motorists, pedestrians and bicyclists by minimizing points of conflict and creating predictability for the location and frequency of ingress and egress.

## Permitting Process

It is important that the permitting process make it easy for property owners to reinvest in their businesses. It is recommended that the Village continue to monitor its program, making changes when appropriate, to ensure permits continue to be reviewed and processed in a timely fashion.



Page: 56

Text Replaced
[Old]: "5: COMMERCIAL AREAS PLAN"
[New]: "Business Improvement Funding Sources"

Font "Impact" changed to "MuseoSans-900".
Font-size "0" changed to "13".

Text Deleted
"COMMERCIAL AREAS PLAN & POLICIES 5: Vacant or Underutilized Properties The activity and physical appearance of vacant or over-parked sites has a significant influence on how visitors and potential patrons to Downers Grove businesses perceive the community. The Village should promote the redevelopment of underutilized properties."

Text Inserted
"Financial incentives are an effective tool that the Village can use to encourage businesses to make improvements to their properties. The Village should continue to utilize and consider additional incentives such as sales tax rebates, TIF, and SSA funds to provide assistance to businesses. Additional Village resources should also be dedicated to the pursuit of grants, low-interest loans, and other state and federal funds."

Text Replaced
[Old]: "& POLICIES"
[New]: "Commercial Design and Development Guidelines The Village should expand and continue to implement Commercial Design & Development Guidelines to address corridor commercial issues such as appearance, signage clutter, service/parking screening, and access management in a coordinated and comprehensive manner."

Font "Impact" changed to "MuseoSans-900".
Font-size "0" changed to "13".

Text Replaced
[Old]: "cross-access"
[New]: "cross- access"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Regardless of size, a high level of design should be encouraged to ensure that commercial structures blend into adjacent residential areas with regard to built form, scale, walkability and pedestrian connectivity. The design should be human in scale and pedestrian friendly; and all buildings should be architecturally attractive and add value to the adjacent properties."

Text Inserted
"Permitting Process It is important that the permitting process make it easy for property owners to reinvest in their businesses. It is recommended that the Village continue to monitor its program, making changes when appropriate, to ensure permits continue to be reviewed and processed in a timely fashion."

Text Deleted
"Page 50 Downers Grove, Illinois Comprehensive Plan"

Text Deleted
"Permitting Process It is important that the permitting process make it easy for property owners to reinvest in their businesses. It is recommended that the Village continue to monitor its program, making changes when appropriate, to ensure permits continue to be reviewed and processed in a timely fashion."

Text Deleted
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Text Deleted
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Comments from page 56 continued on next page

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## White Elephant Ordinance

Communities across the country are using several techniques to combat "big box" blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Even before a new big box is approved, some communities are preparing for their eventual demise. While a developer or property owner has a financial incentive to fill a vacant space, other considerations (such as keeping out competition or the size and mass of the building) may inhibit them from filling a vacancy in a timely fashion. A municipality may draw from a large toolkit to avoid a situation which may encourage blight. Collectively, these regulatory tools are known as "white elephant ordinances."

The Village may choose to enact one or more techniques to combat "big box" blight when a large stand-alone or anchor retailer closes and leaves a vacant store. Potential considerations include: a bond to finance a large buildings demolition or maintenance should it ever become vacated; requiring developers to submit plans for reuse in case of vacancy as a condition of approval; requiring the vacating business to assist in marketing the property; and, limiting the use of restrictive covenants, particularly those that prohibit lease or sale to competitors.

## Access Management

Commercial development should continue to be located primarily along the Village's arterials, near I-88 and I-355, and within close proximity to one of the Village's three Metra stations; however, improvements to access management are necessary for both existing and future development. In some areas, incremental commercial development has resulted in poor access management along major corridors where individual businesses have established one or more driveways located within close proximity to one another. This can be problematic with regards to both traffic and pedestrian safety and traffic flow.

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Text Deleted
"Page 51"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"52 Commercial Areas Plan |"

## Parking

Parking areas throughout the Village should be safe and well-maintained. To achieve this, parking areas should consider both the automobile and the pedestrian to minimize light pollution and glare to neighboring properties.

A combination of perimeter landscaping, berms, masonry walls, and/or decorative wrought iron fencing can be used to effectively screen surface parking lots. Parking areas of significant size should also be improved with interior landscaped islands, ground cover, shade trees, and other landscape elements. Regardless of the size of private parking areas, the Village should encourage the regular repair and maintenance of parking surfaces.

In order to reduce the percent of land area devoted to surface parking, the Village should encourage shared parking agreements. Neighboring businesses with differing peak demand times for parking or businesses with a low volume of customers are best suited to enter into a shared parking agreement. This reduces the number of access points along a corridor and creates opportunities for additional green space or development.

In the case of Downtown, the Village should continue to plan for the provision of parking to accommodate business owners, employees, customers and commuters.

## Regulation & Relocation of Uses

In order to maximize redevelopment potential the Village should continue to identify uses that are better suited for alternate sites or locations. Those businesses and sites should be evaluated on a case by case basis based on land use, regulatory issues and the respective needs of the particular business. Alternate sites should be identified and relocation assistance provided, where applicable, in order to ensure that viable businesses remain in the Village. Assistance can range from reimbursement of expenses to grants or loans for building and/or site improvements at an alternate location.

The Village should consider the use of tools such as stricter business licensing, a tool used minimally today, along with development moratoria, and amortization of nonconforming uses to achieve the desired type, size and location of commercial land uses.

## Partnerships

The Village should continue to work with local economic development partners to attract, retain and expand businesses in Downers Grove. It is important that the Village support the efforts of the Downers Grove Economic Development Corporation (DGEDC), Downers Grove Downtown Management Corporation (DGDMC), and Chamber630 to market and promote local businesses.

The Village should utilize the expertise of these partners to develop and implement a strategic marketing and recruitment plan for targeted businesses and store types. In partnership with these groups, the Village should also form a task force to identify opportunities to reduce the cost of doing business in Downers Grove and enhance the Village's position within the competitive landscape.



Page: 57

Text Replaced
[Old]: "5: COMMERCIAL AREAS PLAN & POLICIES"
[New]: "Regulation &"

Font "Impact" changed to "MuseoSans-900".
Font-size "0" changed to "16".
Font-color changed.

Text Deleted
"COMMERCIAL AREAS PLAN & POLICIES 5: Retail Nodes and De-commercialization High traffic volumes alone do not equate to demand for unlimited expanses of retail development. Corridor commercial development should be clustered near key intersections and activity generators. In the Village's corridors, office, service and multi-family uses can be complementary and supportive of retail nodes. A commercial corridor should not be treated as a strip, but rather as a series of nodes that concentrate commercial activity. This approach to corridor commercial development will establish a sense of place, enable independent commercial developments to share access points and parking areas, and provide a focus for streetscape and beautification enhancements. To complement nodes of corridor commercial uses, non-commercial uses that generate significant activity should be encouraged within commercial corridors. For example, institutional uses such as higher education facilities and medical service providers can function as catalysts for new development within a commercial area and/or provide a steady customer base. Regulation and"

Text Replaced
[Old]: "Downers Grove Area Chamber of Commerce & Industry"
[New]: "Chamber630"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "amortiziation"
[New]: "amortization"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 52"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Commercial Areas Plan 53"




## Commercial Areas Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- A diverse mix of commercial uses should be promoted and maintained in Downtown Downers Grove.
- Corridor commercial areas should continue to function in the dual role of providing daily needs to local residents as well as providing commercial goods and services to the larger region.
- The Village should consider the use of tools such as stricter business licensing, development moratoria, and amortization of nonconforming uses to achieve the desired type, size and location of commercial land uses.
- The Village should conduct a thorough review of permitted uses in the zoning ordinance on a regular basis to ensure compatibility with the Comprehensive Plan.
- Reinvestment should occur in the Finley Road/Butterfield Road area to improve the aesthetics and function of regional commercial uses.
- The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors.
- As prominent features along major regional roadways, office developments should be of a high quality and reflect the character of the Village.
- Development in Downtown should reinforce the walkable nature by orienting buildings toward the street and locating them at or near the sidewalk line.
- The Village's industrial areas should be improved and upgraded as self-contained business areas with an emphasis on expanding existing businesses and attracting contemporary industrial users.
- The Village should enhance wayfinding and directory signage and improve telecommunication infrastructure within light industrial/business parks to better accommodate the needs of modern industrial users.
- The Village should work cooperatively with neighboring communities with adjacent and integrated commercial districts to address issues that transcend municipal boundaries to achieve and maintain mutually beneficial healthy commercial areas.

Page: 58

Text Replaced
[Old]: "4."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "9."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "self- contained"
[New]: "self-contained"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "5."
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Text Replaced
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Text Replaced
[Old]: "1."
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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "6."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "2."

Comments from page 58 continued on next page




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[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "industrial/ business"
[New]: "industrial/business"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "11."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "7."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "8."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"54 Commercial Areas Plan | Downers Grove Comprehensive Plan"



- The Village should consider expanding the use of Special Service Areas (SSAs) to accomplish stated goals and objectives for the Village's commercial areas in conjunction with those benefiting.
- Offices in Downtown should be encouraged to locate above the ground floor whenever possible in order to preserve ground floor units for retail businesses.
- Mixed-use areas outside of Downtown should be focused around the Village's transit infrastructure, especially through the use of transit-oriented development (TOD) principles.
- The Village's light industrial and business park uses should continue to be located in areas where they can capitalize on close proximity to regional transportation networks while minimizing impacts on residential neighborhoods.

- The Village should continue to promote and enhance light industrial/ business park areas including improvements to existing buildings, parking lots and the public rights-of-way.
- Uses within light industrial/ business park areas should be restricted in order to protect these areas from the infiltration of non-compatible commercial, institutional, membership or recreational uses.
- Continue to facilitate shared parking areas to reduce the total number of parking spaces required within a given commercial area, thus reducing the land devoted to parking and creating opportunities for additional green space or development density.
- Expand and continue to implement commercial design and development guidelines.
- Promote and encourage the relocation of the Post Office truck operations from Downtown while maintaining the postal retail functions.

- Encourage sustainable energy and green building initiatives in the Village's commercial areas.
- The Village should enhance wayfinding to the subareas of Downtown, Belmont/Ellsworth, Butterfield, Fairview, Ogden Avenue, 63rd Street, and 75th Street.
- The Village should partner with shopping center management companies to add "Downers Grove" into the name of the center as a branding and placemaking strategy for the Village.
- Promote historic preservation as a means to preserve the existing commercial building stock and historic architectural character of the Village.
- Promote the federal tax credit program to commercial property owners as a means to maintain historic commercial properties.



Page: 59

Text Replaced
[Old]: "12."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "16."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "21."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "5: COMMERCIAL AREAS PLAN & POLICIES"
[New]: "• The Village should enhance wayfinding to the subareas of Downtown, Belmont/Ellsworth, Butterfield, Fairview, Ogden Avenue, 63rd Street, and 75th Street. • The Village should partner with shopping center management companies to add "Downers Grove" into the name of the center as a branding and placemaking strategy for the Village. • Promote historic preservation as a means to preserve the existing commercial building stock and historic architectural character of the Village. • Promote the federal tax credit program to commercial property owners as a means to maintain historic commercial properties."

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

Text Replaced
[Old]: "industrial/business"
[New]: "industrial/ business"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "13."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "17."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".

Comments from page 59 continued on next page



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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "non-compatible"
[New]: "non- compatible"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "14."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "18."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "15."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "19."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "20."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Plan | Commercial Areas"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 53"
[New]: "55"

Comments from page 59 continued on next page



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Font "Bergamo" changed to "MuseoSlab-100".



# 6 Transportation Plan

Downers Grove is a mature community with an established street network. The Transportation Plan acknowledges the limited opportunities to solve issues through the construction of new streets and instead focuses on strategic improvements to the Village's existing network of roads, public transit, and pedestrian and bicycle routes. This collection of improvements strives to maintain a balanced transportation system that ensures the safe and efficient movement of vehicles, pedestrians, and cyclists.

The Plan addresses two types of transportation networks:

- The **Transportation System**, which primarily refers to the street network that accommodates motor vehicle circulation throughout the Village.
- The **Trails and Transit System**, which primarily refers to the trail network, bus routes, and commuter rail lines traversing the Village.

A BALANCED TRANSPORTATION SYSTEM ENSURES THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES, PEDESTRIANS AND CYCLISTS



Page: 60

Text Replaced
[Old]: "Section 6 TRANSPORTATION PLAN Downers Grove, Illinois Comprehensive"
[New]: "6 Transportation"

Font "Impact" changed to "MuseoSans-900".
Font-size "30" changed to "116".
Font-color changed.

Text Inserted
"The Plan addresses two types of transportation networks:"

Text Replaced
[Old]: "balanced transportation system ensures the safe and efficient movement of vehicles, pedestrians and cyclists"
[New]: "BALANCED TRANSPORTATION SYSTEM ENSURES THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES, PEDESTRIANS AND CYCLISTS"

Font "FunctionLHSmCapsLight" changed to "Gotham-Light".
Font-size "15" changed to "12".

Text Deleted
"The Plan addresses two types of transportation networks:"

Text Replaced
[Old]: "System"
[New]: "System,"

Font "Bergamo-BoldItalic" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "which"
[New]: "that"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Village; and,"
[New]: "Village."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "System"
[New]: "System,"

Font "Bergamo-BoldItalic" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "pedestrians"
[New]: "pedestrians,"

Comments from page 60 continued on next page



# 6 Transportation Plan

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 57"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"56 Transportation Plan |"

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A BALANCED TRANSPORTATION SYSTEM ENSURES THE SAFE AND EFFICIENT MOVEMENT OF VEHICLES, PEDESTRIANS AND CYCLISTS



## Functional Classification of Streets

Streets in Downers Grove are classified according to their character and intended service; a process known as functional classification. Individual streets work together in a network to accommodate the movement of goods and people in the most efficient manner possible.

Functional classification allows for an understanding of an urbanized area's street hierarchy, which contains five categories:

- Interstates,
- Principal Arterial,
- Minor Arterial,
- Collector Street, and
- Local Street.

The Illinois Department of Transportation in cooperation with the U.S. Department of Transportation assigns streets these categories is on a five-year basis. This allows for an orderly network of streets that maintain access to private property through smaller streets while connecting to larger streets that move traffic more efficiently. Downers Grove's street classification includes the following:



Page: 61

Text Replaced
[Old]: "highway/expressway, principal arterial, minor arterial, collector street, and local street. Assigning streets these categories is the Illinois Department of Transportation in cooperation with the U.S. Department of Transportation"
[New]: "• Interstates, • Principal Arterial, • Minor Arterial, • Collector Street, and • Local Street The Illinois Department of Transportation in cooperation with the U.S. Department of Transportation assigns streets these categories is"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"for"

Text Deleted
"TRANSPORTATION PLAN & POLICIES 6:"

Text Replaced
[Old]: "hierarchy"
[New]: "hierarchy,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Downers Grove Comprehensive Plan | Transportation Plan 57"

## Interstates

Interstates are divided highways of three lanes or more that provide a high degree of service to through traffic, are designed with no direct access to individual uses on abutting properties, and generally have grade-separated intersections. The two interstates providing access to and from Downers Grove are I-88 and I-355.

## Principal Arterials

Principal arterials are generally wider, faster, and have limited access along the route to allow travel to and through an area. These roads are regional in nature and link interstate, intra-state and regional activity centers. They are built to accommodate the highest traffic volume and longest travel routes. The principal arterials serving the Village are Butterfield Road, Ogden Avenue, and 75th Street.

## Minor Arterials

The minor arterial street system supplements and supports the principal arterials by providing trips of moderate length and lower travel mobility. The east-west minor arterials serving the Village are Warren Avenue/Rogers Avenue, Maple Avenue/55th Street, 63rd Street, Warrenville Road, and segments of 31st Street. The north-south minor arterials serving the Village are Main Street/Lemont Road, Fairview Avenue, Woodward Avenue, Belmont Road, Finley Road, Walnut Avenue, and Highland Avenue (north of 39th Street).

## Collector Streets

Collector streets prioritize access to property over mobility and are more locally-oriented. Collectors connect local streets to arterials to create a network of traffic movement. Examples of collector streets are Dunham Road, Prairie Avenue, and 35th Street.

Collector streets located within the Village of Downers Grove corporate limits are generally the responsibility of the Village. In some instances, collector streets are planned together with other transportation agencies or adjacent communities.

## Local Streets

The local street system is made up of all streets not belonging to one of the above-mentioned roadway classes. Local streets are generally shorter than other roadway types and have frequent controlled intersections. Compared to other roadway types, local streets are narrower with slower speeds through areas such as residential neighborhoods. Local streets provide direct access to properties and accommodate shorter trips to adjoining collector or arterial streets.



Page: 62

Text Replaced
[Old]: "faster"
[New]: "faster,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Avenue"
[New]: "Avenue,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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[Old]: "Avenue"
[New]: "Avenue,"

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "above- mentioned"
[New]: "above-mentioned"

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Font-size "9.5" changed to "8".

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[Old]: "Road"
[New]: "Road,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Avenue"
[New]: "Avenue,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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"Page"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

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Comments from page 62 continued on next page

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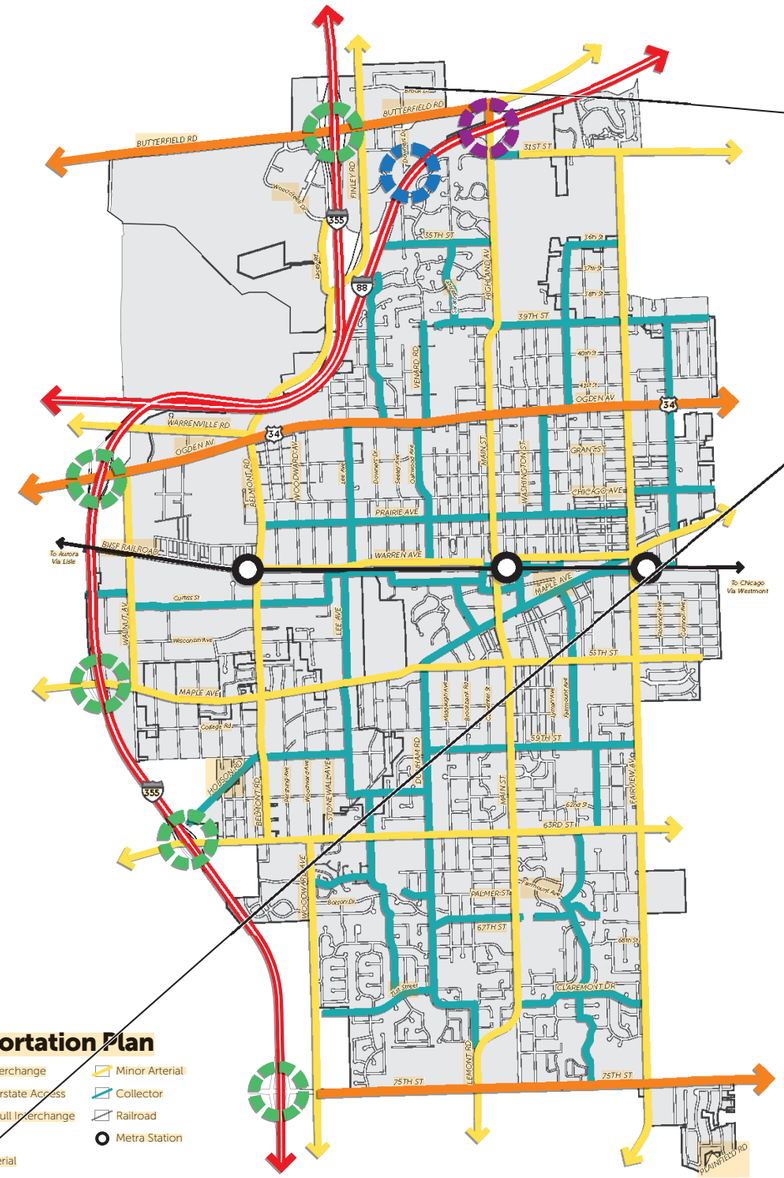
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Page: 63

Text Replaced
[Old]: "TRANSPORTATION PLAN & POLICIES 6:"
[New]: "Br ook Dr BUT TERFIELD RD BUT TERFIELD RD 31ST ST 35TH ST 36th St 37th St W ALNUT A V 38th St 39TH ST 40th St 41st St OGDEN A V 34 BELMONT RD W ARRENVILLE RD Pershing A ve GRANT ST W OOD W ARD A V OGDEN A V W OOD W ARD A VE W oodward A ve Lacey Rd. ST ONEW ALL A VE CHICA GO A VE LEE A VE Lee A ve HOBSON RD BELMONT RD FINLEY RD PRAIRIE A VE Downers Dr BNSF RAILROAD To Aur ora Seeley A ve W o o d c r e e k D r . 7 1 s t S t r e e t W ARREN A VE Downers Dr Via Lisle Oakwood A ve VENARD RD DUNHAM RD T o Chicago Via Westmon t MAPLE A VE Curtiss St Middaugh A ve a A v e Brookbank Rd LEMONT RD Wisconsin A ve MAIN ST Carpen ter St HIGHL AND A V 55TH ST MAIN ST W ASHINGT ON ST MAPLE AVE L yman A ve F airmoun t A ve C ollege Rd 59TH ST F AIRVIEW A V 355 62nd St Flor ence A ve 63RD ST Cumnor A ve F airmoun t A ve P ALMER ST Bolson Dr 67TH ST 68th St CL AREMONT DR Transportation Plan Interstate Interchange Remove Interstate Access Improve to Full Interchange Interstate Principal Arterial Minor Arterial 75TH ST 75TH ST Collector Railroad Metra Station PL AINFIELD RD"

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Font-color changed.

Text Inserted
"Downers Grove Comprehensive Plan | Transportation Plan 59"

## Jurisdiction

The Village of Downers Grove is served by a system of roadways under the jurisdiction of the State of Illinois (IDOT), the Illinois Tollway Authority, DuPage County, Lisle and Downers Grove Townships, and the Village of Downers Grove. With several roads or road segments outside of the Village's jurisdiction, its ability to make improvements or control access to adjoining properties is limited.

Realizing the Comprehensive Plan's transportation-related goals and objectives will require coordination and cooperation between these entities. Traffic control devices, an important component of public safety and efficient traffic movement, will also require cooperation and coordination due to the fact that the Village maintains only 19 of the 76 traffic signals within its jurisdiction.

## Coordination & Cooperation

Maintenance and improvements to I-88, I-355, Butterfield Road (IL 56), and Ogden Avenue (US 34) fall under the jurisdiction of the Illinois Tollway and IDOT. 55th Street, 63rd Street, and 75th Street, which provide important connections to I-355, are under the jurisdiction of DuPage County. The Village should work with these agencies to ensure that improvements are made to these roadways to continue to promote efficient and effective vehicular circulation.

## Interstate Access

In 2007, the Illinois Tollway completed construction of the I-355 south extension which provided a new connection to I-80. This served to strengthen Downers Grove's position within the larger region as an employment and commercial center due to existing interchanges at Butterfield Road, Ogden Avenue, Maple Avenue/55th Street, 63rd Street, and 75th Street.

Interstate 88 and Interstate 355 pass through the Village and approximate much of the Village's northern and western borders. Access to I-88 provides an important east-west connection in the region. Highland Avenue provides access in three directions but does not provide a westbound entrance. Westbound traffic wishing to travel I-88 must do so at Downers Drive, more than a 1/2 mile west of the Highland Avenue interchange. This configuration significantly impacts both transportation and land use in the area. The Transportation Plan seeks to address this issue through the closing of the exit at Downers Drive and the creation of westbound access to I-88 from Highland Avenue.



Page: 64

Text Replaced
[Old]: "Street"
[New]: "Street,"

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Text Replaced
[Old]: "18"
[New]: "19"

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Text Replaced
[Old]: "70"
[New]: "76"

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"Page"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

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Text Inserted
"Transportation Plan |"

# Circulation & Access

## One-way Street Evaluation

When used appropriately, one-way streets serve to increase roadway capacity and provide additional on-street parking. If too many one-way streets are focused in one area, however, they can have a negative impact on traffic flow and become an obstacle to be overcome by potential business patrons. Within the Village, one-way streets are most appropriate in Downtown and around the Fairview Metra station due to pedestrian traffic and the prevalence of on- and off-street parking. The Village should conduct a review of the existing one-way street configuration in Downtown Downers Grove, identify potential routes for one-way implementation, consider alterations to existing traffic patterns and accommodate on-street parking where appropriate.

## North-South Traffic Flow

North-south movement of automobiles is hampered by the BNSF railroad which crosses through the middle of the Village. The frequency of trains and presence of at-grade railroad crossings prevent any smooth or predictable north-south traffic flow. The recently constructed Belmont Road is the only grade-separated crossing in the Village and has greatly improved movement on the Village's west side. The Village should continue to monitor the impact of its construction on traffic flow throughout the Village, including Downtown, before committing to another grade separated crossing elsewhere in the Village.

# Intelligent Traffic Systems (ITS)

Implemented in coordination with improvements to the current configuration of the transportation network, Intelligent Traffic Systems (ITS) offer a wide range of opportunities for the Village to increase the efficiency and safety of its existing and future transportation systems. Intelligent Traffic Systems utilize evolving technologies to make transportation more efficient, provide more options for travel and provide better information to travelers.

Specific forms of ITS that the Village of Downers Grove should consider as it continues to grow are traffic signal priority (TSP) and coordinated 'intelligent' signal timing along key corridors. TSP prioritizes public transportation vehicles over personal vehicles and ultimately reduces trip times of public transportation. Intelligent signal timing also improves the flow of traffic along busy corridors by changing the cadence of signal changes to increase efficiency.

The Village has synchronized systems on Main Street and Fairview Avenue and should consider future installations of these synchronized signals based on current and projected traffic volumes and areas that experience peak-hour congestion, such as Ogden Avenue and the areas around the Village's Metra stations. The Village should also work with BNSF to consider changes to the location of train stops to minimize the amount of time that gates are closed and traffic is stopped.



Page: 65

Text Replaced
[Old]: "Currently, a project is underway to create a grade-separated crossing at Belmont Road near the Metra Station. The Village should monitor the improvement's impact on traffic flow throughout the Village, including Downtown, before committing to another grade separated crossing."
[New]: "The recently constructed Belmont Road is the only grade-separated crossing in the Village and has greatly improved movement on the Village's west side. The Village should continue to monitor the impact of its construction on traffic flow throughout the Village, including Downtown, before committing to another grade separated crossing elsewhere in the Village."

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[Old]: "one-way"
[New]: "one- way"

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[Old]: "one- way"
[New]: "one-way"

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Text Replaced
[Old]: "should consider the installation"
[New]: "has synchronized systems on Main Street and Fairview Avenue and should consider future installations"

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Text Replaced
[Old]: "peak hour"
[New]: "peak-hour"

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Text Inserted
"The Village should also work with BNSF to consider changes to the location of train stops to minimize the amount of time that gates are closed and traffic is stopped."

Text Inserted
"Downers Grove Comprehensive Plan | Transportation Plan 61"



## Trails, Bikeways & Pedestrian Mobility

The Village of Downers Grove has several pedestrian and bicycle trails and pathways that represent a non-motorized transportation alternative. The Village has also planned for the installation of several miles of both on-street and off-street facilities throughout the Village. The Village of Downers Grove should continue to improve transportation mode choice and encourage healthy living through enhanced pedestrian mobility.

One of the biggest challenges facing pedestrians is the crossing of major arterials like Ogden Avenue, 55th Street, 63rd Street, 75th Street, and Highland Avenue. Factors that lead to this difficulty include the distance between signals and the volume of traffic. The Village should continue to work with IDOT and DuPage County exploring options to address these issues, including longer crossing times, pedestrian actuated signals, and potentials for mid-block crossings (HAWK beacons).

### Pedestrian Mobility & Friendliness

With the exception of Downtown, Downers Grove's commercial areas were developed to cater to the automobile, with pedestrians and patrons who arrive by other modes of transportation mostly an afterthought. The Village should promote improvements within the commercial corridors to improve pedestrian affordances including landscaping on public and private property, closing gaps in the sidewalk network and creating a safe environment through physical separation.

As a measure of promoting pedestrian-friendliness, the Village should continue to install sidewalks and reduce curb cuts along the entire length of commercial corridors, continue to require pedestrian connections on private property, establishing a complete pedestrian network on both sides of the corridor and addressing some of the most significant pedestrian and accessibility issues for the area. The Village should also consider streetscaping enhancements to provide pedestrian amenities such as benches, bus shelters, trash cans, pedestrian-scaled lighting, and wayfinding signage.

### Bicycle Mobility & Safety

The Village should continue to implement the recommendations of the Village Bicycle and Pedestrian Plan (2013) which is the foundation for the Trails and Transit Plan. While the recommendations of the Village Bikeway Plan and the Trails and Transit Plan provide a solid foundation, the Village should create a Trails Master Plan that incorporates the recommendations of the Bikeway Plan, in addition to input from the Park District, DuPage County, regional agencies such as CMAP, and pertinent input from the community.

Although the Village Bikeway Plan contemplates a complete network of bicycle access, there are areas of the Village that are not accommodated. Bicycle parking at the edge of downtown and at commuter stations should be provided. Continuity of bikeways is of utmost importance for encouraging bicycle travel and ensuring safety. Where possible, the Village should remove unnecessary obstacles to safe and efficient bicycle riding. This includes evaluating the location and frequency of curb cuts.



Page: 66

Text Replaced
[Old]: "and"
[New]: "&"

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Font-size "10" changed to "13".
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Text Replaced
[Old]: "Bikeway Plan (2000)"
[New]: "Bicycle and Pedestrian Plan (2013)"

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Text Replaced
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[New]: "non- motorized"

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[Old]: "off- street"
[New]: "off-street"

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Text Inserted
"One of the biggest challenges facing pedestrians is the crossing of major arterials like Ogden Avenue, 55th Street, 63rd Street, 75th Street, and Highland Avenue. Factors that lead to this difficulty include the distance between signals and the volume of traffic. The Village should continue to work with IDOT and DuPage County exploring options to address these issues, including longer crossing times, pedestrian actuated signals, and potentials for mid-block crossings (HAWK beacons)."

Text Deleted
"Continuity of bikeways is of utmost importance for encouraging bicycle travel and ensuring safety. Where possible, the Village should remove unnecessary obstacles to safe and efficient bicycle riding. This includes evaluating the location and frequency of curb cuts."

Text Inserted
"continue to require pedestrian connections on private property,"

Text Inserted
"Bicycle parking at the edge"

Text Replaced
[Old]: "Bicycling on Sidewalks Areas such as Ogden Avenue include key destinations for education, employment and shopping. Ogden Avenue is also an area with high volumes of traffic and a right-of-way that is too narrow to accommodate on-street bicycle lanes. In situations such as this, the Village should consider allowing bicycles to share the sidewalk with pedestrians. This can be achieved through"
[New]: "of downtown and at commuter stations should be provided."

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Font-size "10" changed to "8".
Font-color changed.

Text Inserted

Comments from page 66 continued on next page



"Continuity of bikeways is of utmost importance for encouraging bicycle travel and ensuring safety. Where possible, the Village should remove unnecessary obstacles to safe and efficient bicycle riding. This includes evaluating the location and frequency of curb cuts."

Text Inserted
"62 Transportation Plan | Downers Grove Comprehensive Plan"

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## Page: 67

Text Inserted
"Brook Dr BUT TERFIELD RD"

Text Replaced
[Old]: "a municipal ordinance provision and communicated to the bicycling public through signage and an awareness campaign. 6: TRANSPORTATION PLAN & POLICIES"
[New]: "PL AINFIELD RD BUT TERFIELD RD 31ST ST 35TH ST 36th St 37th St W ALNUT A V 38th St 39TH ST 40th St 41st St 34 OGDEN A V BELMONT RD W ARRENVILLE RD Pershing A ve W OOD W ARD A V GRANT ST W OOD W ARD A VE OGDEN A V W oodward A ve Lacey Rd. ST ONEW ALL A VE LEE A VE CHICA GO A VE L ee A ve HOBSON RD BELMONT RD FINLEY RD PRAIRIE A VE Downers Dr BNSF RAILROAD Seeley A ve T o Aurora W o o d c r e e k D r . 7 1 s t S t r e e t W ARREN A VE Downers Dr Via Lisle Oakwood A ve VENARD RD DUNHAM RD To Chicago Via W estmon t Curtiss St Middaugh A ve a A v e MAPLE A VE Br ookbank Rd LEMONT RD MAIN ST Wisconsin A ve Carpen ter St HIGHL AND A V 55TH ST W ASHINGT ON ST MAIN ST MAPLE A VE L yman A ve Fairmoun t A ve C ollege Rd 59TH ST F AIRVIEW A V 355 62nd St Flor ence A ve 63RD ST Cumnor A ve F airmoun t A ve P ALMER ST Bolson Dr 67TH ST 68th St CL AREMONT DR Active Transit Plan Existing Bike Lane/Path Proposed Bike Lane Propoesd Bike Path Park Site 75TH ST 75TH ST Forest Preserve Morton Arboretum Bike Path Signalized Intersection Other Open Space"

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Text Replaced
[Old]: "Grove, Illinois"
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Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 61"
[New]: "| Transportation Plan 63"

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## ~~Trail~~ Safety

In addition to maintaining and enhancing existing trail system components, new bikeways and trails should consist of a combination of on-street and off-street configurations along select minor arterials and collector streets. On streets where pedestrian and bicycle traffic is to be promoted, adequate rights-of-way should be reserved for pedestrian and bicycle facilities and safe crossings along busy roadways. Traffic speeds should also be controlled.

## Connecting to Community Assets

By providing direct and efficient connections to important destinations throughout the Village, residents will be given a greater range of options in how they travel to work, shop, dine or play. Bikeways and trails should establish connections to existing and proposed parks and open space areas as well as major destinations throughout the Village including schools, healthcare facilities, DuPage County Forest Preserve areas, and other community service providers. Connections should also be established between residential areas and existing and proposed future employment centers and shopping destinations within the Village.

## Complete Streets

Bicycling, whether for recreation or business, should be encouraged as a mode of transportation. To provide a safe environment for both bicyclists and pedestrians, the Village should explore a complete street policy as noted below. Complete streets are designed and operated to balance the needs of different transportation modes and account for pedestrian, bicyclists, motorists and transit riders of all ages and abilities. A complete street network makes it easier to bicycle to work, cross the street and walk to shops in a safe manner.

A Complete Streets policy requires new road projects and road repair projects to accommodate all users throughout the development process: design, engineering, planning, and construction. Specific Complete Streets elements vary according to the specific conditions and context but may include sidewalks, bike lanes, accessibility improvements, pedestrian refuge islands, transit station improvements, bump outs and curb extensions, and/or raised crosswalks. The Village should adopt a Complete Streets policy to accommodate all users of the road network.



Page: 68

Text Deleted
"TRANSPORTATION PLAN & POLICIES 6:"

Text Replaced
[Old]: "A Complete Streets policy requires new road projects and road repair projects to accommodate all users throughout the development process: design, engineering, planning and construction. Specific Complete Streets elements vary according to the specific conditions and context but may include sidewalks, bike lanes, accessibility improvements, pedestrian refuge islands, transit station improvements, bump outs and curb extensions, and/or"
[New]: "Bicycling, whether for recreation or business, should be encouraged as a mode of transportation. To provide a safe environment for both bicyclists and pedestrians, the Village should explore a complete street policy as noted below. Complete streets are designed and operated to balance the needs of different transportation modes and account for pedestrian, bicyclists, motorists and transit riders of all ages and abilities. A complete street network makes it easier to bicycle to work, cross the street and walk to shops in a safe manner. A Complete Streets policy requires new road projects and road repair projects to accommodate all users throughout the development process: design, engineering, planning, and construction. Specific Complete Streets elements vary according to the specific conditions and context but may include sidewalks, bike lanes, accessibility improvements, pedestrian refuge islands, transit station improvements, bump outs and curb extensions, and/ or"

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Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 62"
[New]: "64 Transportation Plan |"

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Font "Bergamo" changed to "MuseoSlab-100".

## Sidewalks

The Village has an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current sidewalk policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests. The construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements negatively impact existing parkway trees.

In downtown, and other commercial areas, sidewalks should exist on both sides of public rights-of-way to facilitate pedestrian mobility throughout this area and to maintain connectivity with nearby neighborhoods.

### Sidewalk Program

The Village should continue its program to maintain the existing sidewalk system and consider the construction of new sidewalks in response to resident requests. Repair work to existing sidewalks, such as the removal and replacement of individual sidewalk sections, should continue to be based on evaluations of concrete deterioration and trip hazards.

### Pedestrian Safety

In addition to sidewalk improvements, the Village should consider improvements to pedestrian crossings at all signalized intersections as they are the safest place for pedestrians to cross. Pedestrian crossings at intersections should be well lit and clearly demarcated to enhance pedestrian safety. Potential improvements include amenities such as brick pavers, street and pedestrian lighting, crosswalk signage, and pedestrian islands.

## Transit & Commuter Facilities

Downers Grove is served by six Pace bus routes (313, 715, 722, 821, 834, and 888), three stations along Metra's Burlington Northern Santa Fe (BNSF) commuter rail line, and five PACE-operated commuter shuttle routes (461, 462, 463, 465 and 877). These services are heavily utilized by residents and commuters from outside of the Village. For example, according to Metra's 2014 Origination-Destination Survey (the most recent year for which ridership data is available), over 4,200 people boarded a train in Downers Grove during the typical weekday.

### Activity Generators

There may also be opportunities to improve use rates in areas currently served by transit. Commercial areas and employment centers represent large pools of potential transit riders and expanding transit use in these areas would reduce the number of vehicle trips generated and reduce congestion. The Village should work with area employers and businesses to promote the use of public transit, carpooling, walking and bicycling.

Page: 69

Text Replaced
[Old]: "Installation Program & Sidewalk Priority Matrix The Village should continue to install new sidewalks annually based on established priority."
[New]: "Program The Village should continue its program to maintain the existing sidewalk system and consider the construction of new sidewalks in response to resident requests."

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Font-size "10" changed to "13".
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Text Replaced
[Old]: "and"
[New]: "&"

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Text Deleted
"TRANSPORTATION PLAN & POLICIES 6:"

Text Replaced
[Old]: "a policy which seeks to establish sidewalks throughout the Village on at least one side of each local street. However, the construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements may contribute to additional flooding or"
[New]: "an extensive sidewalk network where 95% of street segments have sidewalks on at least one side. The Village's current sidewalk policy seeks to maintain the existing sidewalk system throughout the Village and considers constructing new sidewalks in response to resident requests. The construction of traditional sidewalks may negatively impact the character of some neighborhoods. Alternative solutions to traditional sidewalk construction should be considered in sensitive areas where, for example, such improvements"

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Text Replaced
[Old]: "five"
[New]: "six"

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Font-size "9.5" changed to "8".

Text Inserted
"722,"

Text Replaced
[Old]: "a Village-operated commuter shuttle known as "The Grove.""
[New]: "five PACE-operated commuter shuttle routes (461, 462, 463, 465 and 877)."

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Text Replaced
[Old]: "2006 Origination-Destination"
[New]: "2014 Origination- Destination"

Comments from page 69 continued on next page

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In downtown, and other commercial areas, sidewalks should exist on both sides of public rights-of-way to facilitate pedestrian mobility throughout this area and to maintain connectivity with nearby neighborhoods.

### Sidewalk Program

The Village should continue its program to maintain the existing sidewalk system and consider the construction of new sidewalks in response to resident requests. Repair work to existing sidewalks, such as the removal and replacement of individual sidewalk sections, should continue to be based on evaluations of concrete deterioration and trip hazards.

### Pedestrian Safety

In addition to sidewalk improvements, the Village should consider improvements to pedestrian crossings at all signalized intersections as they are the safest place for pedestrians to cross. Pedestrian crossings at intersections should be well lit and clearly demarcated to enhance pedestrian safety. Potential improvements include amenities such as brick pavers, street and pedestrian lighting, crosswalk signage, and pedestrian islands.

## Transit & Commuter Facilities

Downers Grove is served by six Pace bus routes (313, 715, 722, 821, 834 and 888), three stations along Metra's Burlington Northern Santa Fe (BNSF) commuter rail line, and five PACE-operated commuter shuttle routes (461, 462, 463, 465 and 877). These services are heavily utilized by residents and commuters from outside of the Village. For example, according to Metra's 2014 Origination-Destination Survey (the most recent year for which ridership data is available), over 4,200 people boarded a train in Downers Grove during the typical weekday.

### Activity Generators

There may also be opportunities to improve use rates in areas currently served by transit. Commercial areas and employment centers represent large pools of potential transit riders and expanding transit use in these areas would reduce the number of vehicle trips generated and reduce congestion. The Village should work with area employers and businesses to promote the use of public transit, carpooling, walking and bicycling.

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "4,100"
[New]: "4,200"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Activity Generators There may also be opportunities to improve use rates in areas currently served by transit. Commercial areas and employment centers represent large pools of potential transit riders and expanding transit use in these areas would reduce the number of vehicle trips generated and reduce congestion. The Village should work with area employers and businesses to promote the use of public transit, carpooling, walking and bicycling."

Text Replaced
[Old]: "these"
[New]: "this"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 64 Downers Grove, Illinois Comprehensive Plan"

Text Inserted
"Downers Grove Comprehensive Plan | Transportation Plan 65"

## Underserved Areas

The Village's excellent access to transit was identified as a key strength by the community. There are opportunities to improve and expand existing services. While the Village as a whole has excellent access to transit, there are areas where service is limited and residents have no direct access to public transportation.

The Village should work with Pace to modify routes and explore the potential for expanded service to residential areas. These modified or new routes should provide additional service to non-commuters and improve transit linkages between residential neighborhoods, employment centers, and commercial areas. The Village should also continue to work with Metra in providing coordinated shuttle service to commuters and residents.

## Comprehensive Transit Plan

The Trails and Transit Plan identifies existing transit routes throughout the Village. The Trails and Transit Plan also identifies several possible community destinations and traffic generators as a potential starting point for the modification of Pace bus routes. The Village should create a Comprehensive Transit Plan that identifies key traffic generators and destinations within the Village and ensures that these areas are adequately served by Metra, Pace Bus routes and other modes of alternative transportation.

## Parking

A vital component to the success of Downtown is the location and availability of parking. This is especially true given the access to and frequency of commuter rail service in Downers Grove. Established standards state that a safe, walkable distance from parking to a transit station is 1/4 mile. Given that much of the community (and potential riders) are beyond this area, certain improvements should be made and/or maintained. Bus service provides a link for riders to the train stations but parking for automobiles should also be accommodated at each station. The Village should monitor improvements and provisions for commuters. For example, the Village may facilitate a "parking permit exchange" to ensure that commuters park on the same side of the tracks on which they live. This provides convenience and safety not only to the commuters themselves but also to other travelling motorists by eliminating unnecessary traffic attempting to cross the railroad tracks.

Whether adequacy of parking is a real or perceived problem in Downtown, the Village should conduct a Downtown circulation and parking needs assessment. The Village should also consider new technologies to address circulation, parking and permitting, including the increased use of car and bike sharing programs and the potential for driverless vehicles in the future. This ensures that commuters, residents, visitors and businesses will be accommodated with accessible and efficient parking.

In order to promote other modes of transportation, the Village should incentivize parking for motorcycles, scooters, and bicycles where appropriate. With the expansion of car share programs (eg. Zipcar) and bike share programs, the Village should encourage property owners to dedicate parking for car sharing if these services are expanded into Downers Grove.



Page: 70

Text Inserted
"The Village should also consider new technologies to address circulation, parking and permitting, including the increased use of car and bike sharing programs and the potential for driverless vehicles in the future."

Text Replaced
[Old]: "and/or"
[New]: "and/ or"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "6: TRANSPORTATION PLAN & POLICIES"
[New]: "In order to promote other modes of transportation, the Village should incentivize parking for motorcycles, scooters, and bicycles where appropriate. With the expansion of car share programs (eg. Zipcar) and bike share programs, the Village should encourage property owners to dedicate parking for car sharing if these services are expanded into Downers Grove."

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

Text Replaced
[Old]: "non- commuters"
[New]: "non-commuters"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Activity Generators There may also be opportunities to improve use rates in areas currently served by transit. Commercial areas and employment centers represent large pools of potential transit riders and expanding transit use in these areas would reduce the number of vehicle trips generated and reduce congestion. The Village should work with area employers and businesses to promote the use of public transit, carpooling, walking and bicycling."

Text Replaced
[Old]: "mod ification"
[New]: "modification"

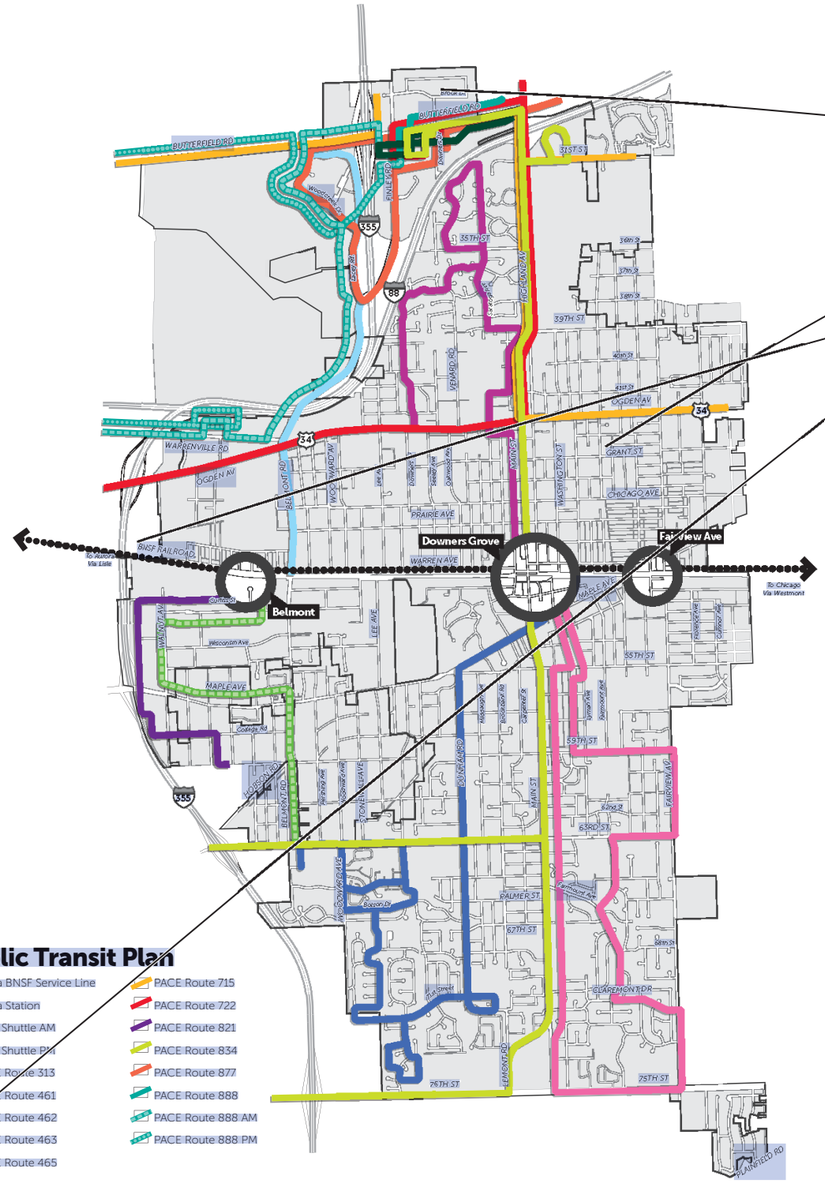
Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 65"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"66 Transportation Plan |"




## Public Transit Plan

- Metra BNSF Service Line
- Metra Station
- West Shuttle AM
- West Shuttle PM
- PACE Route 313
- PACE Route 461
- PACE Route 462
- PACE Route 463
- PACE Route 465
- PACE Route 715
- PACE Route 722
- PACE Route 821
- PACE Route 834
- PACE Route 877
- PACE Route 888
- PACE Route 888 AM
- PACE Route 888 PM



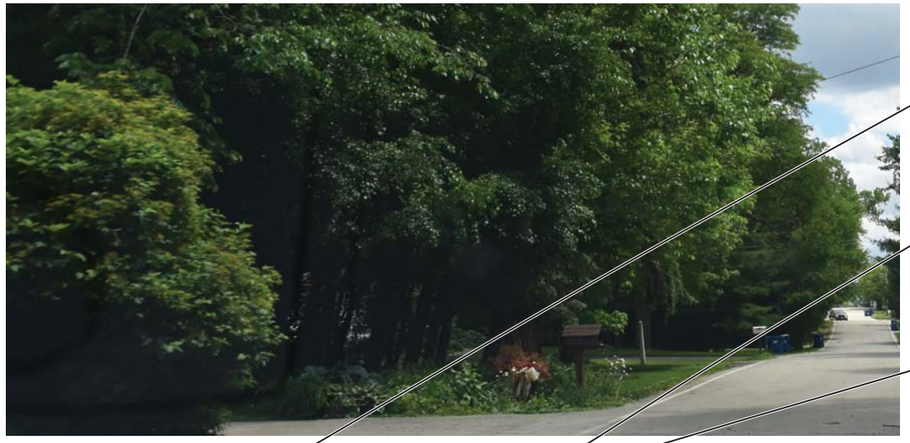
Page: 71

Text Inserted
"PL AINFIELD RD Br ook Dr BUT TERFIELD RD BUT TERFIELD RD 31ST ST 35TH ST 36th St 37th St W ALNUT A V 38th St 39TH ST 40th St 41st St OGDEN A V BELMONT RD 34 Pershing A ve W ARRENVILLE RD W OOD W ARD A V W OOD W ARD A VE W oodward A ve Lacey Rd. OGDEN A V ST ONEW ALL A VE LEE A VE Lee A ve HOBSON RD BELMONT RD FINLEY RD PRAIRIE A VE Downers Dr Seeley A ve W o o d c r e e k D r . 7 1 s t S t r e e t W ARREN A VE Downers Dr Oakwood A ve VENARD RD DUNHAM RD MAPLE A VE Curtiss St Middaugh A ve a A v e Brookbank Rd LEMONT RD MAIN ST Wisconsin A ve Carpen ter St HIGHL AND A V 55TH ST MAIN ST W ASHINGT ON ST MAPLE AVE L yman A ve F airmoun t A ve C ollege Rd 59TH ST F AIRVIEW A V 355 62nd St 63RD ST F airmoun t A ve P ALMER ST Bolson Dr 67TH ST 68th St Public Transit Plan Metra BNSF Service Line Metra Station West Shuttle AM West Shuttle PM PACE Route 313 PACE Route 461 PACE Route 715 PACE Route 722 PACE Route 821 PACE Route 834 PACE Route 877 PACE Route 888 CL AREMONT DR 75TH ST 75TH ST"

Text Inserted
"GRANT ST CHICA GO A VE To Aur ora Via Lisle"

Text Inserted
"BNSF RAILROAD T o Chicago Via Westmon t Flor ence A ve Cumnor A ve"

Text Inserted
"PACE Route 462 PACE Route 463 PACE Route 465 PACE Route 888 AM PACE Route 888 PM"



## Transportation System Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Protect and improve the function of the street network through controlled access, land-use decisions, and street/intersection design improvements.
- Work closely with existing business owners to consolidate curb cuts by providing cross access between and shared access into businesses wherever possible.
- Work with relevant transportation agencies to ensure that improvements are made to continue to promote efficient and effective vehicular circulation.
- Conduct a review of the existing one-way street configuration in Downtown Downers Grove, identify potential routes for one-way implementation, consider alterations to existing traffic patterns and accommodate off-street parking where appropriate.
- Review the effectiveness of the Belmont Road grade separation as a model for other crossings.
- Parking areas, whether publicly or privately maintained, should be safe and well-maintained by emphasizing pedestrian-scaled lighting, appropriate screening, interior landscaped islands, and other landscape elements as appropriate.
- Environmentally friendly stormwater management practices should be encouraged within parking areas. Native plantings, swales, rain gardens, and pervious pavers can be used to improve stormwater management while being less expensive to install and maintain than traditional curb-and-gutter and landscaping.

Page: 72

Text Replaced
[Old]: "3."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "6."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "4."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "one- way"
[New]: "one-way"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "1."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "7."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "one-way"
[New]: "one- way"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"rain gardens,"

Comments from page 72 continued on next page



## Transportation System Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

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Text Replaced
[Old]: "2."
[New]: "•"

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Font-size "9.5" changed to "8".

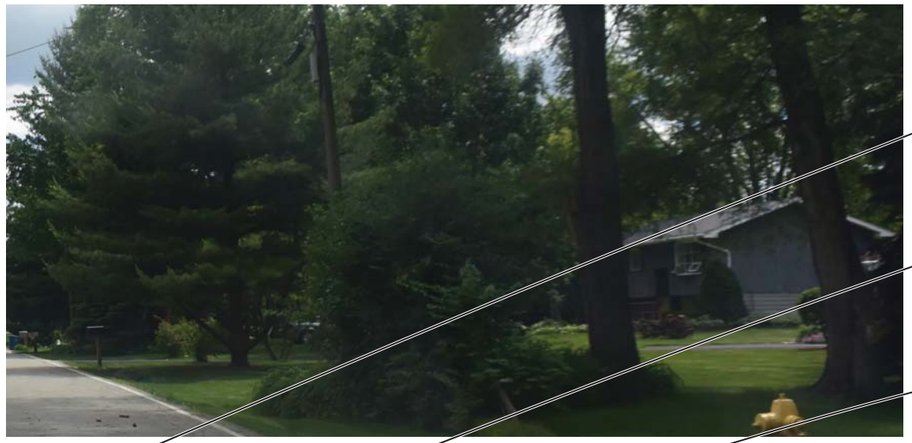
Text Replaced
[Old]: "5. Once complete, review the effictiveness"
[New]: "• Review the effectiveness"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "curb-and-gutter"
[New]: "curb and-gutter"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"68 Transportation Plan | Downers Grove Comprehensive Plan"



- The Village should continue to plan for the provision of adequate parking in Downtown Downers Grove particularly as it relates to commuter parking.
- The Village should evaluate the capacity of the existing street network to ensure adequate circulation and to minimize cut-through traffic on residential neighborhoods.
- Continue to monitor land economics and parking demands, identifying opportunities to consolidate surface parking lots into parking structures to address parking problems, while at the same time creating new development opportunities within Downtown.
- The Village should evaluate the need, potential, and feasibility of constructing a parking structure on the north side of Downtown.
- As electric cars become more prevalent, the Village should find opportunities to locate charging stations throughout the Village.
- As car share and bike share programs become more prevalent, the Village should explore opportunities to locate car share and bike share spaces throughout the Village.



## Page: 73

Text Replaced
[Old]: "8."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "10."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "6: TRANSPORTATION PLAN & POLICIES"
[New]: "• The Village should evaluate the need, potential, and feasibility of constructing a parking structure on the north side of Downtown. • As electric cars become more prevalent, the Village should find opportunities to locate charging stations throughout the Village. • As car share and bike share programs become more prevalent, the Village should explore opportunities to locate car share and bike share spaces throughout the Village."

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

Text Replaced
[Old]: "identify"
[New]: "identifying"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "structures,"
[New]: "structures"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

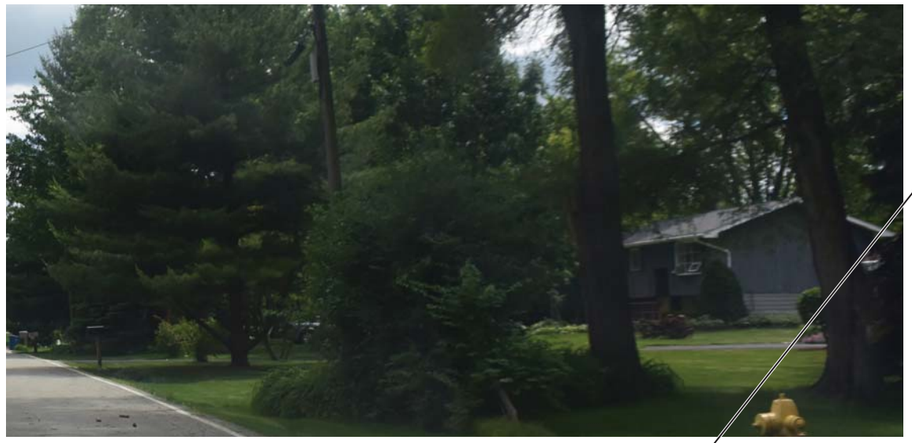
Text Replaced
[Old]: "problems"
[New]: "problems,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "9."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Comments from page 73 continued on next page



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Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 67"
[New]: "| Transportation Plan 69"

Font "Bergamo" changed to "MuseoSlab-100".



## Trails & Transit Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Continue to coordinate bikeway and trail planning and implementation efforts with public agencies such as DuPage County, Forest Preserve District of DuPage County, Downers Grove Park District, Downers Grove Township, Lisle Township, York Township, neighboring municipalities and park districts and others.
- Work with relevant agencies to secure funds, such as grants, to create additional trail connections and new segments.
- As development occurs, the Village should require the establishment of new route segments within proposed developments that link to existing or proposed future trail facilities in the Village. Significant developments should also be evaluated for pedestrian mobility and amenities to ensure that pedestrian movements are accommodated.
- Balance the needs of existing property owners with the preservation of environmental features and the requirements of a new trail system that will serve the entire community. Strategies such as public access easements should be explored in established areas where new trail connections are desired.
- Promote improvements to increase pedestrian affordances, including landscaping on public and private property, closing gaps in the sidewalk network and creating a safe environment through physical separation.



Page: 74

Text Replaced
[Old]: "TRANSPORTATION PLAN & POLICIES 6: Trails and"
[New]: "Trails &"

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Font-size "0" changed to "16".
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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "4."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "3."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "1."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "5."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 68"

Comments from page 74 continued on next page



## Trails & Transit Policy Recommendations

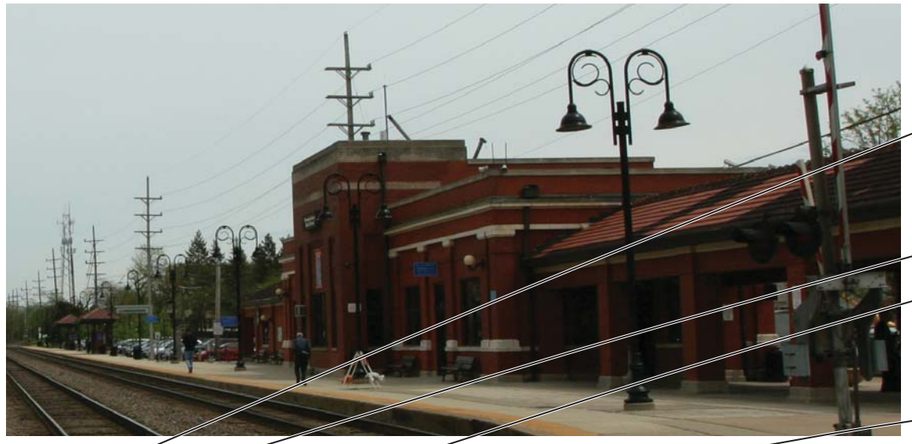
**Note:** Policies and recommendations are not listed in order of importance.

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[New]: "70 Transportation Plan |"

Font "Bergamo" changed to "MuseoSlab-100".



- Continue to maintain sidewalks throughout the Village. Along commercial corridors, install sidewalks annually based on established priority and reduce curb cuts along the entire length of commercial corridors, to establish a complete pedestrian network.
- Consider streetscaping enhancements to provide pedestrian amenities such as benches, bus shelters, trash cans, pedestrian-scaled lighting, and wayfinding signage.
- Improve pedestrian and bicycle circulation and safety throughout the Village with an emphasis on safer and more convenient routes for non-motorized traffic.
- Expand the Village's network of trails and sidewalks to provide better connections between the Village's residential neighborhoods, parks, schools, Downtown, and other commercial areas.
- Ensure that levels of public transit service are maintained and enhanced throughout the Village, including the continued operation of the schedules of all three of the Metra Station within the Village.
- Continue to work with PACE to ensure the communter shuttle bus system meets the needs of residents
- Create a comprehensive transit plan that identifies key traffic generators and destinations to ensure these locations are served adequately by established transit providers and other modes where appropriate.
- In order to improve pedestrians' safety and overall mobility, the Village should partner with Metra and BNSF to explore a grade separated pedestrian tunnel at the Downers Grove Main Street Metra Station.
- The Village should consider creating a bike rack request system on the Village website. This would allow residents and businesses to request bike racks to be placed where requested.



## Page: 75

Text Replaced
[Old]: "6."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"maintain sidewalks throughout the Village. Along commercial corridors,"

Text Replaced
[Old]: "8."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "11. Explore opportunities to allow continued operation of the commuter shuttle bus system. 12."
[New]: "• Continue to work with PACE to ensure the communter shuttle bus system meets the needs of residents •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "9."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "7."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Section"
[New]: "• In order to improve pedestrians' safety and overall mobility, the Village should partner with Metra and BNSF to explore a grade separated pedestrian tunnel at the Downers Grove Main Street Metra Station. • The Village should consider creating a bike rack request system on the Village website. This would allow residents and businesses to request bike racks to be placed where requested."

Font "Impact" changed to "MuseoSlab-100".
Font-size "30" changed to "8".
Font-color changed.

Text Replaced
[Old]: "10."
[New]: "•"

Comments from page 75 continued on next page



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Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Downers Grove Comprehensive Plan | Transportation Plan 71"



# 7 Parks, Open Space & Natural Resources

The Community's parks, open space, and environmental features contribute significantly to its overall quality of life, image, character, desirability, and aesthetics. This includes dozens of parks, facilities and open space areas interspersed by open streams, significant wooded areas, and other environmental features. These areas represent both ecological assets and active and passive recreational amenities for the community. In addition to ensuring the protection and enhancement of parks, open space, and environmental features, a primary goal of the Parks, Open Space & Natural Resources Plan is to improve public access to these areas.

The purpose of the Parks, Open Space & Natural Resource Areas Plan is to:

- Identify existing open spaces and recreation facilities within the Village and County
- Identify natural systems within the village
- Provide recommendations to ensure that ample and quality open space continue to serve the community
- Provide recommendations to maintain and improve the health of environmental systems throughout the Village

PARKS, OPEN SPACE AND NATURAL RESOURCES REPRESENT BOTH ECOLOGICAL ASSETS AND ACTIVE AND PASSIVE RECREATIONAL AMENITIES FOR THE COMMUNITY



Page: 76

Text Replaced
[Old]: "PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES Downers Grove, Illinois Comprehensive Plan"
[New]: "Parks, Open Space & Natural Resources"

Font "Impact" changed to "MuseoSans-900".
Font-size "46" changed to "42".
Font-color changed.

Text Inserted
"The purpose of the Parks, Open Space & Natural Resource Areas Plan is to:"

Text Deleted
"The purpose of the Parks, Open Space & Environmental Areas Plan is to:"

Text Replaced
[Old]: "Parks, open space and environmental features represent both ecological assets and active and passive recreational amenities for the community"
[New]: "PARKS,"

Font "FunctionLHSmCapsLight" changed to "Gotham-Light".
Font-size "15" changed to "12".

Text Replaced
[Old]: "& ENVIRONMENTAL FEATURES PLAN & POLICIES 7:"
[New]: "AND NATURAL RESOURCES REPRESENT BOTH ECOLOGICAL ASSETS AND ACTIVE AND PASSIVE RECREATIONAL AMENITIES FOR THE COMMUNITY"

Font "Impact" changed to "Gotham-Light".
Font-size "0" changed to "12".
Font-color changed.

Text Deleted
"PARKS,"

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 71"

Text Replaced
[Old]: "Environmental Features"
[New]: "Natural Resources"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"72 Parks, Open Space, & Natural Resources | Downers Grove Comprehensive Plan"



## Downers Grove Park District

Parks in the Village are owned, maintained, and managed by the Downers Grove Park District, an independent government with its own elected board, that provides both active and passive recreation options including ball fields, tennis courts, a nine-hole golf course, community gardening, a remnant prairie and nature preserve with interpretive center, the Downers Grove historical museum, a 69,000 square foot, state-of-the-art Recreation and Fitness Center, and the historic Lincoln Center, a 45,000 square foot community center that once served as the Village's first school.

The Park District's mission is: Enriching our community through natural area preservation and exceptional recreation, parks and facilities that inspire memorable experiences.

## NRPA Standards

The National Recreation and Parks Association (NRPA) recommend a standard of 10 acres of open space for every 1,000 residents. Based upon the Village's estimated population of 48,000, this would equate to a recommended service level of 480 acres. The Downers Grove Park District manages 48 parks in the Village comprising over 600 acres, exceeding the standards established by the NRPA.

## Public Areas Beautification Plan

During the public input process, the community expressed a desire for additional 'greening' of the Village through the use of beautification projects, landscaping, tree plantings, and enhancements to public areas. The Village should work with the Park District to create a community-wide Public Areas Beautification Plan including recommendations for enhancing and expanding existing green space and creating new green space and community gateways.



Page: 77

Text Replaced
[Old]: "is to provide a wide variety of year-round recreation programs, facilities, parks, open space and natural areas that respond to the articulated needs and desires of residents."
[New]: "is: Enriching our community through natural area preservation and exceptional recreation, parks and facilities that inspire memorable experiences."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "maintained"
[New]: "maintained,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "who"
[New]: "that"

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Text Replaced
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Text Replaced
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Text Replaced
[Old]: "49"
[New]: "48"

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Text Deleted
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[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Comments from page 77 continued on next page



Text Inserted
"| Parks, Open Space, & Natural Resources 73"

## Downers Grove Park District

Parks in the Village are owned, maintained, and managed by the Downers Grove Park District, an independent government with its own elected board, that provides both active and passive recreation options including ball fields, tennis courts, a nine-hole golf course, community gardening, a remnant prairie and nature preserve with interpretive center, the Downers Grove historical museum, a 69,000 square foot, state-of-the-art Recreation and Fitness Center, and the historic Lincoln Center, a 45,000 square foot community center that once served as the Village's first school.

The Park District's mission is: Enriching our community through natural area preservation and exceptional recreation, parks and facilities that inspire memorable experiences.

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## Parks & Open Space

1. Hidden Lake Forest Preserve
2. Northside Park
3. William F. Sherman, Jr. Interpretive Center
4. Lyman Woods
5. Highland & 39th
6. Doerhoefer Park (41st & Saratoga)
7. Wallingford Park (41st & Earlston)
8. Whitlock Park (40th & Fairview)
9. Administrative Office
10. Lee & Grant Park
11. Downer Burial Place
12. Sterling & Davis
13. Burlington & Walnut
14. Walnut Avenue
15. Belmont Prairie
16. Downers Grove Park District Golf Course
17. Downers Grove Park District Recreation Center
18. Hoopers Hollow
19. Loy Park
20. Prince Pond
21. Washington Park
22. Hummer Park
23. Belmont & Curtiss
24. Sterling North Park
25. Bending Oaks
26. Gilbert Park
27. Fishel Park
28. Lincoln Community Center, Constitution Park
29. Downers Grove Park District Museum/Blodgett House at Wandschneider Park
30. Randall Park
31. Blodgett & Elmwood
32. 2nd & Cumnor
33. Memorial Park
34. Maple Grove Forest Preserve
35. Patriots Park - Barth Pond
36. Walter D. Carroll
37. Szenkowiak Park
38. Ebersold Park
39. 62nd & Brookbank
40. 62nd & Brookbank
41. 62nd & Carpenter
42. Ruth K. Powers Park
43. Spring Park
44. Stonewall & Concord
45. NICOR (Easement)
46. Concord Square
47. Blackburn & 68th
48. Dunham Place
49. O'Brien Park
50. Mar-Duke Farm
51. McCollum Park



## Page: 78

Text Deleted
"This path system will help to connect the Downers Grove community to existing trail systems in neighboring municipalities and parks. The Village should secure funds, such as grants, to create additional connections and new segments in the community's bikeway and trail system. The Village should continue to work with the Park District and the Forest Preserve District to provide access to these valuable community assets. Forest preserves should also serve as anchors to the Village's planned bikeway network."

Text Deleted
"Additional pedestrian and bicycle linkages should be created to improve access and enhance the use of the community's parks and open space."

Text Deleted
"Lyman Woods contains 135 acres with a trail system and the William F. Sherman Jr. Interpretive Center. The preserve is owned jointly by the Village of Downers Grove, Downers Grove Park District and the Forest Preserve District of DuPage County, and operated by the Downers Grove Park District."

Text Deleted
"Hidden Lake is 390 acres in size and includes two miles of trails."

Text Deleted
"The mission of the Forest Preserve District of DuPage County is to acquire and hold lands containing forests, prairies, wetlands, and associated plant communities or lands capable of being restored to such natural conditions for the purpose of protecting and preserving the flora, fauna, and scenic beauty for the education, pleasure, and recreation of its citizens. In total, the Forest Preserve District maintains 25,000 acres of land at over 60 forest preserves, three of which are located in, or adjacent to, Downers Grove."

Text Deleted
"Maple Grove Forest Preserve is one of the oldest forest preserves in DuPage County and is the last remaining remnant of the vast maple forest that eventually became Downers Grove. It is an 82-acre preserve with passive recreation activities such as bicycling, hiking, picnicking, and wildlife watching."

Text Deleted
"In addition to the recreational facilities and parks provided by public entities, there are several private recreational facilities within the community. These facilities play an important role in the community, providing residents with access to recreational amenities that may not be provided by the Park District or other public agency. One of the most notable private facilities is the Downers Grove Swim and Racquet Club (DGSRC) located adjacent to Patriots Park. DGSRC features six lighted tennis courts, swimming and wading pools, and sand volleyball courts. Programs include recreational swimming, swim lessons, swim team, dive lessons, dive team, water aerobics, recreational and league tennis, and tennis lessons."

Text Deleted
"The Village should continue the process of implementing the recommendations from its Bikeway Plan which will include the creation of on-street and off-street paths."

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 73"

Text Deleted
"Downers Grove"

Text Deleted
"Bike and Recreational Trails"

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"•"

Text Deleted
"• Hidden Lake Forest Preserve includes two lakes and the East Branch of the DuPage River which encourages bicycling, boating, fishing, hiking, picnicking, wildlife watching, and winter activities."

Text Deleted
"Forest Preserve District of DuPage County"

Text Deleted
"•"

Text Deleted
"Private Recreation Facilities"

Text Deleted
"7: PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES PLAN & POLICIES"

Comments from page 78 continued on next page



## Parks & Open Space

1. Hidden Lake Forest Preserve
2. Northside Park
3. William F. Sherman, Jr. Interpretive Center
4. Lyman Woods
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26. Gilbert Park
27. Fishel Park
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30. Randall Park
31. Blodgett & Elmwood
32. 2nd & Cummings
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39. 62nd & Brookbank
40. 63rd & Brookbank
41. 62nd & Carpenter
42. Ruth K. Powers Park
43. Spring Park
44. Stonewall & Concord
45. NICOR (Easement)
46. Concord Square
47. Blackburn & 68th
48. Dunham Place
49. O'Brien Park
50. Mar-Duke Farm
51. McCollum Park



Text Inserted
"Park Walter B. Carroll Frankowiak Park Ebersold Park 62nd & Brookbank 63rd & Brookbank 62nd & Carpenter"

Text Deleted
"Walter B. Carroll Frankowiak Park Ebersold Park 62nd & Brookbank 63rd & Brookbank 62nd & Carpenter"

Text Inserted
"44"

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[New]: "45 46"

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Text Inserted
"74 Parks, Open Space, & Natural Resources |"

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"Page 75"




## Parks & Open Space

- Park Site
- Forest Preserve
- Morton Arboretum
- Other Open Space
- Park District Admin Office
- YMCA

## Page: 79

Text Inserted
"35TH ST Downers Dr"

Text Inserted
"BUT TERFIELD RD W o o d c r e e k D r . 7 1 s t S t r e e t 1 355 34 Lacey Rd. 33 42 43 45 44 46 31ST ST"

Text Inserted
"FINLEY RD"

Text Inserted
"3 2 BNSF RAILROAD 38 35 Fairmoun t Ave 6 VENARD RD"

Text Inserted
"HIGHL AND A V 36th St 37th St"

Text Inserted
"a A v e Sarato g"

Text Inserted
"38th St"

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"39TH ST"

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"8 40th St 41st St 34 OGDEN A V W ARRENVILLE RD"

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"MAIN ST W ASHINGT ON ST BELMONT RD W OOD W ARD A V"

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"21 PRAIRIE A VE"

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"VE T o Chicago Via W estmont"

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"MAPLE A 29 LEE A VE Flor ence A ve Cumnor A ve Curtiss St Wisconsin A ve W ALNUT A V"

Text Inserted
"55TH ST Middaugh A ve Br ookbank Rd Carpen ter St L yman A ve MAPLE AVE MAIN ST C ollege Rd"

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"59TH ST ST ONEW ALL A VE"

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"BELMONT RD Pershing A ve W oodward A ve"

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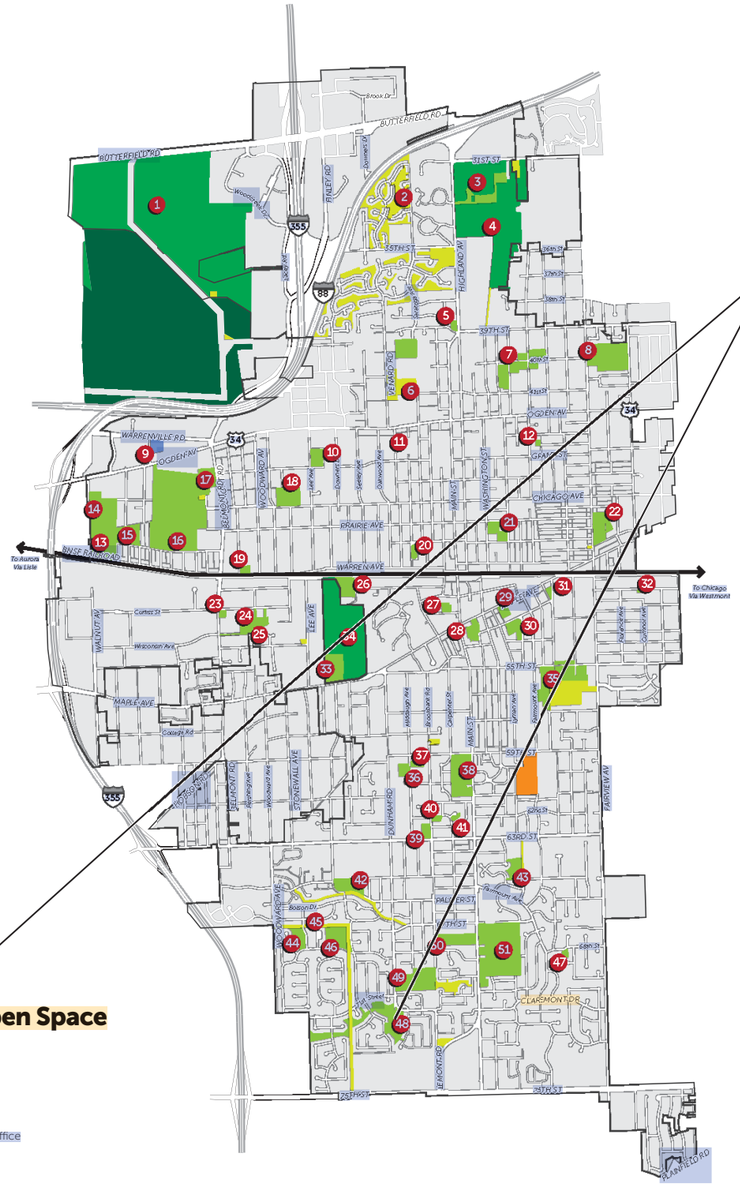
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Text Inserted
"67TH ST 50 51 68th St"

Text Inserted
"49"

Text Replaced

Comments from page 79 continued on next page




## Parks & Open Space

- Park Site
- Forest Preserve
- Morton Arboretum
- Other Open Space
- Park District Admin Office
- YMCA

[Old]: "& ENVIRONMENTAL FEATURES PLAN & POLICIES"
[New]: "CL AREMONT DR Parks & Open Space"

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Text Inserted
"48"

Text Inserted
"Park Site Forest Preserve Morton Arboretum Other Open Space Park District Admin Oce YMCA LEMONT RD 75TH ST 75TH ST PL AINFIELD RD"

## Forest Preserve District of DuPage County

The mission of the Forest Preserve District of DuPage County is to acquire and hold lands containing forests, prairies, wetlands, and associated plant communities or lands capable of being restored to such natural conditions for the purpose of protecting and preserving the flora, fauna, and scenic beauty for the education, pleasure, and recreation of its citizens. In total, the Forest Preserve District maintains 25,000 acres of land at over 60 forest preserves, three of which are located in, or adjacent to, Downers Grove.

Hidden Lake Forest Preserve includes two lakes and the East Branch of the DuPage River, which encourages bicycling, boating, fishing, hiking, picnicking, wildlife watching, and winter activities. Hidden Lake is 390 acres in size and includes two miles of trails.

Maple Grove Forest Preserve is one of the oldest forest preserves in DuPage County and is the last remaining remnant of the vast maple forest that eventually became Downers Grove. It is an 82-acre preserve with passive recreation activities such as bicycling, hiking, picnicking, and wildlife watching.

Lyman Woods contains 135 acres with a trail system and the William F. Sherman Jr. Interpretive Center. The preserve is owned jointly by the Village of Downers Grove, Downers Grove Park District and the Forest Preserve District of DuPage County, and operated by the Downers Grove Park District.

The Village should continue to work with the Park District and the Forest Preserve District to provide access to these valuable community assets. Forest preserves should also serve as anchors to the Village's planned bikeway network.

## Private Recreation Facilities

In addition to the recreational facilities and parks provided by public entities, there are several private recreational facilities within the community. These facilities play an important role in the community, providing residents with access to recreational amenities that may not be provided by the Park District or other public agency.

One of the most notable private facilities is the Downers Grove Swim and Racquet Club (DGSRC) located adjacent to Patriots Park. DGSRC features six lighted tennis courts, swimming and wading pools, and sand volleyball courts. Programs include recreational swimming, swim lessons, swim team, dive lessons, dive team, water aerobics, recreational and league tennis, and tennis lessons.

## DuPage County Forest Preserves

1. James "Pate" Phillip State Park
2. Pratt's Wayne Woods
3. Wayne Grove
4. Dunham Marsh
5. Hawk Hollow
6. West Branch
7. Mallard Lake
8. Meacham Grove
9. Songbird Slough
10. Salt Creek Park
11. Maple Meadows
12. Oak Meadows
13. Fischer Woods
14. West Chicago Prairie
15. Timber Ridge
16. Winfield Mounds
17. Fullerton Park
18. Churchill Woods
19. West DuPage Woods
20. Big Woods
21. Blackwell
22. St. James Estate
23. Night Heron Marsh
24. McDowell Grove
25. Herrick Lake
26. Danada
27. Hidden Lake
28. Lyman Woods *
29. Mayslake
30. Fullersburg Woods
31. Springbrook Prairie
32. Greene Valley
33. Waterfall Glen
34. Wood Ridge
35. Maple Grove
36. Green Meadows

* this facility is jointly owned by the Village of Downers Grove, Downers Grove Park District, and Forest Preserve District of DuPage County



Page: 80

Text Inserted
"Forest Preserve District of DuPage County The mission of the Forest Preserve District of DuPage County is to acquire and hold lands containing forests, prairies, wetlands, and associated plant communities or lands capable of being restored to such natural conditions for the purpose of protecting and preserving the flora, fauna, and scenic beauty for the education, pleasure, and recreation of its citizens. In total, the Forest Preserve District maintains 25,000 acres of land at over 60 forest preserves, three of which are located in, or adjacent to, Downers Grove. Hidden Lake Forest Preserve includes two lakes and the East Branch of the DuPage River, which encourages bicycling, boating, fishing, hiking, picnicking, wildlife watching, and winter activities. Hidden Lake is 390 acres in size and includes two miles of trails. Maple Grove Forest Preserve is one of the oldest forest preserves in DuPage County and is the last remaining remnant of the vast maple forest that eventually became Downers Grove. It is an 82-acre preserve with passive recreation activities such as bicycling, hiking, picnicking, and wildlife watching. Lyman Woods contains 135 acres with a trail system and the William F. Sherman Jr. Interpretive Center. The preserve is owned jointly by the Village of Downers Grove, Downers Grove Park District and the Forest Preserve District of DuPage County, and operated by the Downers Grove Park District. The Village should continue to work with the Park District and the Forest Preserve District to provide access to these valuable community assets. Forest preserves should also serve as anchors to the Village's planned bikeway network. Private Recreation Facilities In addition to the recreational facilities and parks provided by public entities, there are several private recreational facilities within the community. These facilities play an important role in the community, providing residents with access to recreational amenities that may not be provided by the Park District or other public agency. One of the most notable private facilities is the Downers Grove Swim and Racquet Club (DGSRC) located adjacent to Patriots Park. DGSRC features six lighted tennis courts, swimming and wading pools, and sand volleyball courts. Programs include recreational swimming, swim lessons, swim team, dive lessons, dive team, water aerobics, recreational and league tennis, and tennis lessons."

Text Deleted
"7: PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES PLAN & POLICIES"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"76 Parks, Open Space, & Natural Resources |"

Text Deleted
"Page 77"

Page: 81

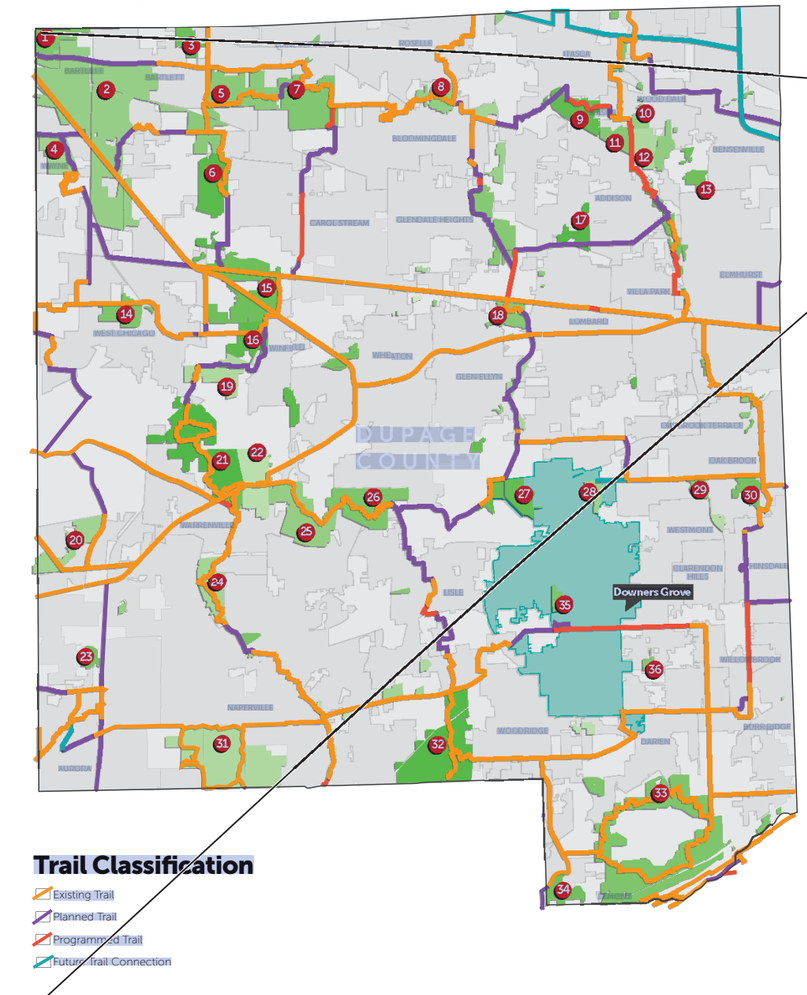
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[Old]: "PARKS, OPEN SPACE & ENVIRONMENTAL FEATURES PLAN"
[New]: "DuPage County Regional Trail System & Forest Preserves"

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"Planned Trail Programmed Trail Future Trail Connection 1 ROSELLE HANOVER PARK 3 ITASCA BARTLETT BARTLETT 8 7 2 5 WOOD DALE ITASCA 10 9 BLOOMINGDALE 11 BENSENVILLE 4 12 WAYNE 6 13 ADDISON GLENDALE HEIGHTS 17 CAROL STREAM ELMHURST 15 VILLA PARK 14 18 LOMBARD WEST CHICAGO 16 WINFIELD WHEATON GLEN ELLYN 19 OAKBROOK TERRACE DUPA GE C OUNT Y 22 OAK BROOK 21 27 28 29 30 26 WARRENVILLE WESTMONT 25 20 HINSDALE CLARENDON HILLS 24 LISLE Downers Grove 35 23 WILLOWBROOK 36 NAPERVILLE BURR RIDGE WOODRIDGE DARIEN 31 32 AURORA 33 Trail Classification 34 Existing Trail LEMONT"

Text Inserted
"Downers Grove Comprehensive Plan | Parks, Open Space, & Natural Resources 77"

# DuPage County Regional Trail System & Forest Preserves




## Trail Classification

- Existing Trail
- Planned Trail
- Programmed Trail
- Future Trail Connection

## Bike & Recreational Trails

Additional pedestrian and bicycle linkages should be created to improve access and enhance the use of the community's parks and open space. The Village should continue the process of implementing the recommendations from its Bikeway Plan, which will include the creation of on-street and off-street paths. This path system will help to connect the Downers Grove community to existing trail systems in neighboring municipalities and parks. The Village should secure funds, such as grants, to create additional connections and new segments in the community's bikeway and trail system.

## Open Streams & Water Features

The Village relies on the use of natural features such as creeks, marshes and rivers as part of its stormwater management. Central to this are three creeks: Lacey Creek (north of Ogden Avenue), St. Joseph Creek (central Downers Grove), and Prentiss Creek (south of 63rd Street) which all drain into the East Branch of the DuPage River.

### Stormwater Management

Downers Grove's natural stormwater features are supplemented by detention and retention areas located throughout the Village. The Village should encourage environmentally friendly stormwater management practices and encourage the naturalization of these stormwater management areas through the use of natural plantings and wildflowers as opposed to rip-rap and manicured turf grass. Naturalization, however, should not impede recreational opportunities, particularly as part of the Park District's planning and programming.

### Limited Development

Both floodways and floodplains are present in Downers Grove and the potential for development/ redevelopment can be limited within these areas. In addition, the Village has identified Localized Poor Drainage Areas (LPDA), which are prone to flooding due to local topography. While LPDAs are not recognized by FEMA, they are regulated at the local level in similar manner as a floodplain.

A property's location within a floodplain or LPDA should be a consideration in any development or redevelopment recommendations. The Village should continue to regulate development in flood-prone areas. The Village should also consider establishing guidelines that minimize the amount of impervious surface created by new development and reduce long term contributions to stormwater run-off.

## Wooded Areas & Parkway Trees

Several mature wooded areas are located throughout the Village on both developed and undeveloped land. In most instances, these wooded areas are owned and managed by public agencies such as the Forest Preserve District or the Park District and are protected from development. In addition, many of the streets within the Village's residential neighborhoods are lined with a canopy of mature parkway trees. These mature trees contribute significantly to the overall desirability and character of the neighborhoods and the Village as a whole.

Wooded areas are viewed as an important feature of the community. The Village should establish policies and best practices that ensure new development and infrastructure projects do not represent a threat to wooded areas and the Village's much valued green character. The Village should continue to work with the Park District and Forest Preserve District on preservation of the publicly owned trees.



Page: 82

Text Replaced
[Old]: "& POLICIES 7:"
[New]: "Bike & Recreational Trails Additional pedestrian and bicycle linkages should be created to improve access and enhance the use of the community's parks and open space. The Village should continue the process of implementing the recommendations from its Bikeway Plan, which will include the creation of on-street and off-street paths. This path system will help to connect the Downers Grove community to existing trail systems in neighboring municipalities and parks. The Village should secure funds, such as grants, to create additional connections and new segments in the community's bikeway and trail system."

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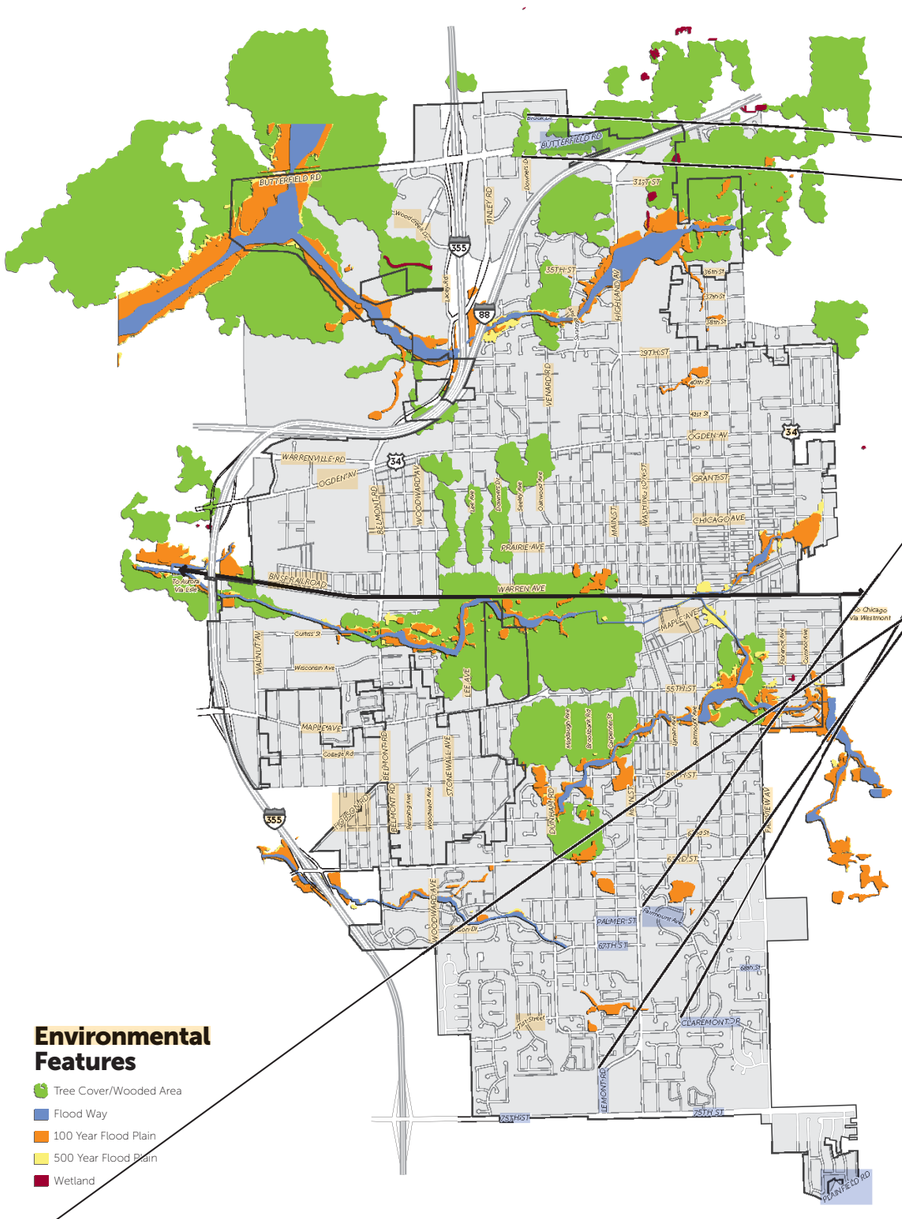
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"Page"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"Parks, Open Space, & Natural Resources |"




## Environmental Features

- Tree Cover/Wooded Area
- Flood Way
- 100 Year Flood Plain
- 500 Year Flood Plain
- Wetland



## Page: 83

Text Inserted
"Brook Dr BUT TERFIELD RD"

Text Replaced
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[New]: "BUT TERFIELD RD 31ST ST 35TH ST 36th St 37th St W ALNUT A V 38th St 39TH ST 40th St 41st St 34 OGDEN A V BELMONT RD BELMONT RD BELMONT RD W ARRENVILLE RD Pershing A ve W OOD W ARD A V GRANT ST OGDEN A V W oodward A ve W OOD W ARD A VE Lacey Rd. ST ONEW ALL A VE CHICA GO A VE LEE A VE Lee A ve PRAIRIE A VE FINLEY RD Downers Dr BNSF RAILROAD Seeley A ve To Aur ora W o o d c r e e k D r . 7 1 s t S t r e e t Downers Dr Via Lisle W ARREN A VE Oakwood A ve VENARD RD T o Chicago DUNHAM RD Via W estmont Middaugh A ve MAPLE A VE a A v e Curtiss St Br ookbank Rd Wisconsin A ve Carpen ter St MAIN ST HIGHL AND A V 55TH ST MAIN ST W ASHINGT ON ST MAPLE AVE Lyman A ve C ollege Rd Fairmoun t Ave 59TH ST 355 HOBSON RD FAIRVIEW A V 62nd St Flor ence A ve 63RD ST Cumnor A ve Bolson Dr Environmental"

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Text Inserted
"F airmoun t A ve P ALMER ST 67TH ST 68th St"

Text Inserted
"CL AREMONT DR"

Text Inserted
"LEMONT RD 75TH ST 75TH ST PL AINFIELD RD"

Text Inserted
"Downers Grove Comprehensive Plan | Parks, Open Space, & Natural Resources 79"



## Parks, Open Space & Natural Resources Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Work cooperatively with the Park District, Forest Preserve District and other private entities to ensure the appropriate provision of recreation in the community.
- Develop a community-wide Public Areas Beautification Plan including recommendations for enhancing and expanding existing green space and creating new green space and community gateways.
- Continue to implement the recommendations of the Bikeway Plan and the Trails & Transit System Plan, including creating on-street and off-street paths.
- Work with the Park District to secure funds, such as grants, to create additional connections and new segments in the Village's bikeway and trail system.
- Ensure effective tree and root protection for new developments or infrastructure projects as appropriate.
- Continue to actively monitor the outbreak of the Asian Long-horned Beetle, Emerald Ash Borer, and other harmful insects that threaten the trees and environmental features of Downers Grove, and take proactive measures to protect these important community amenities including planting and promoting a diverse array of tree and plant species.
- Consider programs to address invasive plant species, such as Japanese Knotweed.

Page: 84

Text Replaced
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[New]: "•"

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[New]: "Grove,"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Comments from page 84 continued on next page



## Parks, Open Space & Natural Resources Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- Work cooperatively with the Park District, Forest Preserve District and other private entities to ensure the appropriate provision of recreation in the community.
- Develop a community-wide Public Areas Beautification Plan including recommendations for enhancing and expanding existing green space and creating new green space and community gateways.
- Continue to implement the recommendations of the Bikeway Plan and the Trails & Transit System Plan, including creating on-street and off-street paths.
- Work with the Park District to secure funds, such as grants, to create additional connections and new segments in the Village's bikeway and trail system.
- Ensure effective tree and root protection for new developments or infrastructure projects as appropriate.
- Continue to actively monitor the outbreak of the Asian Long-horned Beetle, Emerald Ash Borer, and other harmful insects that threaten the trees and environmental features of Downers Grove, and take proactive measures to protect these important community amenities including planting and promoting a diverse array of tree and plant species.
- Consider programs to address invasive plant species, such as Japanese Knotweed.



Text Replaced
[Old]: "1. Work cooperatively with the Park District and Forest Preserve District to ensure the appropriate provision of parks and open space in the community. 2."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"of"

Text Replaced
[Old]: "off- street paths. 5."
[New]: "off-street paths. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "8."
[New]: "• Consider programs to address invasive plant species, such as Japanese Knotweed."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"80 Parks, Open Space, & Natural Resources | Downers Grove Comprehensive Plan"




- The Village should be proactive in the reforestation and creation of the tree canopy. This would include adding trees to gaps in parkway trees. The Village should seek to diversify the types of trees that are part of the urban forest to ensure resilience against invasive species and for improved aesthetic.
- Discourage development in flood-prone areas through the implementation of a sensitive natural areas overlay in the zoning ordinance.
- Minimize the amount of impervious surface created by new development and reduce long-term contributions to stormwater run-off.
- Promote the use of environmentally friendly stormwater management practices as a component of all development.
- Continue to modernize the Subdivision Control Ordinance and the Stormwater and Floodplain Control Ordinance to reflect current urban design and stormwater practices.
- Encourage naturalized plantings around the perimeter of stormwater detention facilities instead of turf, where appropriate. Include educational materials to property owners on the benefits of rain gardens.
- Where appropriate, incorporate rain gardens with native plants to streetscaping throughout the Village.
- Support measures to prevent the formation of algae and other pest- and insect-breeding environments within detention ponds.
- Continue to work with the Park District to address stormwater issues.
- Explore and encourage solar, wind, and other alternative energy initiatives where compatible and appropriate.



## Page: 85

Text Inserted
"• The Village should be proactive in the reforestation and creation of the tree canopy. This would include adding trees to gaps in parkway trees. The Village should seek to diversify the types of trees that are part of the urban forest to ensure resilience against invasive species and for improved aesthetic. •"

Text Replaced
[Old]: "13."
[New]: "Include educational materials to property owners on the benefits of rain gardens. • Where appropriate, incorporate rain gardens with native plants to streetscaping throughout the Village. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "10."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "11. Modernize the Subdivision"
[New]: "• Continue to modernize the Subdivision Control Ordinance and the Stormwater and Floodplain"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "14."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "15."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "12."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "9."
[New]: "•"

Comments from page 85 continued on next page




- The Village should be proactive in the reforestation and creation of the tree canopy. This would include adding trees to gaps in parkway trees. The Village should seek to diversify the types of trees that are part of the urban forest to ensure resilience against invasive species and for improved aesthetic.
- Discourage development in flood-prone areas through the implementation of a sensitive natural areas overlay in the zoning ordinance.
- Minimize the amount of impervious surface created by new development and reduce long-term contributions to stormwater run-off.
- Promote the use of environmentally friendly stormwater management practices as a component of all development.
- Continue to modernize the Subdivision Control Ordinance and the Stormwater and Floodplain Control Ordinance to reflect current urban design and stormwater practices.
- Encourage naturalized plantings around the perimeter of stormwater detention facilities instead of turf, where appropriate. Include educational materials to property owners on the benefits of rain gardens.
- Where appropriate, incorporate rain gardens with native plants to streetscaping throughout the Village.
- Support measures to prevent the formation of algae and other pest- and insect-breeding environments within detention ponds.
- Continue to work with the Park District to address stormwater issues.
- Explore and encourage solar, wind, and other alternative energy initiatives where compatible and appropriate.



Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "long term"
[New]: "long-term"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"Page 80"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Parks, Open Space, & Natural Resources 81"



# 8 Community Facilities Plan

As an established community, Downers Grove is well served by a variety of community facilities and service providers. The Village's high quality schools, municipal services, library, healthcare facilities, and other private organizations all contribute significantly to the quality of life which Village residents enjoy. The Community Facilities Plan provides an overview of the community facilities within the Village and identifies the current and future needs and long-range recommendations for each community service provider.

## Communication & Cooperation

It is important to note that the Village has no jurisdiction or control over many of the community facilities within its municipal limits. While some are provided by the Village of Downers Grove, others are provided by other public and quasi-public agencies and organizations which provide desired, necessary and sometimes critical services to residents of the community.

Consequently, identifying and understanding the needs of each community service provider puts the Village in a better position to assist in meeting the needs of Downers Grove residents and it is important that the Village maintain communication with these service providers regarding their existing needs and plans for expansion.



Page: 86

Text Replaced
[Old]: "Section 8 COMMUNITY FACILITIES PLAN Downers Grove, Illinois Comprehensive"
[New]: "8 Community Facilities"

Font "Impact" changed to "MuseoSans-900".
Font-size "30" changed to "116".
Font-color changed.

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 81"

Text Inserted
"The Village's high quality schools, municipal services, library, healthcare facilities, and other private organizations all contribute significantly to the quality of life which Village residents enjoy."

Text Deleted
"The Village's high quality schools, municipal services, library, healthcare facilities, and other private organizations all contribute significantly to the quality of life which Village residents enjoy."

Text Deleted
"The Village's high quality schools, municipal services, library, healthcare facilities, and other private organizations all contribute significantly to the quality of life which Village residents enjoy."

Text Replaced
[Old]: "quasi- public"
[New]: "quasi-public"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"82 Community Facilities Plan | Downers Grove Comprehensive Plan"



THE VILLAGE'S HIGH QUALITY SCHOOLS, MUNICIPAL SERVICES, LIBRARY, HEALTHCARE FACILITIES, AND OTHER PRIVATE ORGANIZATIONS ALL CONTRIBUTE SIGNIFICANTLY TO THE QUALITY OF LIFE WHICH VILLAGE RESIDENTS ENJOY.



Page: 87

Text Inserted
"THE VILLAGE'S HIGH QUALITY SCHOOLS, MUNICIPAL SERVICES, LIBRARY, HEALTHCARE FACILITIES, AND OTHER PRIVATE ORGANIZATIONS ALL CONTRIBUTE SIGNIFICANTLY TO THE QUALITY OF LIFE WHICH VILLAGE RESIDENTS ENJOY."

Text Deleted
"Page"

Text Inserted
"Plan | Community Facilities"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".



## Schools

Residents of Downers Grove are served by six grade school districts, two high school districts and several independently operated private schools. Together, these schools provide a well-respected and highly regarded school system serving the students of Downers Grove. While other districts serve the Village, only two – District 58 and 99 – operate facilities in the community.

The Village's strong school system educates local youth and provides gathering places for the community. Downers Grove schools also play a crucial role in building and maintaining home values by increasing demand from families who want to live within their district boundaries and the Village.

The Village should support the continued operation and improvement of both public and private school facilities while ensuring that they do not negatively impact residential neighborhoods through traffic, lighting, and intense activity and cooperate with the various organizations to maintain high quality school sites and facilities.

### Downers Grove Grade School District 58

Downers Grove Grade School District 58 operates 11 elementary schools and two middle schools with an estimated enrollment of 5,000. District officials have indicated that the current capacity is sufficient. These schools include:

- Belle Aire Elementary School
- Highland Elementary School
- Puffer Elementary
- Pierce Downer School
- Lester School
- Whittier School
- Hillcrest School
- Herrick Middle School
- O'Neill Middle School
- Fairmount School
- Indian Trail School
- Kingsley School
- El Sierra School

### District 58 Plans

Based on information provided by District officials, District 58 facilities are in need of some improvement and modernization. District officials are currently reviewing facility needs and enrollment trends to determine improvements that would be needed in the coming years. One challenge the District is anticipating is increased enrollment as multi-family developments attract families. The Village should assist the District in identifying potential solutions to these future capacity needs.

### School Parking

District officials have indicated that a lack of parking at their schools is an issue. Should School District 58 elect to address this issue, the Village should assist the District in identifying potential solutions to its parking needs, while being sensitive to the impact on adjacent residential areas.



Page: 88

Text Deleted
"8: COMMUNITY FACILITIES PLAN & POLICIES"

Text Replaced
[Old]: "modernization; however there are no current plans for additions or renovations to their facilities."
[New]: "modernization. District officials are currently reviewing facility needs and enrollment trends to determine improvements that would be needed in the coming years. One challenge the District is anticipating is increased enrollment as multi-family developments attract families. The Village should assist the District in identifying potential solutions to these future capacity needs. School Parking District officials have indicated that a lack of parking at their schools is an issue. Should School District 58 elect to address this issue, the Village should assist the District in identifying potential solutions to its parking needs, while being sensitive to the impact on adjacent residential areas."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "well-respected"
[New]: "well- respected"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "These schools include Belle Aire Elementary School, Highland Elementary School, Puffer Elementary, Pierce Downer School, Lester School, Whittier School, Hillcrest School, Herrick Middle School, O'Neill Middle School, Fairmount School, Indian Trail School, Kingsley School, and El Sierra School."
[New]: "District officials have indicated that the current capacity is sufficient. These schools include: • Belle Aire Elementary School • Highland Elementary School • Puffer Elementary • Pierce Downer School • Lester School • Whittier School • Hillcrest School • Herrick Middle School • O'Neill Middle School • Fairmount School • Indian Trail School • Kingsley School • El Sierra School"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"84 Community Facilities Plan | Downers Grove Comprehensive Plan"



## Community High School District 99

Community High School District 99 operates two high schools within the Village: Downers Grove North High School and Downers Grove South High School. School officials report that the schools are currently at capacity with an estimated enrollment of 5,200; however District officials indicate that enrollment has decreased over the last five years and their projections suggest this will continue in the future.

### District 99 Plans

In 2011 the District completed athletic facility upgrades at both North and South High School. The North High School project included the vacating of the Prince Street right-of-way adjacent to the football field and the expansion of parking opportunities around the campus. Improvements are needed and District Officials have said they were looking into writing a Master Facility Plan in the near future for both high schools.

### School Parking

District officials have indicated that a lack of parking at their high schools is an issue. Should School District 99 elect to address this issue, the Village should assist the District in identifying potential solutions to its parking needs, while being sensitive to the impact on adjacent residential areas.

## Private Schools

In addition to the public schools within the Village, there are a number of privately owned educational institutions. Private Schools within the Village include the Avery Coonley School, Downers Grove Adventist School, Downers Grove Christian School, First Congregational School, Good Shepherd Lutheran School, Marquette Manor Baptist Academy, St. Joseph Catholic School, and St. Mary's Gostyn Catholic School.

## Universities

In addition to numerous trade schools and other post-High School training opportunities, the Village is home to Devry University and Midwestern University.



Page: 89

Text Replaced
[Old]: "2001, a $49.5 million referendum funded major renovations at the two campuses. Presently, the District has no plans to add facilities; however the District is considering renovation and modernization of its sports facilities."
[New]: "2011 the District completed athletic facility upgrades at both North and South High School. The North High School project included the vacating of the Prince Street right-of-way adjacent to the football field and the expansion of parking opportunities around the campus. Improvements are needed and District Officials have said they were looking into writing a Master Facility Plan in the near future for both high schools."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "University, Strayer University,"
[New]: "University"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

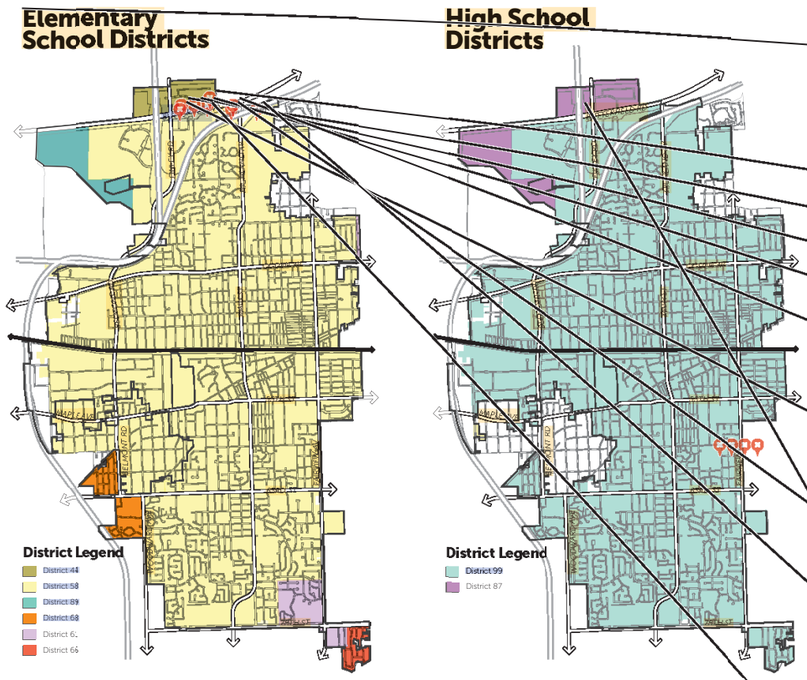
Text Deleted
"Page 84"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Community Facilities Plan 85"







## Downers Grove Schools

1. Midwestern University
2. Midwestern University Clinic
3. Belle Aire Grade School
4. Highland Grade School
5. Pierce Downer School
6. Herrick Middle School
7. Downers Grove North High School
8. Henry Puffer Grade School
9. District 58 Board of Education building (Longfellow Center)
10. St. Joseph School
11. St. Mary of Gostyn School
12. Lester School
13. Downers Grove Adventist Elementary School
14. Avery Coonley School
15. Downers Grove Christian School
16. Whittier School
17. Hillcrest School
18. O'Neill Middle School
19. Fairmount School
20. Indian Trail School
21. District 58 Administrative Service Center
22. Community High School District 99 Administrative Office
23. Downers Grove South High School
24. Kingsley School
25. Good Shepherd Lutheran School
26. El Sierra School
27. Marquette Manor Baptist Academy



Page: 90

Text Replaced
[Old]: "63RD ST 63RD ST WOODW ARD AVE WOODW ARD AVE District Legend"
[New]: "Elementary School Districts High School Districts"

Font "Arial-ItalicMT" changed to "MuseoSans-900".
Font-size "4.4948" changed to "15.9878".

Text Deleted
"Elementary School Districts High School Districts"

Text Deleted
"United States Postal Service (USPS)"

Text Deleted
"Midwestern University, which specializes in healthcare education, is located northeast of the hospital."

Text Deleted
"Healthcare Advocate Good Samaritan Hospital is located in the northern section of the community along Highland Avenue. The hospital has a Level I Trauma Center and is a nationally-recognized hospital."

Text Deleted
"The United States Postal Service (USPS) provides service to the residents and businesses in the community via a U.S. Post Office and service/ operations facility in the heart of Downtown. While the counter and retail function of the facility are a positive contribution to Downtown, the truck traffic generated by its operations contributes significantly to peak hour traffic congestion. To address this issue and relocate truck traffic out of Downtown, the Village should work with the USPS to identify a better location for its operations. Village Facilities Village Hall The current Village Hall was purchased in 1968, and at that time it was anticipated to have a 20-year lifespan."

Text Deleted
"In 1993, the Village hired a consultant to study and examine the space needs of Village Hall. This evaluation was revisited in 2000 in the face of maintenance issues and again in 2007. The most recent (2007) report analyzed the existing conditions and space needs of the Village Hall, the Police Station, the Counseling & Social Services building and the Fleet Services building (an 8.3 acre site). The report found that the current Village Hall site is isolated from the core of downtown and access is difficult. The report also examined the likely functional obsolescence of the Village Hall and the Police Station due to issues such as being over capacity, accessibility and HVAC systems. 8: COMMUNITY FACILITIES PLAN & POLICIES"

Text Deleted
"Midwestern University has an enrollment of over 1,900 students. The Village should anticipate an expansion of healthcare facilities as part of the university's curriculum. Throughout the Village, there are number of smaller medial offices and clinics, but Advocate Good Samaritan Hospital and Midwestern University represent significant community assets as activity generators and employment centers. The Village should continue its support of these facilities, in addition to supporting plans for expansion, renovation, modernization, and new satellite campuses and facilities provided they are appropriate and in the best interest of the Village."

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 85"

Text Replaced
[Old]: "55TH ST 55TH ST MAPLE A VE MAPLE A VE BELMONT RD BELMONT"
[New]: "75TH ST BUT TERFIELD RD OGDEN A V 55TH ST MAPLE A VE 63RD ST BELMONT RD BELMONT RD"

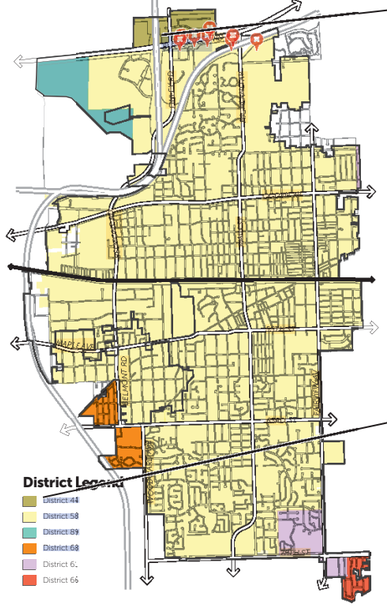
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Text Replaced
[Old]: "BUTTERFIELD RD BUTTERFIELD RD FINLEY RD HIGHLAND AV FINLEY RD HIGHLAND A V OGDEN A V OGDEN A V BELMONT RD MAIN ST BELMONT RD MAIN"
[New]: "RD BELMONT RD BELMONT RD ARD A VE OOD W W FINLEY RD MAIN ST HIGHL AND A V OGDEN A V FAIRVIEW A V 55TH ST MAPLE A VE 63RD"

Font "Arial-ItalicMT" changed to "MuseoSans-300Italic".

Comments from page 90 continued on next page

## Elementary School Districts




## High School Districts




## Downers Grove Schools

1. Midwestern University
2. Midwestern University Clinic
3. Belle Aire Grade School
4. Highland Grade School
5. Pierce Downer School
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15. Downers Grove Christian School
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21. District 58 Administrative Service Center
22. Community High School District 99 Administrative Office
23. Downers Grove South High School
24. Kingsley School
25. Good Shepherd Lutheran School
26. El Sierra School
27. Marquette Manor Baptist Academy



Font-size "4.4343" changed to "4.7513".
Font-color changed.

Text Inserted
"BUT TERFIELD"

Text Replaced
[Old]: "RD FAIR VIEW A V FAIR VIEW"
[New]: "W OOD W ARD A VE FINLEY RD 75TH ST MAIN ST HIGHL AND A V FAIRVIEW"

Font "Arial-ItalicMT" changed to "MuseoSans-300Italic".
Font-color changed.

Text Deleted
"District 87"

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"District Legend"

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"District 44"

Text Deleted
"District 99 District 58"

Text Inserted
"District 44 District 58 District 89 District 68"

Text Inserted
"District 99"

Text Deleted
"District 61 District 66 75TH ST 75TH ST"

Text Deleted
"District 89 District 68"

Text Inserted
"Midwestern Unversity Clinic"

Text Replaced
[Old]: "Office"
[New]: "O•ce"

Font "Bergamo" changed to "MuseoSans-100".

Text Replaced
[Old]: "Puffer"
[New]: "Pu—er"

Font "Bergamo" changed to "MuseoSans-100".

Text Deleted
"District 58 Board of Education building (Longfellow Center) St. Joseph School"

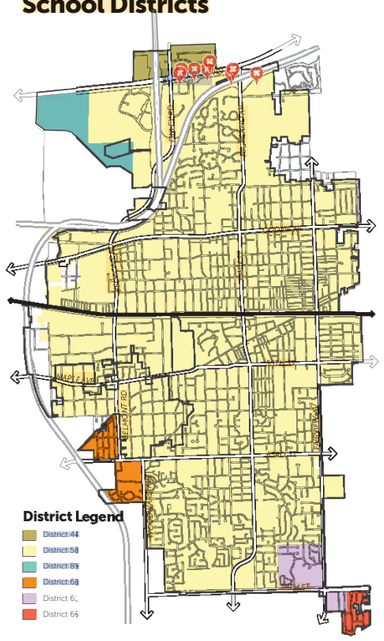
Text Replaced
[Old]: "8: COMMUNITY FACILITIES PLAN"
[New]: "District 58 Board of Education building (Longfellow Center) St. Joseph School"

Font "Impact" changed to "MuseoSans-100".
Font-size "0" changed to "7".

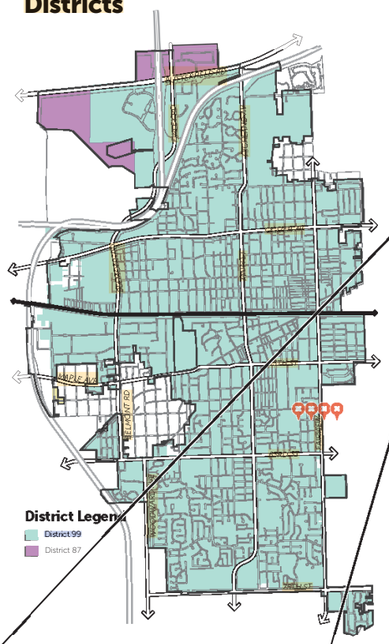
Text Deleted
"Page 87"

Comments from page 90 continued on next page

## Elementary School Districts




## High School Districts



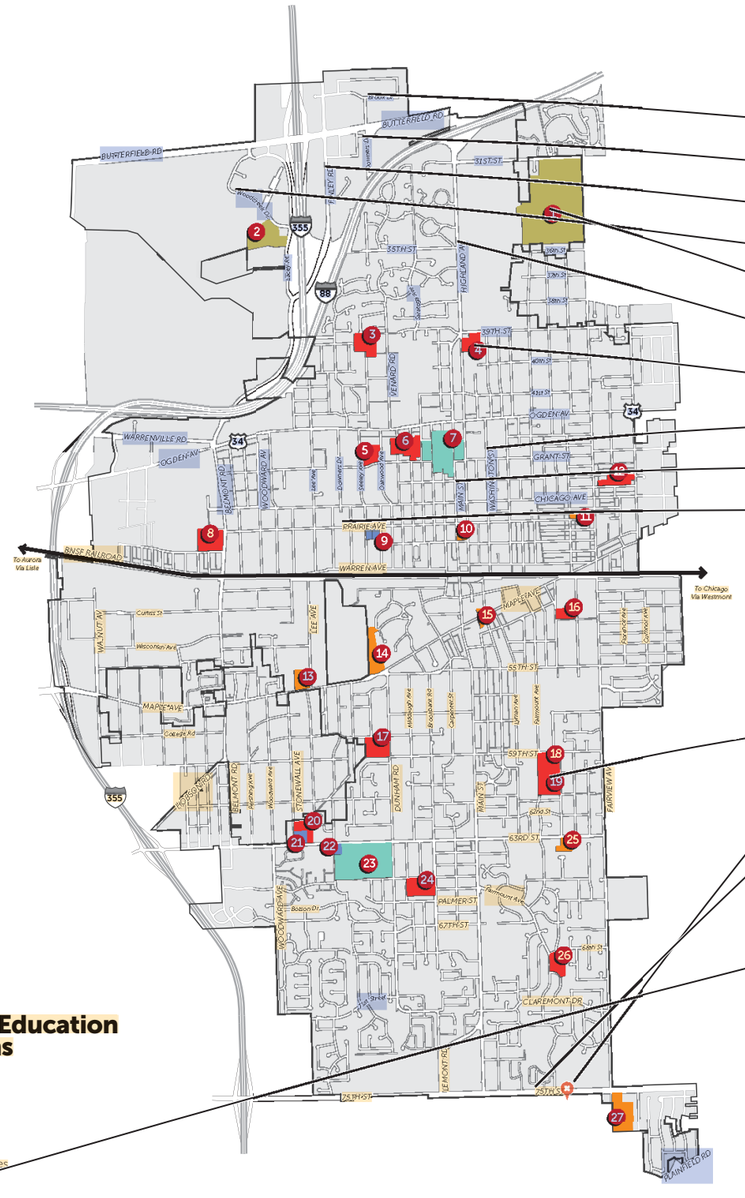

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"86 Community Facilities Plan |"

## Downers Grove Schools

1. Midwestern University
2. Midwestern University Clinic
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22. Community High School District 99 Administrative Office
23. Downers Grove South High School
24. Kingsley School
25. Good Shepherd Lutheran School
26. El Sierra School
27. Marquette Manor Baptist Academy




Page: 91

Text Inserted
"Brook Dr BUT TERFIELD RD"

Text Inserted
"Downers Dr BUT TERFIELD RD 31ST ST"

Text Inserted
"36th St 37th St FINLEY RD 355 88 3 34"

Text Inserted
"W o o d c r e e k D r . 7 1 s t S t r e e t 13 17 20 21 22"

Text Inserted
"27 1"

Text Inserted
"HIGHL AND A V 35TH ST Lacey Rd. a A v e Sarato g 38th St 39TH ST"

Text Inserted
"4 VENARD RD 40th St 41st St 34 OGDEN A V W ARRENVILLE RD 6 7"

Text Inserted
"W ASHINGT ON ST OGDEN A V W OOD W ARD A V Oakwood A ve GRANT ST CHICA GO A VE Downers Dr Seeley A ve BELMONT RD Lee A ve"

Text Inserted
"MAIN ST"

Text Replaced
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Font "Impact" changed to "MuseoSans-300Italic".
Font-size "0" changed to "4.8156".
Font-color changed.

Text Inserted
"PL AINFIELD RD 19 24"

Text Deleted
"Civic Center Plans"

Text Replaced
[Old]: "8: COMMUNITY FACILITIES PLAN & POLICIES"
[New]: "Private School College/University Administrative O•ces 75TH ST 75TH ST"

Font "Impact" changed to "MuseoSans-100".
Font-size "0" changed to "7".

Text Inserted
"Downers Grove Comprehensive Plan | Community Facilities Plan 87"




## Healthcare

Advocate Good Samaritan Hospital is located in the northern section of the community along Highland Avenue. The hospital has a Level I Trauma Center and is a nationally-recognized hospital.

The primary campus of Midwestern University, which specializes in healthcare education, is located northeast of the hospital. A multi-specialty clinic is located in the Esplanade. Midwestern University has an enrollment of over 1,900 students. The Village should anticipate an expansion of healthcare facilities as part of the university's curriculum.

Throughout the Village, there are number of smaller medial offices and clinics, but Advocate Good Samaritan Hospital and Midwestern University represent significant community assets as activity generators and employment centers. The Village should continue its support of these facilities, in addition to supporting plans for expansion, renovation, modernization, and new satellite campuses and facilities provided they are appropriate and in the best interest of the Village.

## United States Postal Service (USPS)

The United States Postal Service (USPS) provides service to the residents and businesses in the community via a U.S. Post Office and service/operations facility in the heart of Downtown. While the counter and retail function of the facility are a positive contribution to Downtown, the truck traffic generated by its operations contributes significantly to peak hour traffic congestion. To address this issue and relocate truck traffic out of Downtown, the Village should work with the USPS to identify a better location for its operations.

## Village Facilities

### Village Hall

The current Village Hall was purchased in 1968, and at that time it was anticipated to have a 20-year lifespan. A condition assessment and space needs study of the facility in 2015 determined that the major systems, including HVAC, roof, electrical and plumbing, are nearing or beyond the end of their useful life, requiring substantial replacement within the next several years. In addition, there are many operational deficiencies that create difficulties in efficiently serving residents and other customers. Options to improve the facility were considered in 2015, however, due to resource constraints, attention was primarily directed at addressing the needs of the Police Station.



Page: 92

Text Replaced
[Old]: "goal of the facility needs assessments undertaken in recent years has been to develop a Civic Center which would consolidate and modernize services provided to the community. The timeline and budget for such an endeavor is not clear. Site constraints, future needs and proximity to the BNSF railroad tracks must all be taken into consideration if a new"
[New]: "primary campus of Midwestern University, which specializes in healthcare education, is located northeast of the hospital. A multi-specialty clinic is located in the Esplanade. Midwestern University has an enrollment of over 1,900 students. The Village should anticipate an expansion of healthcare facilities as part of the university's curriculum. Throughout the Village, there are number of smaller medial offices and clinics, but Advocate Good Samaritan Hospital and Midwestern University represent significant community assets as activity generators and employment centers. The Village should continue its support of these facilities, in addition to supporting plans for expansion, renovation, modernization, and new satellite campuses and facilities provided they are appropriate and in the best interest of the Village. United States Postal Service (USPS) The United States Postal Service (USPS) provides service to the residents and businesses in the community via a U.S. Post Office and service/operations facility in the heart of Downtown. While the counter and retail function of the facility are a positive contribution to Downtown, the truck traffic generated by its operations contributes significantly to peak hour traffic congestion. To address this issue and relocate truck traffic out of Downtown, the Village should work with the USPS to identify a better location for its operations. Village Facilities Village Hall The current Village Hall was purchased in 1968, and at that time it was anticipated to have a 20-year lifespan. A condition assessment and space needs study of the facility in 2015 determined that the major systems, including HVAC, roof, electrical and plumbing, are nearing or beyond the end of their useful life, requiring substantial replacement within the next several years. In addition, there are many operational deficiencies that create difficulties in efficiently serving residents and other customers. Options to improve the facility were considered in 2015, however, due to resource constraints, attention was primarily directed at addressing the needs of the Police Station."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Healthcare Advocate Good Samaritan Hospital is located in the northern section of the community along Highland Avenue. The hospital has a Level I Trauma Center and is a nationally-recognized hospital."

Text Inserted
"88 Community Facilities Plan | Downers Grove Comprehensive Plan"




## Civic Center Plans

The Civic Center includes an approximately 7.8 acre parcel of property owned by the Village, which currently supports several municipal functions. The facilities currently located on this property include the Police Station, Village Hall and the Fleet Maintenance Facility. As the Village explores options to meet future facility needs, there may be opportunities to capitalize on the redevelopment potential of the site, and support an appropriate and well-designed transit-oriented development.

## Fire Department

The Village should continue to takes steps to accommodate the fire department's future facility needs and ensure high levels of fire protection service are maintained. The Downers Grove Fire Department operates four stations located throughout the Village. The Village has a water supply and distribution network to adequately serve the community's fire protection needs. Its fire insurance rating is 1, which is the highest possible rating.

## Fire Department Plans

In 2008, the Village constructed a new facility on the former site of Fire Station 2, enabling the consolidation of administrative offices and the relocation of key pieces of equipment to improve response time and service to the Village. At the present, the Village does not have any plans to add or renovate other facilities.

## Coordination with Adjacent Districts

Presently, the Darien-Woodridge Fire Protection District provides services to a small, southwestern portion of the Village, including neighboring portions of unincorporated DuPage County; and the Downers Grove Fire Department serves the unincorporated areas located in the northeastern portion of the community. A recently created Special Service Area provides funding for Village fire protection.

The Village should continue to work with neighboring fire protection districts and municipal fire departments to ensure effective fire protection services are maintained in these areas and that the Village continues to receive benefits from mutual aid.

## Police Department

The Village of Downers Grove Police Department maintains one facility, adjacent to the Village Hall on the east side of Downtown. The Police Department is accredited by the Commission on Accreditation for Law Enforcement Agencies (CALEA), which formally recognizes the department as being one of the most elite in the field.

## Police Department Plans

The Village's efforts to establish a facility Sustainability Plan have focused heavily on addressing the needs of the Police Station. The building, constructed in 1979, is in need of substantial system replacement and does not meet the operational requirements of the Department. Options being considered include renovation/expansion as well as construction of a new Police Station, provided the preferred solution is financially feasible given limited resources.



Page: 93

Text Inserted
"Civic Center Plans"

Text Replaced
[Old]: "is to be constructed on the current site of the Village Hall. Should the Civic Center be located elsewhere, redevelopment potential exists for a transit-oriented development on this site."
[New]: "includes an approximately 7.8 acre parcel of property owned by the Village, which currently supports several municipal functions. The facilities currently located on this property include the Police Station, Village Hall and the Fleet Maintenance Facility. As the Village explores options to meet future facility needs, there may be opportunities to capitalize on the redevelopment potential of the site, and support an appropriate and well- designed transit-oriented development."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".
Font-color changed.

Text Inserted
"The"

Text Deleted
"They do however have other goals to improve fire protection in the Community, including having wireless fire alarm connections."

Text Replaced
[Old]: "Village should continue to work to ensure effective police protection services are maintained throughout the community. In regard to facility needs, the Village does not have immediate plans to renovate or expand the Police Department's facilities unless plans to construct a new Civic Center are formalized."
[New]: "Village's efforts to establish a Facility Sustainability Plan have focused heavily on addressing the needs of the Police Station. The building, constructed in 1979, is in need of substantial system replacement and does not meet the operational requirements of the Department. Options being considered include renovation/expansion as well as construction of a new Police Station, provided the preferred solution is financially feasible given limited resources."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".
Font-color changed.

Text Replaced
[Old]: "Village"
[New]: "Downers Grove"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "the Fairview Fire Protection District which covers the unincorporated areas of DuPage County (located in the northeastern portion of the community)."
[New]: "the unincorporated areas located in the northeastern portion of the community. A recently created Special Service Area provides funding for Village fire protection."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "is 3, similar to other comparable communities."
[New]: "is 1, which is the highest possible rating."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Comments from page 93 continued on next page




## Civic Center Plans

The Civic Center includes an approximately 7.8 acre parcel of property owned by the Village, which currently supports several municipal functions. The facilities currently located on this property include the Police Station, Village Hall and the Fleet Maintenance Facility. As the Village explores options to meet future facility needs, there may be opportunities to capitalize on the redevelopment potential of the site, and support an appropriate and well-designed transit-oriented development.

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The Village should continue to takes steps to accommodate the fire department's future facility needs and ensure high levels of fire protection service are maintained. The Downers Grove Fire Department operates four stations located throughout the Village. The Village has a water supply and distribution network to adequately serve the community's fire protection needs. Its fire insurance rating is 1, which is the highest possible rating.

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Presently, the Darien-Woodridge Fire Protection District provides services to a small, southwestern portion of the Village, including neighboring portions of unincorporated DuPage County; and the Downers Grove Fire Department serves the unincorporated areas located in the northeastern portion of the community. A recently created Special Service Area provides funding for Village fire protection.

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Text Deleted
"Page 88"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Community Facilities Plan 89"

## Public Works

The Public Works Department is responsible for the appearance, operation, and maintenance of the Village of Downers Grove's infrastructure including streets, the urban forest, water supply system, storm drainage system, municipal grounds, public transportation, and traffic control signs and signals. The Village should ensure that adequate public works facilities are maintained and that the locations of such facilities are appropriate, and that the Community Investment Program is updated regularly to accommodate necessary improvements and additions to the Village's infrastructure.

### Stormwater Management

Stormwater management is a significant issue in the Village. While long-term strategies to reduce run-off throughout the Village should be identified, maintenance and upgrades to storm-water infrastructure should be a priority for the Village in the near term. Given the Village is substantially built out and opportunities for new detention facilities are limited, the Village will need to continue to be creative in addressing its storm water issues. Washington Park serves as an excellent example of how the Village worked cooperatively with the Park District to improve stormwater management and alleviate flooding while enhancing the recreational amenities at the park.

## Public Library

The Downers Grove Public Library operates a 67,738 square foot building in the downtown, providing services to Downers Grove residents. The Public Library estimates that 63% of Village residents are cardholders. In 2009, the library marked the milestone of circulating over 1 million items.

The current library facility opened in 1999, funded by a successful referendum in 1996. Current issues and concerns cited by Library officials include a lack of available parking at peak periods. The issues experienced in the downtown library and at other downtown buildings may indicate a demand for services that exceed what is currently being provided.

### Library Plans

Based on information provided by Library officials, there are no plans at this time to add facilities or perform any major renovations to the existing building.

## Community Investment Program

Updated annually, the Community Investment Program (CIP) provides a summary of all major capital projects planned over the next five years, including a specific description and cost estimate of each project. The current CIP covers the years 2016 through 2020. All of the departments, organizations and facilities detailed above are impacted by the CIP.

The Village regularly conducts comprehensive life cycle assessments for Village buildings, equipment, vehicles, facilities, and properties and revises the CIP accordingly. In addition, the Village should increase efforts to identify funding sources, such as grants, to pay for the construction of new Village facilities.

## Downers Grove Community Facilities

1. Advocate Good Samaritan Hospital
2. Fire Station #3
3. American Legion Post 80
4. Illinois Tollway Authority
5. Downers Grove Township Assessor
6. Public Works Facility
7. Fire Station #1
8. Belmont Metra Station
9. Oak Hill Cemetery
10. Main Street Metra Station
11. Downers Grove Public Library
12. U.S. Post Office
13. Police Department
14. Village Hall
15. Fairview Metra Station
16. Downers Grove Cemetery
17. Fire Station #2
18. Indian Boundary YMCA
19. Fire Station #5
20. Downers Grove Sanitary District
21. Park District Administration Building
22. Recreation Center
23. Lincoln Center



Page: 94

Text Replaced
[Old]: "2010 through 2014."
[New]: "2016 through 2020."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "should conduct a comprehensive life cycle assessment"
[New]: "regularly conducts comprehensive life cycle assessments"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "revise"
[New]: "revises"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Deleted
"the"

Text Deleted
"8: COMMUNITY FACILITIES PLAN & POLICIES"

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 89"

Text Replaced
[Old]: "stormwater"
[New]: "storm- water"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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"FINLEY RD"

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Comments from page 94 continued on next page

"WOODW ARD A VE 75TH ST District Legend Downers Grove Fire Protection District Darien-Woodridge Fire Protection District Fairview Fire Protection District"

Text Replaced
[Old]: "Office"
[New]: "O˝ce"

Font "Bergamo" changed to "MuseoSans-100".

Text Deleted
"Page 91"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Inserted
"90 Community Facilities Plan |"

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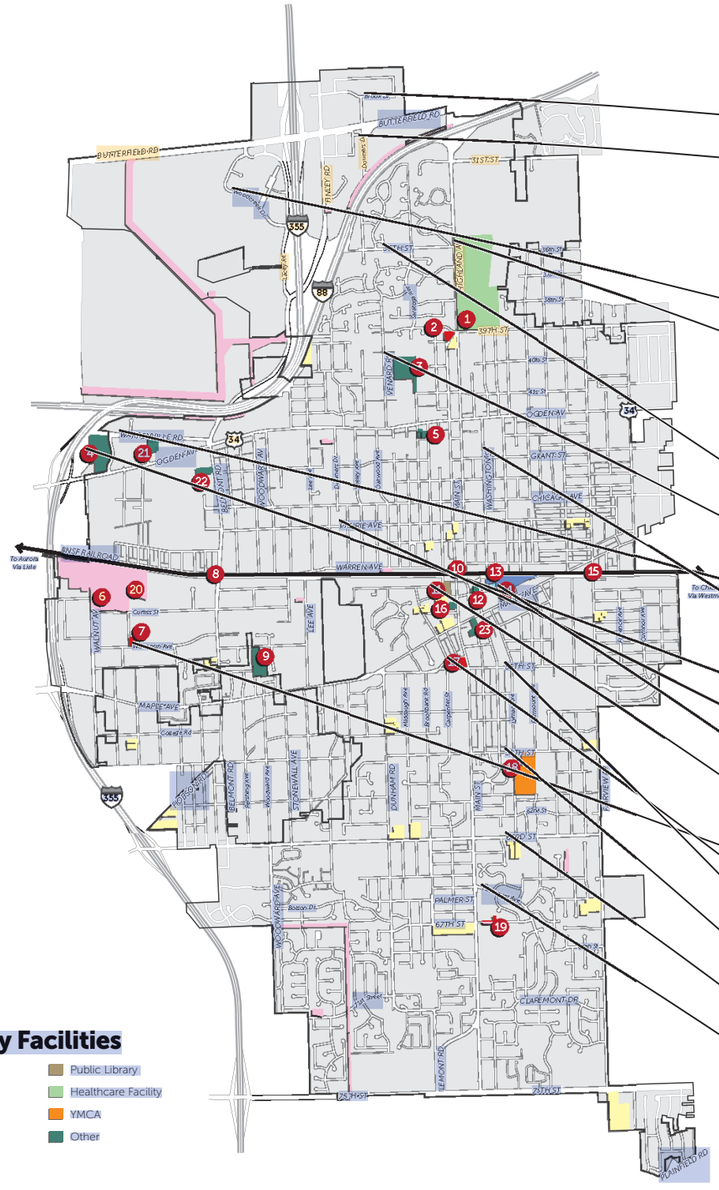
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17. Fire Station #2
18. Indian Boundary YMCA
19. Fire Station #5
20. Downers Grove Sanitary District
21. Park District Administration Building
22. Recreation Center
23. Lincoln Center




## Community Facilities

- Village Hall
- Police Station
- Fire Station
- Utilities
- Religious Institutions
- Public Library
- Healthcare Facility
- YMCA
- Other



## Page: 95

Text Inserted
"Brook Dr BUT TERFIELD RD"

Text Replaced
[Old]: "8: COMMUNITY FACILITIES PLAN & POLICIES"
[New]: "Downers Dr BUT TERFIELD RD 31ST ST FINLEY RD 355 88 34"

Font "Impact" changed to "MuseoSans-300Italic".
Font-size "0" changed to "-0.258591".
Font-color changed.

Text Inserted
"W o o d c r e e k D r . 7 1 s t S t r e e t"

Text Replaced
[Old]: "8: COMMUNITY FACILITIES PLAN & POLICIES"
[New]: "1 39TH ST HIGHL AND A V 20 6 Lacey Rd."

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"PL AINFIELD RD 4"

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"14 MAPLE A VE T o Chicago Via W estmont LEE A VE Flor ence A ve Cumnor A ve Curtiss St W ALNUT A V"

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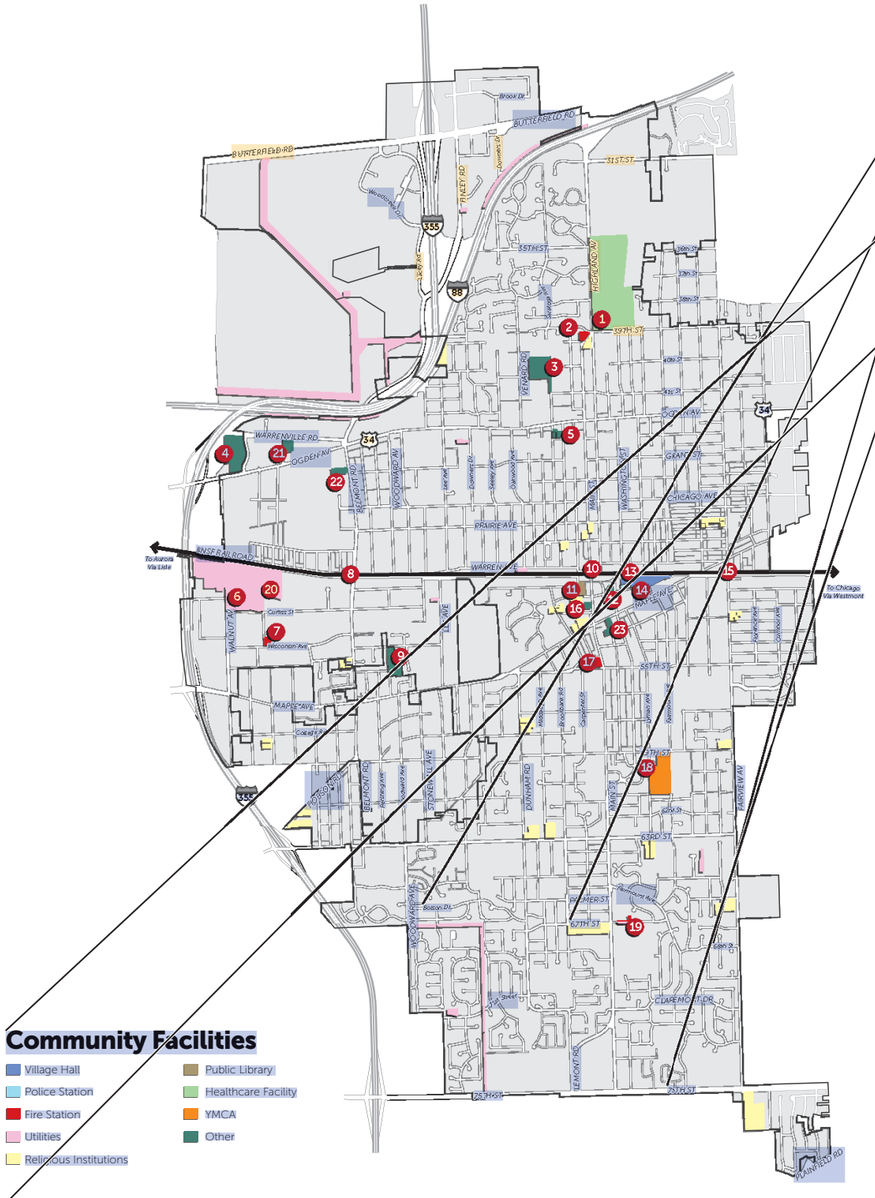
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Comments from page 95 continued on next page


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To Chicago Via Westmont
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## Community Facilities Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

- The Village should actively promote cooperation, interaction, and collaboration among the various agencies and organizations which serve Downers Grove.
- The Village should stay informed on the plans, policies, and projects of the various agencies and organizations in order to assess impacts to the surrounding area and the Village at-large.
- Public sites and buildings should be viewed as potential catalysts for improvement and/or redevelopment of an area. New facilities should be located, designed, and developed as local points and "signature" projects within the community.
- To the extent possible, new community facilities should be located along collector streets, transit stops, and trail systems to provide improved public access.
- It is recommended that the Village continue to explore the construction of a consolidated governmental facility to remain in the downtown.
- Future construction of Village facilities should have the Village "lead by example" and consider the use of all best practices, including sustainable design and development practices.
- The Village should continue to work to ensure effective police protection services are maintained throughout the community.
- The Village should continue to work to ensure that effective fire and emergency medical services are maintained throughout the Village.
- The Village should work closely with the neighboring fire districts and municipalities to ensure effective fire protection services are maintained throughout the community.
- The Village should promote the continued operation and improvement of both public and private school facilities, ensure they do not impact residential neighborhoods, and cooperate with the various organizations to maintain high quality school sites and facilities.

Page: 96

Text Replaced
[Old]: "at- large. 3."
[New]: "at-large. •"

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Comments from page 96 continued on next page



## Community Facilities Policy Recommendations

**Note:** Policies and recommendations are not listed in order of importance.

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[Old]: "6. Should the Civic Center project move forward, the Village should"
[New]: "• Future construction of Village facilities should have the Village"

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"92 Community Facilities Plan | Downers Grove Comprehensive Plan"



- The Village should continue to work to ensure effective public works services are maintained throughout the community.
- The Village should encourage the use of shared facilities (i.e. between the Village, Park District and schools) in order to maximize efficiency, tax dollars and land.
- The Village should maintain regular contact with healthcare and educational providers to ensure that land use and tax base goals are shared.
- The Village should promote and encourage the relocation of the Post Office truck operations from Downtown while maintaining the postal retail functions.
- The Village should continue to prioritize stormwater management and work cooperatively and creatively to address it in all areas of the Village.

Page: 97

Text Replaced
[Old]: "11."
[New]: "•"

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[New]: "Grove"

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"| Community Facilities Plan 93"



# 9 Key Focus Areas

This section presents recommendations regarding land use, development and improvements for five key focus areas within Downers Grove. The Key Focus Area Plans build upon the generalized recommendations established in the Land Use Plan and provide more detailed and site-specific recommendations for these unique and important parts of the Village.

## Identification of Key Focus Areas

Many factors entered into the selection of the Key Focus Areas. They are economic generators for Downers Grove and are among the most intensely developed portions of the Village. They include important transportation facilities that connect Downers Grove to the surrounding region. These areas are highly visible to passing motorists and transit riders which means they contribute greatly to the perception of Downers Grove by residents and visitors. Finally, each area has issues which, if addressed, could significantly improve their function and aesthetics.

KEY FOCUS AREAS ARE ECONOMIC GENERATORS FOR DOWNERS GROVE AND ARE AMONG THE MOST INTENSELY DEVELOPED PORTIONS OF THE VILLAGE



Page: 98

Text Replaced
[Old]: "Section 9 Downers Grove, Illinois Comprehensive Plan KEY FOCUS AREA PLANS"
[New]: "9 Key Focus Areas"

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Text Inserted
"9"

Text Inserted
"Identification of Key Focus Areas"

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"KEY FOCUS AREAS ARE ECONOMIC GENERATORS FOR DOWNERS GROVE AND ARE AMONG THE MOST INTENSELY DEVELOPED PORTIONS OF THE VILLAGE"

Text Inserted
"Many factors entered into the selection of the Key Focus Areas. They are economic generators for Downers Grove and are among the most intensely developed portions of the Village. They include important transportation facilities that connect Downers Grove to the surrounding region. These areas are highly visible to passing motorists and transit riders which means they contribute greatly to the perception of Downers Grove by residents and visitors. Finally, each area has issues which, if addressed, could significantly improve their function and aesthetics."

Text Inserted
"The Key Focus Area Plans build upon the generalized recommendations established in the Land Use Plan and provide more detailed and site-specific recommendations for these unique and important parts of the Village."

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"Grove."

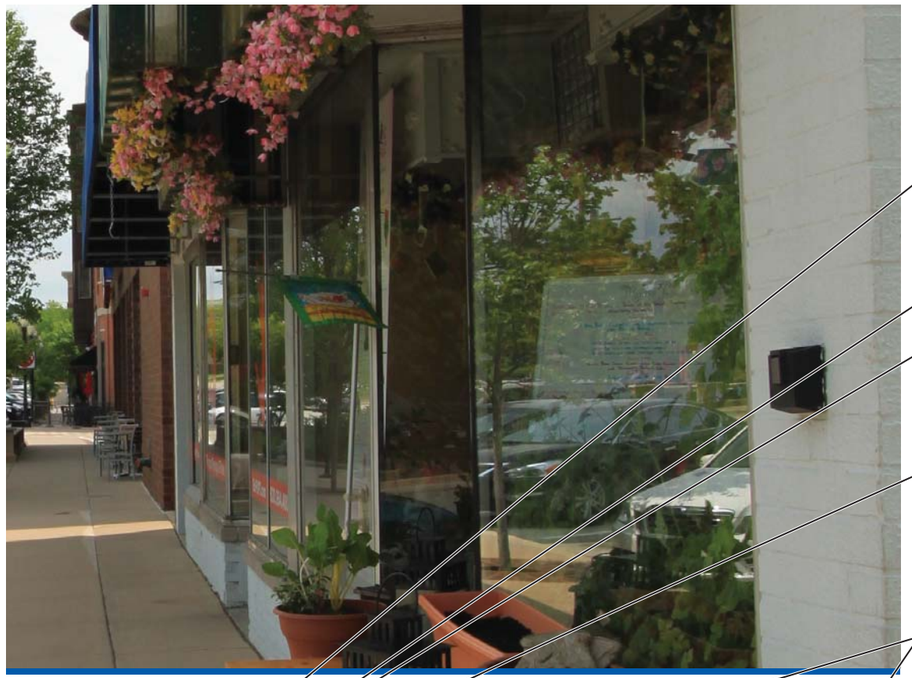
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"94 Key Focus Area Plans |"



## Organization of the Key Focus Area Plans Section

Each of the seven Key Focus Areas is discussed in detail on the following pages including:

- Identification of planning influences and existing conditions;
- Key concepts for improvement and redevelopment;
- Identification of catalyst redevelopment sites; and
- Land use recommendations.

## Catalyst Sites: Evaluation Criteria

Catalyst sites are those parcels where redevelopment would have a positive catalytic impact on the surrounding area. In the identification of catalyst sites, certain criteria are considered.

Catalyst sites are determined based on the sites exhibiting some or all of the following characteristics:

- Underutilized buildings or land
- Vacant buildings or land
- Structural soundness of buildings
- Size of property
- Ownership (e.g., unified private ownership or Village-owned and potential for consolidation)
- Visibility and access
- Current zoning and adjacent zoning
- Surrounding land uses
- Market potential



Page: 99

Text Replaced
[Old]: "five"
[New]: "seven"

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"The Key Focus Area Plans build upon the generalized recommendations established in the Land Use Plan and provide more detailed and site-specific recommendations for these unique and important parts of the Village."

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[Old]: "Key Focus Areas are economic generators for Downers Grove and are among the most intensely developed portions of the Village Grove."
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[Old]: "Village-owned)"
[New]: "Village-owned and potential for consolidation)"

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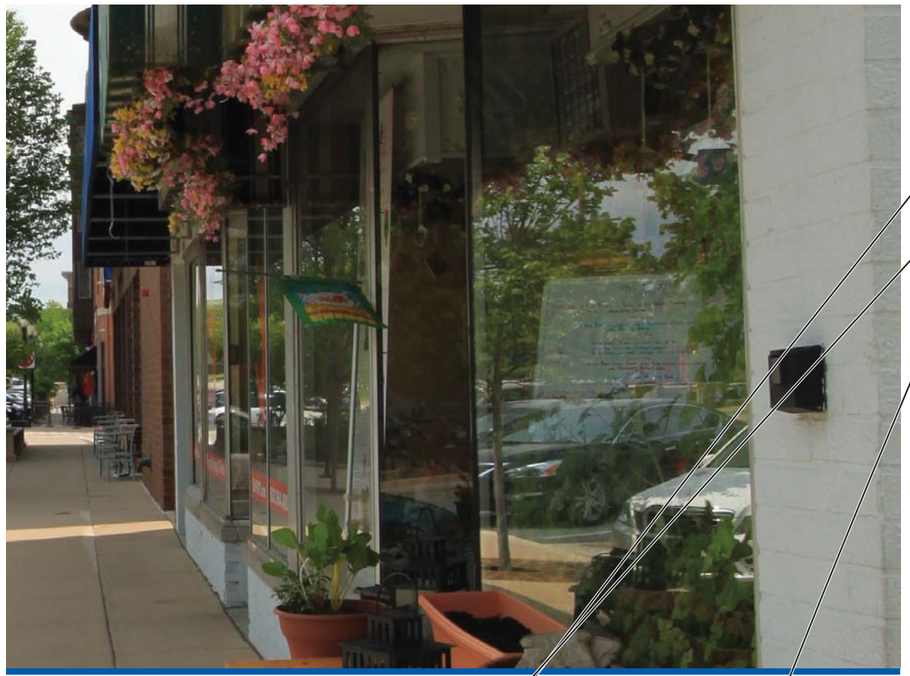
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"Many factors entered into the selection of the Key Focus Areas. They are economic generators for Downers Grove and are among the most intensely developed portions of the Village. They include important transportation facilities that connect Downers Grove to the surrounding region. These areas are highly visible to passing motorists and transit riders which means they contribute greatly to the perception of Downers Grove by residents and visitors. Finally, each area has issues which, if addressed, could significantly improve their function and aesthetics."

Comments from page 99 continued on next page



## Organization of the Key Focus Area Plans Section

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- Visibility and access
- Current zoning and adjacent zoning
- Surrounding land uses
- Market potential

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"Identification of Key Focus Areas"

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"KEY FOCUS AREA PLANS 9:"

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"Downers Grove Comprehensive Plan | Key Focus Area Plans 95"

## The Key Focus Areas include:

**Belmont/Ellsworth**, which is bounded by I-355 on the west, the BNSF railroad tracks on the north and areas that are predominantly residential to the south and east. This subarea is comprised of two main components: Belmont Road and the Belmont Metra Train Station area (including Chase Court) and the Ellsworth Industrial Park, the Village's largest concentration of industrial land.

**Downtown**, which is generally comprised of commercial, residential, office and civic uses and is notable for the Tivoli Theatre and the Masonic Temple. Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network.

**Butterfield,** which is comprised of shopping centers, stand-alone restaurants and office development of varying heights. Its proximity to I-88 and I-355 provides unparalleled access and visibility and is a key gateway into the Village of Downers Grove.



BELMONT/ELLSWORTH



DOWNTOWN


BUTTERFIELD



Page: 100

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**Ogden,** which is firmly established as an auto-oriented corridor in terms of its traffic volume, design, development pattern, scale and land use. Ogden is a major east-west arterial with a range of uses that serve the community and the surrounding region.

**Fairview,** which is made up of the area surrounding the Fairview Metra station. This area is comprised of multi-family residential, industrial, office and retail uses. This Key Focus Area extends to the eastern boundary of the Village.

**63rd Street,** is a predominantly residential east-west corridor that stretches the length of the village. The corridor is made up of single family detached, three commercial centers, and several public/semi-public uses including Downers Grove South High School.

**75th Street,** is a commercial corridor that forms the southern border of the Village. The corridor is made up of large shopping centers, some with redevelopment potential. The eastern end of the corridor has a subdivision made up of single family detached.

The following pages provide detailed plans for the seven Key Focus Areas. In addition to specific recommendations tailored towards each area, there are two redevelopment concepts that may apply to some or all of the areas: heat island effect and brownfield redevelopment.















Page: 101

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[Old]: "The following pages provide detailed plans for the five"
[New]: "63 rd Street, is a predominantly residential east-west corridor that stretches the length of the village. The corridor is made up of single family detached, three commercial centers, and several public/semi-public uses including Downers Grove South High School. 75 th Street, is a commercial corridor that forms the southern border of the Village. The corridor is made up of large shopping centers, some with redevelopment potential. The eastern end of the corridor has a subdivision made up of single family detached. The following pages provide detailed plans for the seven"

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"Downers Grove Comprehensive Plan | Key Focus Area Plans 97"



## Heat Island Effect

Industrial parks, large office buildings and large retailers are often major contributors to the heat island effect due to their large roof surface area and surface parking lots. The heat island effect is a thermal gradient difference between developed and undeveloped areas due to solar energy retention on constructed surfaces. This basically means that developed areas are measurably hotter than undeveloped areas due to their lack of green areas which naturally provide cooling. Heat islands negatively impact microclimate conditions as well as human and wildlife habitats. Ambient temperatures in urban areas can be artificially elevated by more than 10 degrees Fahrenheit. This requires larger HVAC equipment and electrical demand which increases greenhouse gas and pollution.

### Ways to Reduce Heat Island Effect

The U.S. Green Building Council provides ways to reduce the heat island effect through its LEED certification process:

- Provide shade through the installation of landscape features especially for constructed surfaces (garden roofs, shade trees, etc.)
- Shade can be provided by native or adaptive trees, large shrubs and non-invasive vines
- Garden roofs help to reduce stormwater volumes
- Use light colored building materials
- Use light colored paving surfaces and shade paved areas with landscaping
- Use an open grid pavement for the site's non-roof impervious surface (parking lots, walkways, plazas, etc.)
- Place parking spaces underground or in structured parking
- Use highly reflective/EnergyStar-compliant roof surfaces
- Install a green (vegetated) roof
- Limit the amount of impervious hardscape areas



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Text Replaced
[Old]: "non invasive"
[New]: "noninvasive"

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"98 Key Focus Area Plans | Downers Grove Comprehensive Plan"



## Brownfield Redevelopment

According to the U.S. Environmental Protection Agency, a brownfield is "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." Despite the presence or potential presence of these elements, brownfield redevelopment can be a sound strategy for achieving a municipality's land use and economic development goals. Prioritizing development on brownfield sites reduces pressure on undeveloped land and maximizes existing investments (such as infrastructure). Time and money can be saved in the redevelopment process by coordinating site development plans with remediation activities.

### Ways to Encourage Brownfield Redevelopment:

- Inventory existing or perceived brownfield sites within the Village
- Apply for grants and programs provided through the U.S. Environmental Protection Agency (EPA) and Illinois EPA
- Develop financial incentives to encourage private redevelopment of brownfield sites



Page: 103

Text Replaced
[Old]: "encourage brownfield redevelopment:"
[New]: "Encourage Brownfield Redevelopment:"

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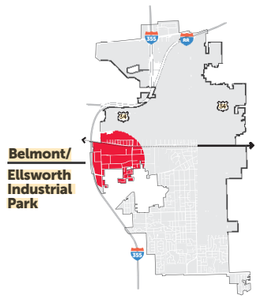
Key Focus Areas

# Belmont/Ellsworth Industrial Park

The Belmont/Ellsworth subarea is bounded by I-355 on the west, the BNSF railroad tracks on the north and areas that are predominantly residential to the south and east. This subarea is comprised of two main components: the Belmont Metra Train Station area (including Chase Court) and the Ellsworth Industrial Park.

Ellsworth Industrial Park is the Village's largest concentration of industrial land and is a vital part of the local economy. The Metra commuter station includes a surface parking lot and a small shelter. A grade-separated rail crossing was recently completed at Belmont Road, which has significantly improved the area. The proximity of this frequent commuter rail service to an industrial park provides a regional draw for potential owners and employees.

The recommendations in this subarea plan are intended to improve connectivity to and through this area, create a 21st century industrial park and maximize the benefits of the grade-separated rail crossing.




## Key Concepts

### Belmont Road/Metra Station

- The creation of a unified streetscape along Belmont Road would serve to connect the nearby residential areas to the station by providing enhanced pedestrian amenities.
- Improved crosswalks should be provided to ensure safe passage for pedestrians and bicyclists.
- Consolidate curb cuts and redevelop single-family homes along Belmont Road to attached single-family or multi-family residential units.
- Promote an appropriate amount of neighborhood commercial uses along Belmont Road to provide goods and services to commuters and nearby employees.

### Industrial Park

- A recently constructed grade-separated rail crossing at Belmont Road has significantly improved the area. The proximity to land to the south and west of the Ellsworth Industrial Park should be reserved for future office/corporate campus expansion.
- The Village should consider the creation of a Special Service Area to provide funding for projects and improvements that enhance the industrial park. This may include improved stormwater management, open space, rest and break areas or shared parking facilities.
- Explore opportunities to create a job training facility or vocational school for current and future industrial needs within the Ellsworth Industrial Park since it is within close proximity to employers and a Metra station.
- Provide the necessary infrastructure to foster state-of-the-art industrial sites for redevelopment .
- Improve connectivity, circulation and loading through street realignment into an aligned grid pattern and widened drive ways, and larger turn radiuses.
- Prohibit incompatible land uses from encroaching into the industrial park.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building, roofing, and paving materials.
- Future development/redevelopment may be influenced by the presence of brownfield sites which may require compliance with Environmental Protection Agency regulations.



Page: 104

Text Replaced
[Old]: "KEY FOCUS AREAS"
[New]: "Key Focus Areas"

Font "FunctionLHSmCaps-Light" changed to "MuseoSans-100".
Font-size "14" changed to "15.9878".

Text Replaced
[Old]: "9: KEY FOCUS AREA PLANS"
[New]: "Belmont/Ellsworth Industrial Park The Belmont/Ellsworth subarea is bounded by I-355 on the west, the BNSF railroad tracks on the north and areas that are predominantly residential to the south and east. This subarea is comprised of two main components: the Belmont Metra Train Station area (including Chase Court) and the Ellsworth Industrial Park. Ellsworth Industrial Park is the Village's largest concentration of industrial land and is a vital part of the local economy. The Metra commuter station includes a surface parking lot and a small shelter. A grade-separated rail crossing was recently completed at Belmont Road, which has significantly improved the area. The proximity of this frequent commuter rail service to an industrial park provides a regional draw for potential owners and employees. The recommendations in this subarea plan are intended to improve connectivity to and through this area, create a 21st century industrial park and maximize the benefits of the grade-separated rail crossing. 34 34 Belmont/ Ellsworth Industrial Park Key Concepts Belmont Road/Metra Station • The creation of a unified streetscape along Belmont Road would serve to connect the nearby residential areas to the station by providing enhanced pedestrian amenities. • Improved crosswalks should be provided to ensure safe passage for pedestrians and bicyclists. • Consolidate curb cuts and redevelop single-family homes along Belmont Road to attached single-family or multi-family residential units. • Promote an appropriate amount of neighborhood commercial uses along Belmont Road to provide goods and services to commuters and nearby employees. Industrial Park • A recently constructed grade-separated rail crossing at"

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Text Inserted
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"Curtiss & Katrine"

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"Maple & Walnut"

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"9 KE :Y FOCUS AREA PLANS Catalyst SitesCatalyst SitesCatalyst SitesCat

SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst SitesCatalyst Sites 1"

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"100 Key Focus Area Plans | Downers Grove Comprehensive Plan"

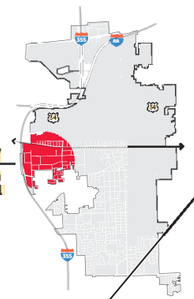
Key Focus Areas

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The recommendations in this subarea plan are intended to improve connectivity to and through this area, create a 21st century industrial park and maximize the benefits of the grade-separated rail crossing.



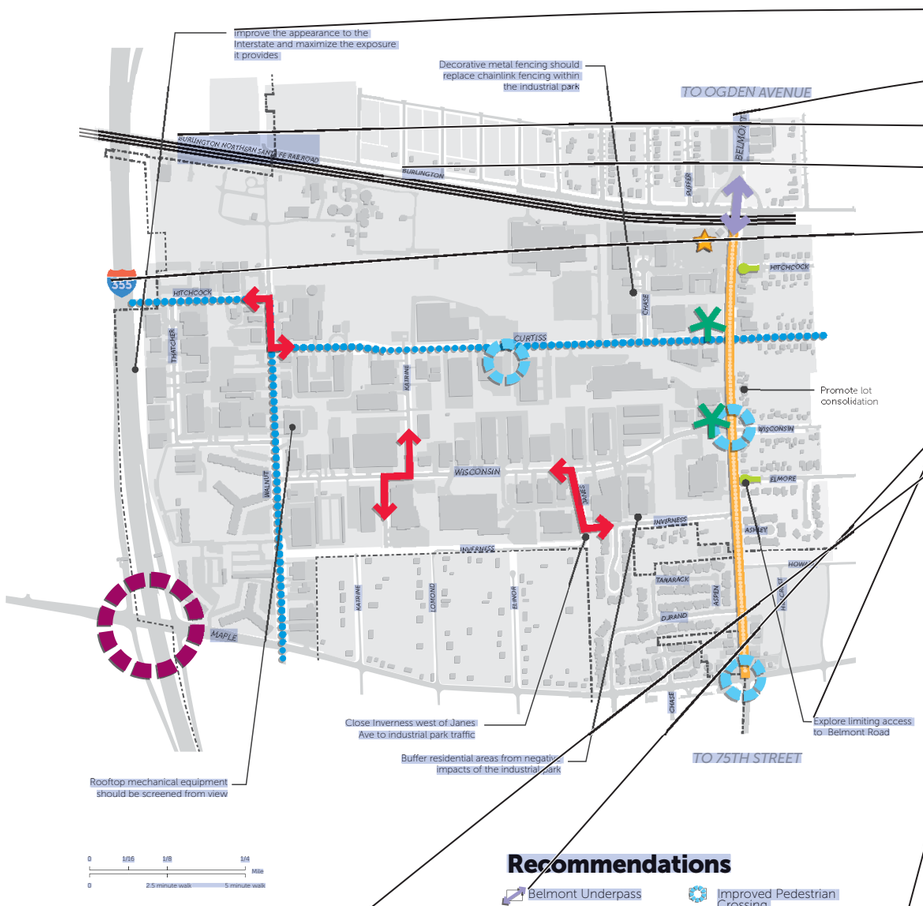

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Page: 105

Text Inserted
"Improve the appearance to the Interstate and maximize the exposure it provides Decorative metal fencing should replace chainlink fencing within the industrial park TO OGDEN AVENUE"

Text Inserted
"HIT CHC OCK KA TRINE LOMOND CURTISS ELINOR WISC ONSIN WISC ONSIN JANES ELMORE INVERNESS ASHLEY CHASE INVERNESS CHASE HO W ARD PUFFER T AMARA CK ASPEN DURAND BELMONT MAPLE HILL CREST"

Text Inserted
"BURLINGT ON NORTHERN SANT A FE RAILROAD"

Text Inserted
"Improved Pedestrian Crossing Metra Commuter Station Village-Proposed Bicycle Route Municipal Boundary THA T CHER W ALNUT BURLINGT ON KA TRINE HIT CHC OCK"

Text Inserted
"355"

Text Inserted
"Close Inverness west of Janes Ave to industrial park trałc Explore limiting access to Belmont Road Bu"er residential areas from negative impacts of the industrial park TO 75TH STREET Rooftop mechanical equipment should be screened from view 0 1/16 1/8 1/4 Mile 0 5 minute walk2.5 minute walk Recommendations"

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"Belmont Underpass Unified Streetscape Gateway/Directory Signage Interstate Interchange "Jog" in Street Grid Potential Access Restrictions (right-in / right-out)"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Key Focus Area Plans 101"

Key Focus Areas

# Belmont/Ellsworth Industrial Park Catalyst Sites

### A1 Curtiss & Katrine

This site is municipally owned and could be the site of relocated fleet operations for the Village or the post office.

### A2 Metra Station/ Chase Court

This site presents an opportunity to create a transit-oriented development (TOD) based around the Metra station. Non-industrial uses have developed around Chase Court and they detract from the integrity of the industrial park. If this area is not intended for additional industrial development, it should develop as a TOD oriented towards the Metra station.

### A3 Belmont & Inverness

This site is currently underutilized and provides an opportunity for a new use along Belmont Road including convenience retail, office or multi-family residential which would provide a transitional use between the industrial area to the north and the multi-family area to the south.

### A4 Maple & Walnut

There is a large multi-family residential area isolated from the rest of the community by adjacent industrial uses and I-355. Due to its location at an I-355 interchange and surrounding industrial land uses, this site may be best suited for a corporate campus and/or business park that would flourish with these locational benefits. Multi-family residential should continue to be the short term and immediate use of the property, however, should the residents and owners of this development support a buyout and relocation to more appropriate areas within the community (closer to dining, shopping, mass transit and other community services), redevelopment of the site for Corporate Office should be supported. This prospective use is compatible with the projected suggestion for the unincorporated area immediately to the east.

### A5 Unincorporated Area

Over the long term, this area (which is currently unincorporated) should be reserved for expansion of office/corporate campus. Its proximity to I-355 and access to Maple Avenue make it an appropriate site for a more intense use. Creating boundaries for future expansion of such land uses provides clear guidance to property owners (both within the park and neighboring) and prospective business owners.

### A6 Maple & Belmont

This prominent commercial intersection is currently unincorporated and its appearance leaves much to be desired. Access is haphazard and the appearance detracts from the character of the community. The Village should pursue annexation of this area to better manage and improve its appearance and function. As this area redevelops, buildings should be oriented towards the street with parking on the side or rear.



Page: 106

Text Replaced
[Old]: "KEY FOCUS AREAS"
[New]: "Key Focus Areas"

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Text Inserted
"Belmont/Ellsworth Industrial Park Catalyst Sites"

Text Inserted
"Maple & Walnut"

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"Page 100"

Text Replaced
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[New]: "o•ce/corporate"

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Font-size "9.5" changed to "7".
Font-color changed.

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS Catalyst SitesCatalyst SitesCatalyst SitesCat

Key Focus Areas

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# Catalyst Sites

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[New]: "O•ce"

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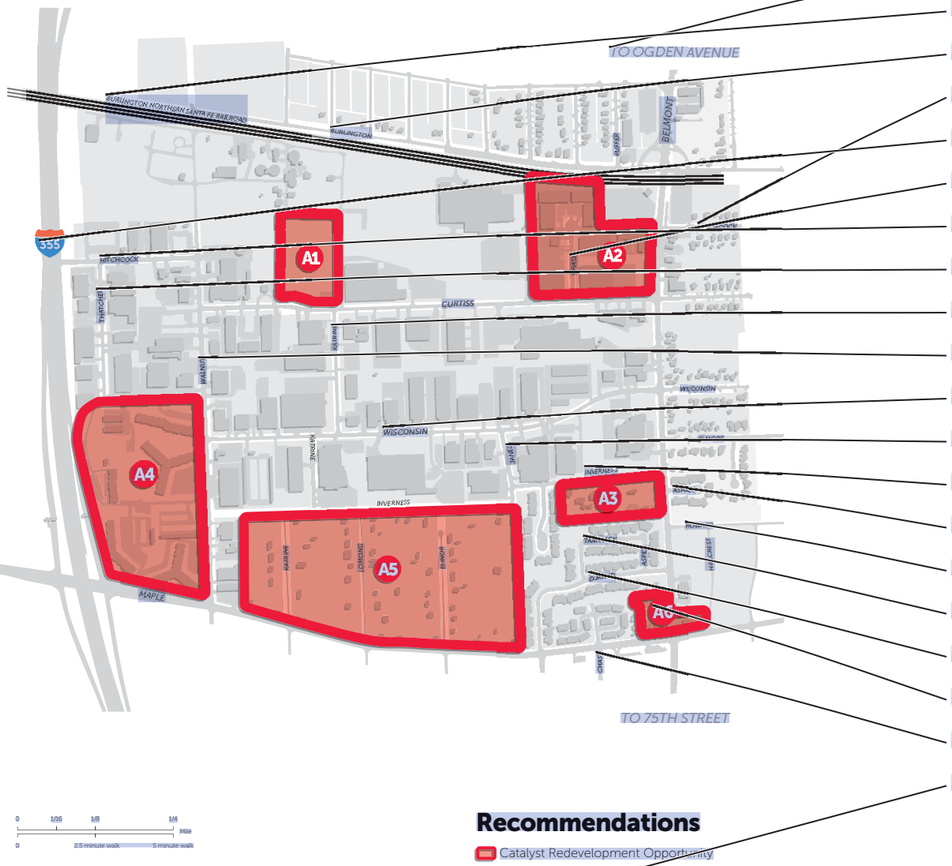
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"This site is currently underutilized and provides an opportunity for a new use along Belmont Road including convenience retail, office or multi-family residential which would provide a transitional use between the industrial area to the north and the multi-family area to the south. 7 Maple Avenue and Belmont Road"

Text Deleted
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Text Replaced
[Old]: "vacant and is of a size that could support additional improvements or a new use. This could include a new industrial user or a shared facility (e.g., parking, recreation, restaurant, office space or training facility) for the industrial park."
[New]: "underutilized and provides an opportunity for a new use along Belmont Road including convenience retail, o•ce or multi-family residential which would provide a transitional use between the industrial area to the north and the multi-family area to the south."

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Text Inserted
"102 Key Focus Area Plans | Downers Grove Comprehensive Plan"




## Recommendations

Catalyst Redevelopment Opportunity



Page: 107

Text Inserted
"TO OGDEN AVENUE"

Text Inserted
"BURLINGT ON NORTHERN SANT A FE RAILROAD BELMONT"

Text Inserted
"BURLINGT ON PUFFER"

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"HIT CHC OCK"

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"355"

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"CHASE"

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"WISC ONSIN ELMORE"

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"INVERNESS A3 KA TRINE LOMOND ELINOR A5 A4 MAPLE"

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"ASHLEY"

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"HO W ARD"

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"T AMARA CK HILL CREST ASPEN"

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"DURAND"

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"A6"

Text Inserted
"CHASE TO 75TH STREET 0 1/16 1/8 1/4 Recommendations Mile 0 5 minute walk2.5 minute walk Catalyst Redevelopment Opportunity"

Text Inserted
"Downers Grove Comprehensive Plan | Key Focus Area Plans 103"

Page: 108

Text Replaced
[Old]: "is highly visible given its proximity to the railroad tracks. Redeveloping this site into a more transit-oriented development (TOD) that is sensitive to nearby residential areas would be an optimum use. By fronting new development on this site towards Forest Street, uses"
[New]: "Downtown Downers Grove's Downtown is generally comprised of commercial, residential, Key Concepts oce and civic uses and is notable for its historic buildings including the Tivoli Theatre and the Masonic Temple. The boundaries of Downtown are clearly demarcated with little room to expand beyond its current area. While no longer the primary economic engine for Downers Grove, Downtown continues to play an important function for the Village. Downtown is the symbolic heart of the community and has traditionally been the focus of commercial, social, and civic life as well as an important connection to the regional transportation network. Downtown is bisected by the BNSF railroad tracks and adjacent commuter parking lots. Main Street is the central business corridor in Downtown and has a coordinated streetscape from Franklin Street to Maple Avenue. In recent years, several new developments have occurred in Downtown providing new housing, parking and retail opportunities. Recommendations in this subarea plan take into consideration both the history of Downtown as well as these recent developments. 34 34 Downtown • An improved Downtown wayfinding system should be a priority for Downtown. Wayfinding should include key destinations, public parking facilities, Village Hall, historic landmarks, Downtown parks and facilities, and Metra. Wayfinding can not only direct pedestrians and motorists to destinations in the Downtown, but can help promote the Downtown's unique amenities to commuters and visitors. • Downtown's urban environment contains a lot of concrete and asphalt, which contributes to stormwater runoff. Where possible, best management practices should be constructed in order to improve stormwater management. Grove Street's permeable pavers serves as a good example of how this could be implemented in downtown. • Developing boundaries for the Downtown's transition areas should be a priority for the Downtown. Opportunities to expand the boundaries of the Downtown are limited, however there are opportunities for intensification. The priority for the Downtown should be on infill development and redevelopment of key sites in order to maximize the Downtown's potential while strategically evaluating opportunities to expand the boundaries. • Infill development and redevelopment should be pedestrian-oriented in order to complement the historic building pattern of the Downtown. Retail shops with attractive display windows and restaurants with sidewalk cafes maintain visual interest and generate foot traffic. • Prohibit new and redevelop existing, non-pedestrian-oriented businesses including the strip commercial center on north Main Street and auto-oriented businesses, including drive-thru uses which should be relocated outside of the Downtown. Office uses should be encouraged to occupy space above the ground floor. • To maintain the Downtown's unique identity and character, the Village should consider policies, programs and tools to identify and facilitate the protection of historic buildings and sites and encourage adaptive reuse of historic structures. • The Village should maintain a commitment to quality architecture through the development of tools and design guides for the Downtown properties. • As key properties redevelop, a sense of enclosure should be maintained to provide comfort to pedestrians. A sense of enclosure is attained through the combination of street widths and building height in proportion to the historic building pattern of the Downtown. • The importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer."

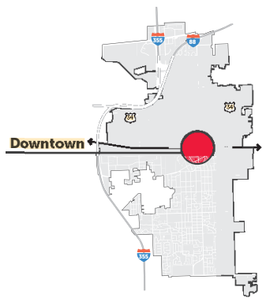
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Font-color changed.

Text Inserted
"104 Key Focus Area Plans | Downers Grove Comprehensive Plan"

# Downtown

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## Key Concepts

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- The importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.

- Consider dedication of surface parking for shoppers and parking deck use for commuters. The Village should also consider parking counters at public lots and the Parking Deck that will provide drivers with real time information on the number of available parking spots as they navigate the Downtown.
- Reinforce the Downtown as the primary focal point in the community by working with Downtown Management to promote the activation of the Downtown's gathering spaces with special events, public art, and other temporary outdoor uses.
- Guided by the findings of the 2011 Parking Study, explore suitable locations on the north side of the railroad tracks for expanded parking, including the potential for a new parking deck. Not only would this provide businesses on the north end of the downtown and north side commuters with a parking option, but it could serve as a catalyst for north side investment by allowing new development to buy into the parking deck and allow them to fully utilize their property. On either Forest Avenue or Main Street between Franklin Street and Warren Avenue may represent a potential location.
- Identify areas for centralized garbage collection for businesses in the Downtown Core. A centralized dumpster area should be well screened and can remove this unsightly, yet necessary component of business operation to open up alleyways and the rear of buildings for storefronts and rear entrances.
- Encourage outdoor seating areas for restaurants and entertainment uses by streamlining the permitting process and reducing restrictions on sidewalk seating. Additionally, the Village should identify opportunities to expand sidewalks where appropriate and utilize existing set backs on buildings to create plazas and larger outdoor areas. The Village could consider a pilot program to expand outdoor seating into on-street parking spaces as some other communities have done.
- Promote business initiated/focused special events, such as sidewalk sales, to increase energy and activity in Downtown.
- Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the village.
- With bus and train service, the Downtown is, and should remain, a multi-modal environment that fosters a sense of energy and vitality. As a complement to public transportation, active transportation and the use of bicycles should also be supported and encouraged. However, the Downtown should first remain a "walkable" area. The Village should support the installation of additional bike parking at both public and private facilities in the Downtown's periphery to allow cyclists to park and secure their bikes and become "pedestrians" in the Downtown.
- The Village should explore the feasibility of constructing a pedestrian grade separated crossing near the Metra station. This significant capital investment would increase the safety of commuters and residents as they cross the railroad tracks. The Village should look into funding sources to help finance its construction, including grants from Burlington Northern Santa Fe (BNSF), the Illinois Commerce Commission, federal grants, and Metra.
- Ensure that adequate parking is provided for motorcycles and scooters in the Downtown.
- The Village should review circulation patterns, roadway capacities, and parking availability in the downtown after the completion of the Marquis on Maple development and the mixed-use and residential developments currently planned in the Downtown.
- Consider the establishment of a Downtown Design Review Board.

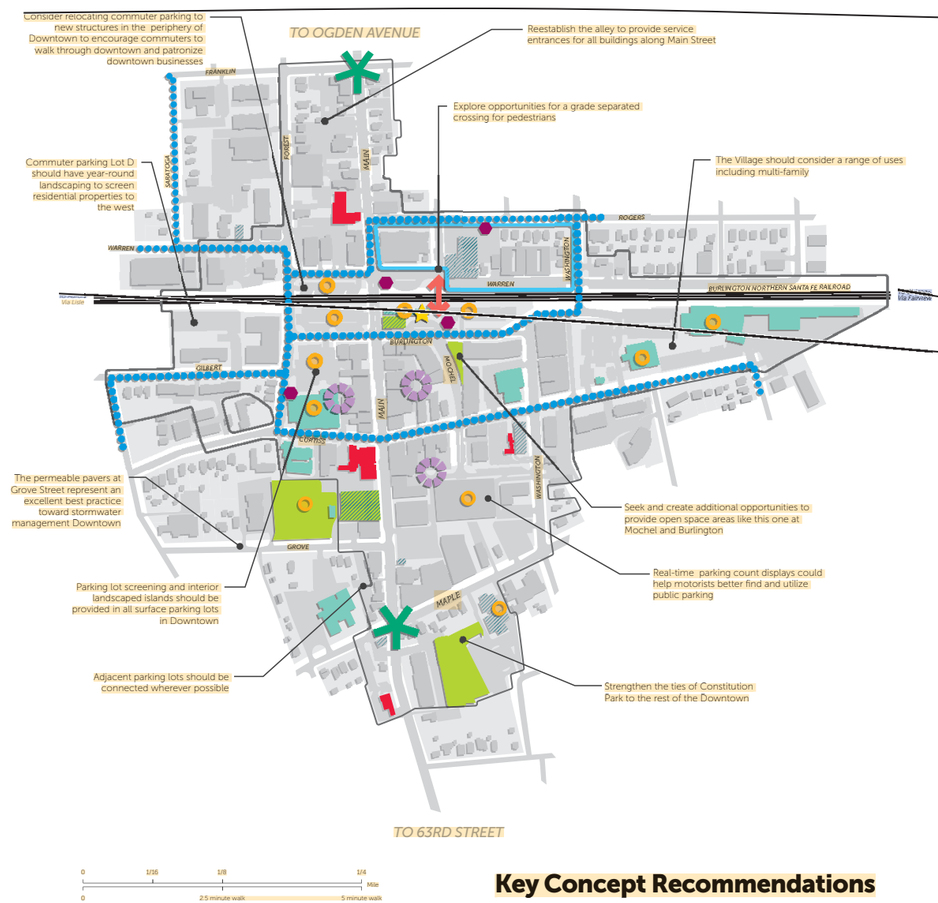


Page: 109

Text Replaced
[Old]: "will have an orientation towards Downtown and would provide a terminating vista on Burlington Avenue from the east. The size and location of this site provides an opportunity to use part of the site for expansion or reconfiguration of commuter parking Lot D. This one-story building it outdated in terms of aesthetics and function. The majority of the leasable space is below grade and is only accessible from inside the building. Since the construction of the Downtown"
[New]: "• Consider dedication of surface parking for shoppers and parking deck use for commuters. The Village should also consider parking counters at public lots and the Parking Deck that will provide drivers with real time information on the number of available parking spots as they navigate the Downtown. • Reinforce the Downtown as the primary focal point in the community by working with Downtown Management to promote the activation of the Downtown's gathering spaces with special events, public art, and other temporary outdoor uses. • Guided by the findings of the 2011 Parking Study, explore suitable locations on the north side of the railroad tracks for expanded parking, including the potential for a new parking deck. Not only would this provide businesses on the north end of the downtown and north side commuters with a parking option, but it could serve as a catalyst for north side investment by allowing new development to buy into the parking deck and allow them to fully utilize their property. On either Forest Avenue or Main Street between Franklin Street and Warren Avenue may represent a potential location. • Identify areas for centralized garbage collection for businesses in the Downtown Core. A centralized dumpster area should be well screened and can remove this unsightly, yet necessary component of business operation to open up alleyways and the rear of buildings for storefronts and rear entrances. • Encourage outdoor seating areas for restaurants and entertainment uses by streamlining the permitting process and reducing restrictions on sidewalk seating. Additionally, the Village should identify opportunities to expand sidewalks where appropriate and utilize existing set backs on buildings to create plazas and larger outdoor areas. The Village could consider a pilot program to expand outdoor seating into on-street parking spaces as some other communities have done. • Promote business initiated/focused special events, such as sidewalk sales, to increase energy and activity in Downtown. • Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the village. • With bus and train service, the Downtown is, and should remain, a multi-modal environment that fosters a sense of energy and vitality. As a complement to public transportation, active transportation and the use of bicycles should also be supported and encouraged. However, the Downtown should first remain a "walkable" area. The Village should support the installation of additional bike parking at both public and private facilities in the Downtown's periphery to allow cyclists to park and secure their bikes and become "pedestrians" in the Downtown. • The Village should explore the feasibility of constructing a pedestrian grade separated crossing near the Metra station. This significant capital investment would increase the safety of commuters and residents as they cross the railroad tracks. The Village should look into funding sources to help finance its construction, including grants from Burlington Northern Santa Fe (BNSF), the Illinois Commerce Commission, federal grants, and Metra. • Ensure that adequate parking is provided for motorcycles and scooters in the Downtown. • The Village should review circulation patterns, roadway capacities, and parking availability in the downtown after the completion of the Marquis on Maple development and the mixed-use and residential developments currently planned in the Downtown. • Consider the establishment of a Downtown Design Review Board."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".
Font-color changed.

Text Inserted
"Downers Grove Comprehensive Plan | Key Focus Area Plans 105"




## Key Concept Recommendations

- Key Downtown Destination
- Gateway/Directory Signage
- Existing TIF District
- Existing Auto-Oriented Business
- Historic Structure or Site
- Centralized Garbage Collection
- North-side Parking Deficiency
- Pedestrian Underpass
- Park & Open Space
- Public Use
- Metra Commuter Station
- Village-Propose Bike Route
- Bike Parking



## Page: 110

Text Replaced

[Old]: "parking garage, this building's most distinguishing feature (the arcade connection from Main Street to the rear) no longer serves any practical purpose. An ideal redevelopment scenario for this"
[New]: "Consider relocating commuter parking to new structures in the periphery of Downtown to encourage commuters to walk through downtown and patronize downtown businesses Reestablish the alley to provide service entrances for all buildings along Main Street TO OGDEN AVENUE SARA TOGA FRANKLIN Explore opportunities for a grade separated crossing for pedestrians The Village should consider a range of uses including multi-family Commuter parking Lot D should have year-round landscaping to screen residential properties to the west FOREST ROGERS WARREN MAIN MAIN WARREN BURLINGT ON NORTHERN SANT A FE RAILROAD Via Lisle BURLINGT ON GILBERT MOCHEL W ASHINGT ON CURTISS W ASHINGT ON The permeable pavers at Grove Street represent an excellent best practice toward stormwater management Downtown Seek and create additional opportunities to provide open space areas like this one at Mochel and Burlington GRO VE Real-time parking count displays could help motorists better find and utilize public parking Parking lot screening and interior landscaped islands should be provided in all surface parking lots in Downtown MAPLE Adjacent parking lots should be connected wherever possible Strengthen the ties of Constitution Park to the rest of the Downtown TO 63RD STREET 0 1/16 1/8 1/4 Mile Key Concept Recommendations 0 5 minute walk2.5 minute walk"

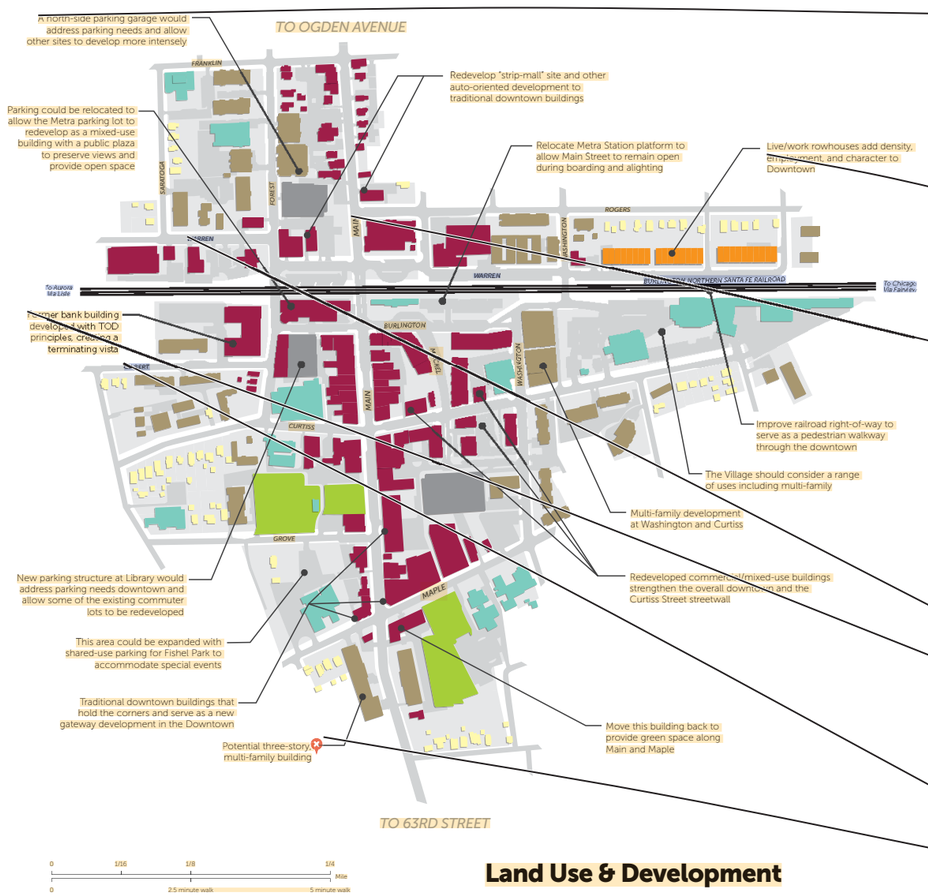
Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Inserted

"To Chicago Via F airview"

Text Inserted

"To Aur ora"






## Page: 111

Text Replaced
[Old]: "site would be the construction of a two-"
[New]: "A north-side parking garage would address parking needs and allow other sites to develop more intensely TO OGDEN AVENUE FRANKLIN Redevelop "strip-mall" site and other auto-oriented development to traditional downtown buildings Parking could be relocated to allow the Metra parking lot to redevelop as a mixed-use building with a public plaza to preserve views and Relocate Metra Station platform to allow Main Street to remain open Live/work rowhouses add density,"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Replaced
[Old]: "to three-story"
[New]: "employment, and character to provide open space SARA TOGA during boarding and alighting Downtown ROGERS FOREST W ASHINGT ON"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Replaced
[Old]: "The fact that this building is under Village control removes a significant barrier to redevelopment. 12 Post Office Operations Redevelopment of this site would serve to complete the transformation of Mochel Drive by complementing recent construction projects, and replicating the height, bulk and density of neighboring buildings. Such a development could reinforce the entrance to the parking garage. 15"
[New]: "Improve railroad right-of-way to serve as a pedestrian walkway through the downtown The Village should consider a range of uses including multi-family Multi-family development at Washington and Curtiss Redeveloped commercial/mixed-use buildings New parking structure at Library would address parking needs downtown and strengthen the overall downtown and the Curtiss Street streetwall Move this building back to provide green space along Main and Maple allow some of the existing commuter lots to be redeveloped This area could be expanded with shared-use parking for Fishel Park to accommodate special events Traditional downtown buildings that hold the corners and serve as a new gateway development in the Downtown multi-family building TO 63RD STREET 0 1/16 1/8 1/4 Mile Land Use & Development 0 5 minute walk2.5 minute walk Single Family Residential Multi-Family Residential Live/Work Units Public/Semi-Public Mixed-Use Park & Open Space Parking Garage MAIN MAIN BURLINGT ON MOCHEL CURTISS W ASHINGT ON GRO VE MAPLE Potential three-story,"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Inserted
"WARREN W ARREN BURLINGT ON NORTHERN SANT A FE RAILROAD To Chicago To Aur ora Via F airview Via Lisle"

Text Replaced
[Old]: "building with storefronts accessible from Main Street."
[New]: "Former bank building developed with TOD principles, creating a terminating vista"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Inserted
"GILBERT"

Text Deleted
"Grove & Main An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street."

Text Inserted
"Downers Grove Comprehensive Plan | Key Focus Area Plans 107"

Key Focus Areas

# Downtown Catalyst Sites

### B1 Main & Warren

This site presents an opportunity to redevelop an auto-oriented strip center and a one-story building into a multi-story, mixed-use development. Complementing this development, this site could accommodate a parking structure catering to the Downtown employees, shoppers and commuters along Forest Avenue.

### B2 Washington & Warren

This area provides an important transition from residential areas to the north to the Downtown. This site provides an opportunity to provide additional multi-family, office, mixed-use or parking.

### B3 AT&T Switching Station Parking Lot

This parking lot next to the AT&T Switching Station holds redevelopment potential. This site is ideally located for residential or for parking on the north side of the tracks to serve commuters and businesses. The parking lot is underutilized during the middle of the workday. The Village should explore how much of the lot is used by AT&T and see if it would be feasible to acquire.

### B4 Post Office Operations

The post office provides an important civic function and a vital traffic-generator for the Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain Downtown.

### B5 Curtiss & Washington

Parcels on the northeast corner of Curtiss Street and Washington Street have been approved for redevelopment. This will include 48 apartments between two buildings at the northeast corner of this intersection. The north half of this catalyst site remains an ideal location for a mixed-use TOD development with residential above retail or for a dense multi-story residential development.

### B6 Masonic Temple Parking Lot

The parking lot west of the Masonic Temple has development potential to add more housing units and commercial space in the downtown. Currently, the lot is underutilized and has a drive-thru structure that is no longer in use. Any building constructed on this site should be set back as to not disrupt the view of the Masonic Temple, which is a landmark within the Downtown.

### B7 Grove & Main

An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street.

### B8 Maple & Main

This intersection is the southern gateway into the Downtown. Except for the historic building on the southwest corner, the condition, setback and/or orientation of the buildings surrounding this intersection do not contribute to creating a true gateway. Consider preserving the historic blacksmith shop at the southwest corner.



Page: 112

Text Inserted
"Key Focus Areas"

Text Inserted
"Downtown Catalyst Sites"

Text Deleted
"9"

Text Replaced
[Old]: "The post office provides an important civic function and a vital traffic-generator for Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain"
[New]: "This area provides an important transition from residential areas to the north to the Downtown. This site provides an opportunity to provide additional multi-family, o˜ce, mixed-use or parking. AT&T Switching Station Parking Lot This parking lot next to the AT&T Switching Station holds redevelopment potential. This site is ideally located for residential or for parking on the north side of the tracks to serve commuters and businesses. The parking lot is underutilized during the middle of the workday. The Village should explore how much of the lot is used by AT&T and see if it would be feasible to acquire. Post O˜ce Operations The post o˜ce provides an important civic function and a vital tra˜c-generator for the Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck tra˜c Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post o˜ce site. The retail function of the post o˜ce should remain Downtown."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".
Font-color changed.

Text Inserted
"Grove & Main An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street."

Text Replaced
[Old]: "accomodate"
[New]: "accommodate"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".
Font-color changed.

Text Inserted
"the"

Text Deleted
"10"

Text Inserted
"Curtiss & Washington"

Text Inserted
"Parcels on the northeast corner of Curtiss Street and Washington Street have been approved for redevelopment. This will include 48 apartments between two buildings at the northeast corner of this intersection. The north half of this catalyst site remains an ideal location for a mixed-use TOD development with residential above retail or for a dense multi-story residential development. Masonic Temple Parking Lot The parking lot west of the Masonic Temple has development potential to add more housing units and commercial space in the downtown. Currently, the lot is underutilized and has a drive-thru structure that is no longer in use. Any building constructed on this site should be set back as to not disrupt the view of the Masonic Temple, which is a landmark within the"

Text Inserted
"the"

Text Replaced
[Old]: "The Village-owned surface parking lot on the northeast corner"
[New]: "Consider preserving the historic blacksmith shop at the southwest corner."

Comments from page 112 continued on next page

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".
Font-color changed.

Text Deleted
"16"

Text Inserted
"108 Key Focus Area Plans | Downers Grove Comprehensive Plan"

Key Focus Areas

# Downtown Catalyst Sites

## B1 Main & Warren

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The post office provides an important civic function and a vital traffic-generator for the Downtown. Consideration should be given to splitting the retail and service functions from the delivery operations in order to minimize truck traffic Downtown. Removing the truck operations/parking would also create a potential redevelopment site on the west side of the post office site. The retail function of the post office should remain Downtown.

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An underutilized, one-story building and the neighboring surface parking lot provides a redevelopment opportunity for a stronger relationship to the historic building pattern of Downtown. A multi-story building oriented towards Main Street maintains the streetwall and provides a sense of enclosure. Parking could be provided in the rear of the building where access presently exists, with a pedestrian arcade or alley providing access to Main Street. A building with a high-quality of architecture would provide a terminating vista for Grove Street.

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This intersection is the southern gateway into the Downtown. Except for the historic building on the southwest corner, the condition, setback and/or orientation of the buildings surrounding this intersection do not contribute to creating a true gateway. Consider preserving the historic blacksmith shop at the southwest corner.

Page: 113

Text Inserted
"TO OGDEN AVENUE"

Text Inserted
"FRANKLIN SARA TOGA WARREN BURLINGT ON NORTHERN SANTA FE RAILROAD To Aurora Via Lisle T o Chicago Via Fairview"

Text Inserted
"B3 B1 B2"

Text Inserted
"BURLINGT ON B5 MOCHEL B4 CURTISS B6 W ASHINGT ON B7 GRO VE MAPLE B8"

Text Inserted
"GILBERT TO 63RD STREET 0 1/16 1/8 1/4 Mile Recommendations 0 5 minute walk2.5 minute walk Catalyst Redevelopment Opportunity"

Text Inserted
"Downers Grove Comprehensive Plan | Key Focus Area Plans 109"



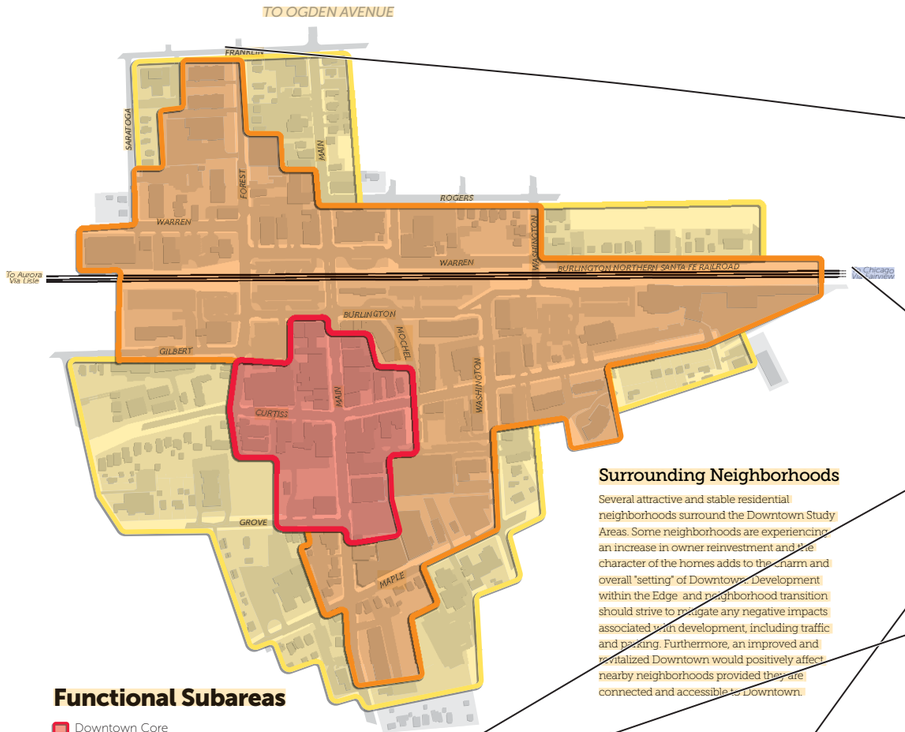

## Recommendations

Catalyst Redevelopment Opportunity

Key Focus Areas

# **Downtown** Functional Subareas

Downtown is often referred to, and treated as, a single place. While it is true that Downtown is a unique destination in the community, it is actually comprised of several distinct areas, with different form, uses, conditions, characteristics and potentials. The Downtown Subarea Plan addresses the specific needs of each "Functional Subarea" area and establishes recommendations for the improvement and enhancement of each area in the future, including appropriate uses and intensities.




## Functional Subareas

- Downtown Core
- Downtown Edge
- Downtown Transition

## Surrounding Neighborhoods

Several attractive and stable residential neighborhoods surround the Downtown Study Areas. Some neighborhoods are experiencing an increase in owner reinvestment and the character of the homes adds to the charm and overall "setting" of Downtown. Development within the Edge and neighborhood transition should strive to mitigate any negative impacts associated with development, including traffic and parking. Furthermore, an improved and revitalized Downtown would positively affect nearby neighborhoods provided they are connected and accessible to Downtown.



Page: 114

Text Inserted
"Key Focus Areas"

Text Replaced
[Old]: "is a key site for infill development which would create a strong presence as a gateway into Downtown. The recently-constructed parking garage likely offsets any lost public parking resulting from development of the surface lot. This area provides"
[New]: "To Aurora Via Lisle Downtown Functional Subareas Downtown is often referred to, and treated as, a single place. While it is true that Downtown is a unique destination in the community, it is actually comprised of several distinct areas, with di•erent form, uses, conditions, characteristics and potentials. The Downtown Subarea Plan addresses the specific needs of each "Functional Subarea" area and establishes recommendations for the improvement and enhancement of each area in the future, including appropriate uses and intensities. TO OGDEN AVENUE"

Font "Bergamo" changed to "MuseoSans-100Italic".
Font-size "9.5" changed to "5.1311".
Font-color changed.

Text Replaced
[Old]: "an important transition from residential areas to the north to Downtown. Complementing recent multi-family residential development along Warren, this site provides an opportunity to provide additional multi-family, office, mixed-use or parking. 13"
[New]: "SARA T OGA FOREST FRANKLIN MAIN MAIN ROGERS WARREN W ASHINGT ON WARREN MOCHEL BURLINGT ON NORTHERN SANT A FE RAILROAD W ASHINGT ON BURLINGT ON GILBERT CURTISS Surrounding Neighborhoods Several attractive and stable residential neighborhoods surround the Downtown Study Areas. Some neighborhoods are experiencing an increase in owner reinvestment and the character of the homes adds to the charm and overall "setting" of Downtown. Development within the Edge and neighborhood transition should strive to mitigate any negative impacts associated with development, including tra•c and parking. Furthermore, an improved and revitalized Downtown would positively a•ect nearby neighborhoods provided they are connected and accessible to Downtown. GRO VE MAPLE Functional Subareas Downtown Edge Downtown Transition TO 63RD STREET"

Font "Bergamo" changed to "MuseoSans-500Italic".
Font-size "9.5" changed to "-0.116379".
Font-color changed.

Text Inserted
"To Chicago Via F airview"

Text Deleted
"Curtiss & Washington"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 104"
[New]: "110 Key Focus Area Plans |"

Font "Bergamo" changed to "MuseoSlab-100".

## Downtown Core

The Downtown Core is focused around the intersection of Curtiss Street and Main Street. It represents the largest concentration of the shopping and dining opportunities that exist in Downtown. While the Core is fully developed, there are opportunities for improvement and redevelopment that respects the height and character of the downtown.

### Land Uses

**Residential.** Residential uses should not be considered a required component of the Downtown Core, however they can be an upper floor component of mixed-use buildings.

**Retail.** Retail uses should be promoted within all areas of the Downtown Core.

**Entertainment.** Entertainment uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout.

**Office.** Office uses should be encouraged as an upper floor component of mixed-use buildings within the Downtown Core.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core.

**Public Uses.** Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting primarily office functions should be treated like office land uses.

### Built Form

The built form of the Downtown Core should consist of buildings at or near the sidewalk and front property line. A zero-foot side yard setback should be strictly enforced to help establish and maintain a continuous streetwall. Building height should be respectful of existing structures and not exceed three stories. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys.

## Downtown Edge

The Downtown Edge is an area that exhibits some characteristics of the Downtown Core and some characteristics of the Neighborhood Transition. The Edge should include an urban fabric near the Core and a suburban fabric further from the Core. Although the Downtown Edge is fully developed, there are significant opportunities for improvement, redevelopment, and use intensification.

### Land Uses

**Residential.** Residential uses should be encouraged as a component of mixed-use buildings within the Edge. Dense residential development, including multi-story residential buildings should also be considered appropriate.

**Retail.** Retail uses should first be directed to the Downtown Core before developing within the Edge. Retail uses in the Edge should be focused near the Downtown Core.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge.

**Office.** Office uses should be encouraged as a component of mixed-use buildings within the Edge; however like residential, office uses on the ground floor should be permitted.

**Public Uses.** Public uses should be considered appropriate within the Edge.

### Built Form

The Downtown Edge is uniquely located adjacent to the Downtown Core with denser, commercial development and the Neighborhood Transition and residential neighborhoods with residential characteristics. As such, the location of edge properties should play a role in the built form. For those Edge properties nearer the core, buildings should exhibit core characteristics, such as larger buildings at, or near the sidewalk and front property lines and a continuous streetwall.

For those Edge properties near the Neighborhood Transition and surrounding residential neighborhoods, buildings should exhibit these characteristics. Buildings may be larger but should include front and side setbacks to create open green space around the buildings. Parking in these areas should be provided on-street or in the rear of the buildings accessed by entry drives or side streets. Surface parking lots should follow the Village's landscaping and screening requirements.

## Downtown Transition

The areas outside of the Downtown Core and Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown.

### Land Uses

**Residential.** All types of residential uses are appropriate in the Downtown Transition Area.

**Retail.** Retail uses should not be encouraged in the Downtown Transition area. Retail uses should be directed to the Downtown Core and Edge.

**Service.** Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an office function may be appropriate, but should be considered on a case-by-case basis.

**Office.** Low intensity and professional office uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area.

**Public Uses.** Public uses should be considered appropriate within the Downtown Transition area.

### Built Form

The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space. The building should also be setback from side property lines to create a side yard. This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.



Page: 115

Text Replaced
[Old]: "Potential Redevelopment of Sites 15 & 16 The south end of Main Street, including its intersection with Maple Avenue represents some of Downtown's best opportunities for improvement. While the north end of Downtown has experienced significant redevelopment, the south end has seen only a modest amount of reinvestment. Despite its proximity to the new parking deck, the south end of Downtown lacks the density found in"
[New]: "of primarily o•ce functions should be treated like o•ce land uses. Built Form The built form of the Downtown Core should consist of buildings at or near the sidewalk and front property line. A zero-foot side yard setback should be strictly enforced to help establish and maintain a continuous streetwall. Building height should be respectful of existing structures and not exceed three stories. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys. Downtown Edge The Downtown Edge is an area that exhibits some characteristics of the Downtown Core and some characteristics of the Neighborhood Transition. The Edge should include an urban fabric near the Core and a suburban fabric further from the Core. Although the Downtown Edge is fully developed, there are significant opportunities for improvement, redevelopment, and use intensification. Land Uses Residential. Residential uses should be encouraged as a component of mixed-use buildings within the Edge. Dense residential development, including multi-story residential buildings should also be considered appropriate. Retail. Retail uses should first be directed to the Downtown Core before developing within the Edge. Retail uses in the Edge should be focused near the Downtown Core. Service. Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge. O¯ce. O•ce uses should be encouraged as a component of mixed-use buildings within the Edge; however like residential, o•ce uses on the ground floor should be permitted. Public Uses. Public uses should be considered appropriate within the Edge. Built Form The Downtown Edge is uniquely located adjacent to the Downtown Core with denser, commercial development and the Neighborhood Transition and residential neighborhoods with residential characteristics. As such, the location of edge properties should play a role in the built form. For those Edge properties nearer the core, buildings should exhibit core characteristics, such as larger buildings at, or near the sidewalk and front property lines and a continuous streetwall. For those Edge properties near the Neighborhood Transition and surrounding residential neighborhoods, buildings should exhibit these characteristics. Buildings may be larger but should include front and side setbacks to create open green space around the buildings. Parking in these areas should be provided on-street or in the rear of the buildings accessed by entry drives or side streets. Surface parking lots should follow the Village's landscaping and screening requirements. Downtown Transition The areas outside of the Downtown Core and Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown. Land Uses Residential. All types of residential uses are appropriate in the Downtown Transition Area. Retail. Retail uses should not be encouraged in the Downtown Transition area. Retail uses should be directed to the Downtown Core and Edge. Service. Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an o•ce function may be appropriate, but should be considered on a case-by-case basis. O¯ce. Low intensity and professional o•ce uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area. Public Uses. Public uses should be considered appropriate within the Downtown Transition area. Built Form The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space. The building should also be setback from side property lines to create a side yard. This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods."

Font "Function-Bold" changed to "MuseoSlab-100".
Font-size "12" changed to "6.99471".
Font-color changed.

Text Inserted
"Downtown Core The Downtown Core is focused around"

Text Replaced
[Old]: "Parcels on the northeast corner"
[New]: "the intersection"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "6.99471".
Font-color changed.

Text Replaced
[Old]: "Washington Street could be assembled to create a 1.5 acre redevelopment site. Proximity to the train station makes this site an ideal location for a mixed-use TOD with residential above ground floor retail."
[New]: "Main Street. It represents the largest concentration of the shopping and dining opportunities that exist in Downtown. While the Core is fully developed, there are opportunities for improvement and redevelopment that respects the height and character of the downtown. Land Uses Residential. Residential uses should not be considered a required component of the Downtown Core, however they can be an upper floor component of mixed-use buildings. Retail. Retail uses should be promoted within all areas of the Downtown Core. Entertainment. Entertainment

Comments from page 115 continued on next page

## Downtown Core

The Downtown Core is focused around the intersection of Curtiss Street and Main Street. It represents the largest concentration of the shopping and dining opportunities that exist in Downtown. While the Core is fully developed, there are opportunities for improvement and redevelopment that respects the height and character of the downtown.

### Land Uses

**Residential.** Residential uses should not be considered a required component of the Downtown Core, however they can be an upper floor component of mixed-use buildings.

**Retail.** Retail uses should be promoted within all areas of the Downtown Core.

**Entertainment.** Entertainment uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout.

**Office.** Office uses should be encouraged as an upper floor component of mixed-use buildings within the Downtown Core.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core.

**Public Uses.** Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting primarily office functions should be treated like office land uses.

### Built Form

The built form of the Downtown Core should consist of buildings at or near the sidewalk and front property line. A zero-foot side yard setback should be strictly enforced to help establish and maintain a continuous streetwall. Building height should be respectful of existing structures and not exceed three stories. Parking should be provided on-street, in public lots, the Parking Deck, or in the rear of buildings accessed by side streets and rear alleys.

## Downtown Edge

The Downtown Edge is an area that exhibits some characteristics of the Downtown Core and some characteristics of the Neighborhood Transition. The Edge should include an urban fabric near the Core and a suburban fabric further from the Core. Although the Downtown Edge is fully developed, there are significant opportunities for improvement, redevelopment, and use intensification.

### Land Uses

**Residential.** Residential uses should be encouraged as a component of mixed-use buildings within the Edge. Dense residential development, including multi-story residential buildings should also be considered appropriate.

**Retail.** Retail uses should first be directed to the Downtown Core before developing within the Edge. Retail uses in the Edge should be focused near the Downtown Core.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge.

**Office.** Office uses should be encouraged as a component of mixed-use buildings within the Edge; however like residential, office uses on the ground floor should be permitted.

**Public Uses.** Public uses should be considered appropriate within the Edge.

### Built Form

The Downtown Edge is uniquely located adjacent to the Downtown Core with denser, commercial development and the Neighborhood Transition and residential neighborhoods with residential characteristics. As such, the location of edge properties should play a role in the built form. For those Edge properties nearer the core, buildings should exhibit core characteristics, such as larger buildings at, or near the sidewalk and front property lines and a continuous streetwall.

For those Edge properties near the Neighborhood Transition and surrounding residential neighborhoods, buildings should exhibit these characteristics. Buildings may be larger but should include front and side setbacks to create open green space around the buildings. Parking in these areas should be provided on-street or in the rear of the buildings accessed by entry drives or side streets. Surface parking lots should follow the Village's landscaping and screening requirements.

## Downtown Transition

The areas outside of the Downtown Core and Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown.

### Land Uses

**Residential.** All types of residential uses are appropriate in the Downtown Transition Area.

**Retail.** Retail uses should not be encouraged in the Downtown Transition area. Retail uses should be directed to the Downtown Core and Edge.

**Service.** Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an office function may be appropriate, but should be considered on a case-by-case basis.

**Office.** Low intensity and professional office uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area.

**Public Uses.** Public uses should be considered appropriate within the Downtown Transition area.

### Built Form

The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space. The building should also be setback from side property lines to create a side yard. This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.



uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout. O˜ce. O•ce uses should be encouraged as an upper floor component of mixed-use buildings within the Downtown Core. Service. Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core. Public Uses. Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting"

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Key Focus Areas

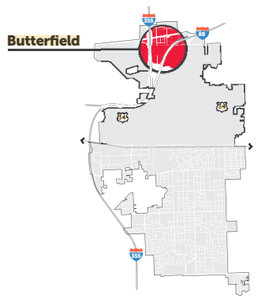
# Butterfield

The Finley Road/Butterfield Road area is comprised of shopping centers, stand-alone restaurants and office development of varying heights. Its proximity to I-88 and I-355 provides unparalleled access and visibility and is a key gateway into the Village of Downers Grove. Demand has remained strong as vacancies are filled relatively quickly. This area, more than other parts of the Village, must be aggressive in maintaining its competitiveness in the regional office and retail markets. Neighboring municipalities have taken dramatic actions to maintain and enhance their standing, including the use of tax increment financing (TIF), targeted property redevelopment, and strategic marketing campaigns.

The more successful office developments in this subarea have invested significantly in structured parking, high-quality signage and extensive landscaping. These sites provide best practices for improving the office market overall whether such improvements occur as part of an overall redevelopment or as part of modernization efforts.

## Key Concepts

- Identify opportunities for shared, structured parking to reduce the amount of land area dedicated to surface parking lots.
- Work cooperatively with the Village of Lombard to create a single identity for the industrial properties to the north of Butterfield Road and jointly market them.
- Explore creating a TIF district to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate comprehensive redevelopment of commercial uses between Highland and Finley.
- Support and encourage the redevelopment or modernization of the area's Class C office buildings that are functionally obsolete, cannot compete with nearby office developments, and detract from Downers Grove's overall character.
- Promote Highland Landmark as a model site for office development and replicate the elements that contribute to its success should office areas redevelop.
- Explore consolidating all retail uses to the south side of Butterfield as a component of a life-style center redevelopment to better compete with other retail destinations in nearby communities.
- Promote stand-alone, independent big-box retail on the north side of Butterfield Road and/or the expansion of the Oak Grove Commons industrial area.
- Work with IDOT to improve the intersection of Highland and Butterfield, including consideration for creating a complete interchange by providing westbound access to I-88.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials.








Page: 116

Text Inserted
"Key Focus Areas"

Text Replaced
[Old]: "other parts of Downtown and the gaps in the streetwall and retail storefronts are detrimental to its character and vibrancy. Highlighted on this page are examples of different alternatives for some of the key sites in the south end of Downtown, illustrating potential catalytic developments that seek to improve Downtown's appearance and function. The one-story commercial building currently occupied by Subway and medical offices, along with its associated parking (Site 15), represents one of the most underutilized sites in all of Downtown. The site has"
[New]: "Butterfield The Finley Road/Butterfield Road area is comprised of shopping centers, stand-alone restaurants and o•ce development of varying heights. Its proximity to I-88 and I-355 provides unparalleled access and visibility and is a key gateway into the Village of Downers Grove. Demand has remained strong as vacancies are filled relatively quickly. This area, more than other parts of the Village, must be aggressive in maintaining its competitiveness in the regional o•ce and retail markets. Neighboring municipalities have taken dramatic actions to maintain and enhance their standing, including the use of tax increment financing (TIF), targeted property redevelopment, and strategic marketing campaigns. The more successful o•ce developments in this subarea have invested significantly in structured parking, high-quality signage and extensive landscaping. These sites provide best practices for improving the Key Concepts › Identify opportunities for shared, › Explore consolidating all retail uses to structured parking to reduce the amount of land area dedicated to surface parking lots. › Work cooperatively with the Village of the south side of Butterfield as a component of a life-style center redevelopment to better compete with other retail destinations in nearby communities. Lombard to create a single identity for the industrial properties to the north of Butterfield Road and jointly market them. › Explore creating a TIF district to fund › Promote stand-alone, independent big-box retail on the north side of Butterfield Road and/or the expansion of the Oak Grove Commons industrial area. necessary property and infrastructure improvements and possibly to assemble property to facilitate comprehensive redevelopment of commercial uses between Highland and Finley. › Work with IDOT to improve the intersection of Highland and Butterfield, including consideration for creating a complete interchange by providing westbound access to I-88. › Support and encourage the redevelopment or modernization of the area's Class C office buildings that are functionally obsolete, cannot compete with nearby office developments, and detract from Downers Grove's overall character. › Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials. o•ce market overall whether such improvements occur as part of an overall redevelopment or as part of modernization e‹orts. › Promote Highland Landmark as a model site for office development and replicate the elements that contribute to its success should office areas redevelop. Butterfield 34 34"

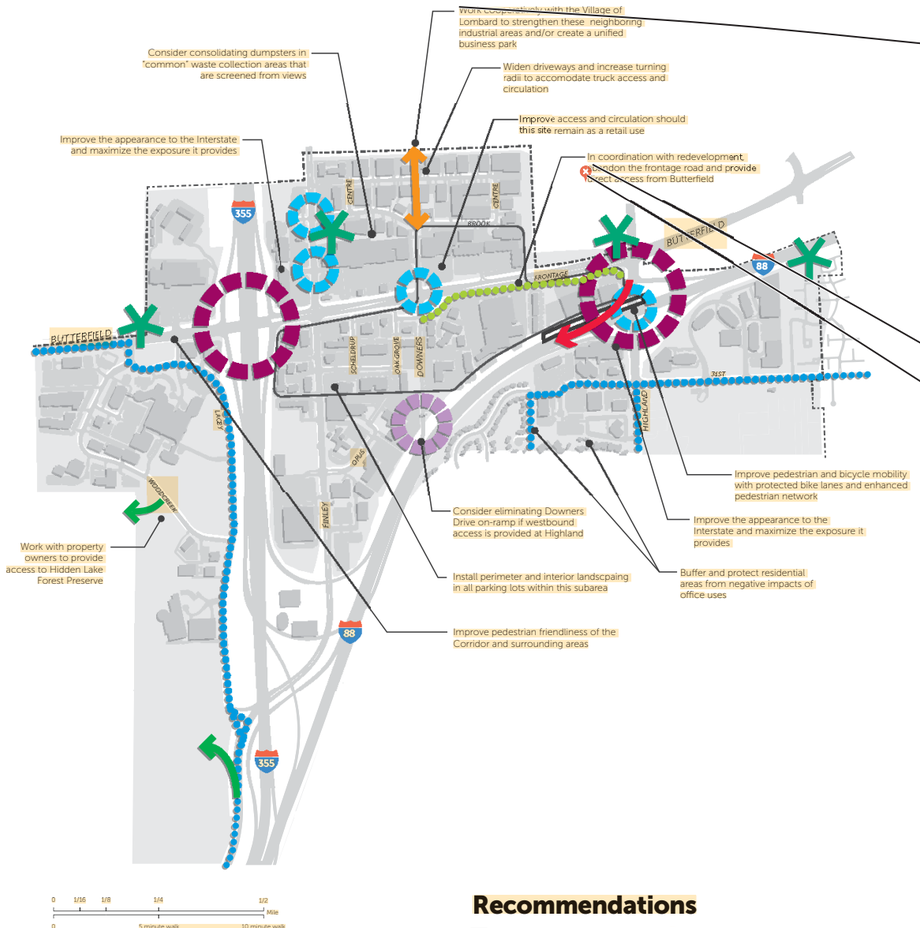
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Font-color changed.

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

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Text Inserted
"112 Key Focus Area Plans |"

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"Page 107"




## Recommendations

- Potential TIF District
- Butterfield Frontage Road
- Gateway/Directory Signage
- Interstate Interchange
- Potential Elimination of Existing Interchagne
- Westbound I-88 Access
- Connection to Lombard
- Improved Pedestrian Crossing
- Village-Proposed Bicycle Route
- Explore connections to Hidden Lake Forest Preserve
- Municipal Boundary



## Page: 117

Text Replaced
[Old]: "the capacity to accommodate a multi-story mixed use development, with a pedestrian arcade connecting to the Village's parking deck along with on-site parking that could be provided behind the building. 9: KEY FOCUS AREA PLANS"
[New]: "Work cooperatively with the Village of Lombard to strengthen these neighboring industrial areas and/or create a unified business park Consider consolidating dumpsters in "common" waste collection areas that are screened from views Widen driveways and increase turning radii to accomodate truck access and circulation Improve access and circulation should this site remain as a retail use Improve the appearance to the Interstate and maximize the exposure it provides In coordination with redevelopment, abandon the frontage road and provide BUT TERFIELD BUT TERFIELD FINLEY CENTRE OPUS SCHELDR UP OAK GRO VE 31ST DO WNERS CENTRE Improve pedestrian and bicycle mobility with protected bike lanes and enhanced pedestrian network W OODCREEK FRONT A GE Consider eliminating Downers Drive on-ramp if westbound access is provided at Highland Improve the appearance to the Interstate and maximize the exposure it provides Work with property owners to provide access to Hidden Lake Forest Preserve Bu,er and protect residential areas from negative impacts of Install perimeter and interior landscpaing in all parking lots within this subarea o™ce uses HIGHL AND L A CEY Improve pedestrian friendliness of the Corridor and surrounding areas 88 355 0 1/16 1/8 1/4 1/2 Recommendations Mile 0 10 minute walk5 minute walk Potential TIF District Butterfield Frontage Road Connection to Lombard Improved Pedestrian Crossing Gateway/Directory Signage Village-Proposed Bicycle Route Interstate Interchange Explore connections to Hidden Lake Forest Preserve Potential Elimination of Existing Interchagne Westbound I-88 Access Municipal Boundary"

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"KEY FOCUS AREAS"

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS"
[New]: "direct access from Butterfield"

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Key Focus Areas

# Butterfield Catalyst Sites

### C1 Esplanade

Previously approved as part of a Planned Unit Development, these sites have not yet developed. With excellent visibility and access, these parcels could accommodate additional office development, restaurants or retail.

### C2 Southeast Corner of Finley &Butterfield

Southeast corner of Finley Road and Butterfield Road This site is currently improved with a hotel and a restaurant surrounded by surface parking which fail to capitalize on its proximity to the interstate and the access and exposure it provides. Given the site's high visibility and proximity to I-355, any redevelopment should occur in a manner that "holds the corner" by orienting new development towards the intersection.

### C3 Office Area

This area is currently improved with single-story Class C office space. It is possible that the value of the land may exceed the value of the improvements which will put redevelopment pressure on this area. The opportunity exists to create new Class A office space or additional retail development in this area to better compete with neighboring communities.

### C4 North Side of Butterfield

Troubled by poor topography and access, this site may face redevelopment pressure if new retail develops to the south or if additional demand for light industrial/business park uses occurs. Multi-tenant commercial development within the site has not been successful and the area could be comprehensively redeveloped with large format, stand alone development to achieve better success.

### C5 University Plaza

University Plaza is the principal use for this site, a multi-tenant shopping center with a high vacancy rate. Due to the condition of the building and site, and the mix of incompatible uses, this center is quickly outliving its useful life as currently developed. Presented with the right opportunity, this site could be combined with the Red Roof Inn parcels to the east to create a larger redevelopment site.



Page: 118

Text Inserted
"Key Focus Areas"

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[Old]: "Catalyst SitesCatalyst SitesCatalyst SitesCat

Key Focus Areas

# **Butterfield** Catalyst Sites

## C1 Esplanade

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"Red Roof Inn"

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"Given the site's high visibility and proximity to I-355, any redevelopment should occur in a manner that "holds the corner" by orienting new development towards the intersection."

Text Inserted
"114 Key Focus Area Plans | Downers Grove Comprehensive Plan"




## Recommendations

Catalyst Redevelopment Opportunity

Page: 119

Text Replaced
[Old]: "This area"
[New]: "L A CEY W OODCREEK FRONT A GE C4 BUT TERFIELD BUT TERFIELD OPUS C5 C3 DO WNERS CENTRE"

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"HIGHL AND 31ST"

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"FINLEY"

Text Inserted
"0 1/16 1/8 1/4 1/2 Recommendations Mile 0 10 minute walk5 minute walk Catalyst Redevelopment Opportunity"

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"Downers Grove Comprehensive Plan | Key Focus Area Plans 115"

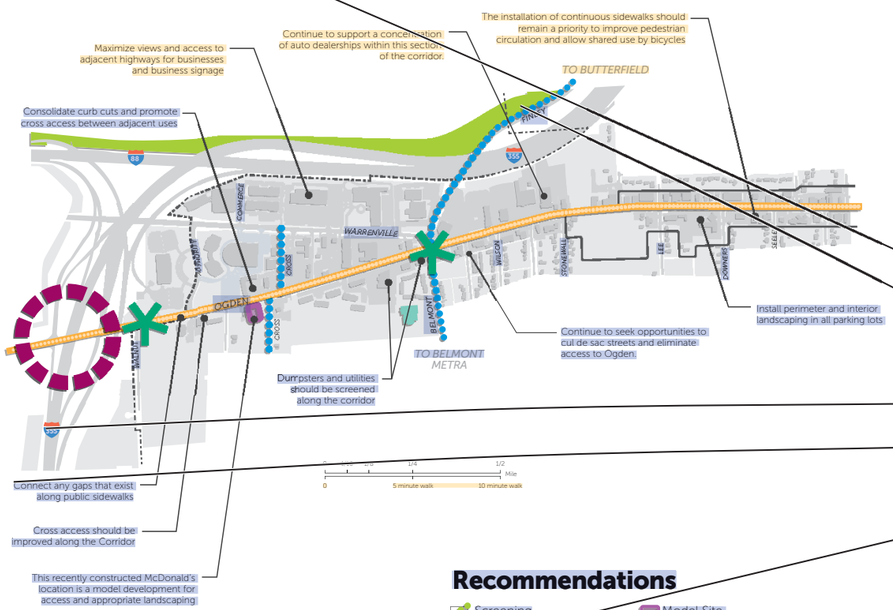
Key Focus Areas

# Ogden Avenue

With an average traffic count of 32,000-33,000 vehicles trips per day through Downers Grove, Ogden Avenue is firmly established as an auto-dominated corridor in terms of its traffic volume, design, development pattern, scale and land use. Ogden Avenue is one of only two areas in the Village with an established TIF district, which can be used to fund and incentivize improvements to the area. The Village received federal grants to install sidewalks the entire length of Ogden Avenue and to reduce the number of curb cuts, which will go a long way to address some of the major pedestrian circulation and accessibility concerns along the corridor.

Ogden Avenue lacks any clear identity in terms of signage, wayfinding, landscaping, pedestrian facilities, or overall appearance and is not reflective of the character of the larger Downers Grove community. Parcels in several areas of the corridor are characterized by shallow lot depths with parking along the street in front of buildings. Few adjacent lots are connected to each other through cross-access, thereby forcing customers onto Ogden Avenue to visit neighboring/adjacent commercial sites.

The western end of Ogden Avenue is a community gateway that benefits from its strategic location along Interstate 88 and Interstate 355. It is characterized by larger parcels and a concentration of office uses and automobile dealerships, which, because of the interstates, can serve a large regional market. Towards the east, the corridor is influenced by surrounding civic, institutional, and medical uses. The western end of Ogden Avenue should continue to leverage its strategic location and should be reserved for uses that require and benefit from customers and employees from beyond Downers Grove.




## Recommendations

- Screening
- Gateway/Directory Signage
- Village-Proposed Bicycle Route
- Right-of-Way Improvement
- Model Site
- Institutional/Public
- Interstate Interchange
- Existing TIF District
- Muncipal Boundary



Page: 120

Text Inserted
"Key Focus Areas"

Text Replaced
[Old]: "is currently improved with single-story Class C office space."
[New]: "Ogden Avenue With an average trafic count of 32,000-33,000 vehicles trips per day through Downers Grove, Ogden Avenue is firmly established as an auto-dominated corridor in terms of its trafic volume, design, development pattern, scale and land use. Ogden Avenue is one of only two areas in the Village with an established TIF district, which can be used to fund and incentivize improvements to the area."

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Text Replaced
[Old]: "opportunity exists to create new Class A office space or additional retail development in this area to better compete with neighboring communities. Butterfield Road This site is currently improved with a hotel and a restaurant surrounded by surface parking which fail to capitalize on its proximity to the interstate and"
[New]: "Village received federal grants to install sidewalks the entire length of Ogden Avenue and to reduce the number of curb cuts, which will go a long way to address some of the major pedestrian circulation and accessibility concerns along the corridor. Ogden Avenue lacks any clear identity in terms of signage, wayfinding, landscaping, pedestrian facilities, or overall appearance and is not reflective of the character of the larger Downers Grove community. Parcels in several areas of the corridor are characterized by shallow lot depths with parking along the street in front of buildings. Few adjacent lots are connected to each other through cross-access, thereby forcing customers onto Ogden Avenue to visit neighboring/adjacent commercial sites. The western end of Ogden Avenue is a community gateway that benefits from its strategic location along Interstate 88 and Interstate 355. It is characterized by larger parcels and a concentration of ofice uses and automobile dealerships, which, because of the interstates, can serve a large regional market. Towards the east, the corridor is influenced by surrounding civic, institutional, and medical uses. The western end of Ogden Avenue should continue to leverage its strategic location and should be reserved for uses that require and benefit from customers and employees from beyond Downers Grove. The installation of continuous sidewalks should remain a priority to improve pedestrian circulation and allow shared use by bicycles Continue to support a concentration of auto dealerships within this section of the corridor. Maximize views and access to adjacent highways for businesses and business signage TO BUTTERFIELD 0 10 minute walk5 minute walk"

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"It is possible that the value of the land may exceed the value of the improvements which will put redevelopment pressure on this area."

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"W ALNUT U T C OMMERCE CROSS WILSON Consolidate curb cuts and promote cross access between adjacent uses 88 355 ST ONEW ALL W ARRENVILLE LEE Y T I R O H OGDEN Install perimeter and interior landscaping in all parking lots BELMONT FINLEY DO WNERS Continue to seek opportunities to cul de sac streets and eliminate access to Ogden. TO BELMONT Dumpsters and utilities should be screened along the corridor"

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"355"

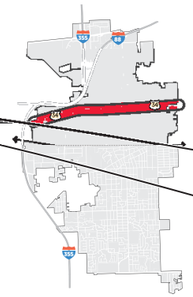
Text Inserted
"Connect any gaps that exist along public sidewalks Cross access should be improved along the Corridor This recently constructed McDonald's location is a model development for access and appropriate landscaping Recommendations Screening Model Site Institutional/Public Interstate Interchange Existing TIF District Muncipal Boundary Gateway/Directory Signage Village-Proposed Bicycle Route Right-of-Way Improvement"

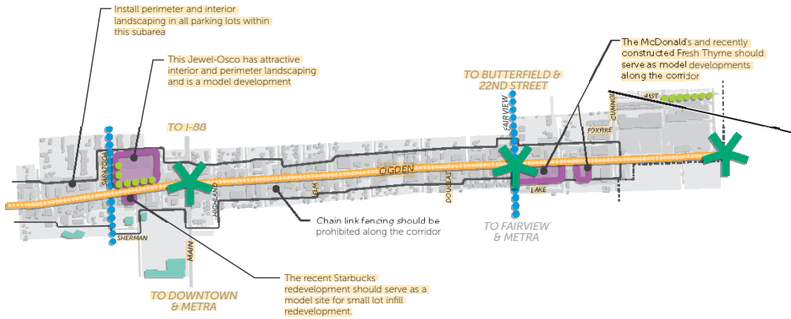
Text Inserted
"116 Key Focus Area Plans | Downers Grove Comprehensive Plan"

Main Street is an important north-south connection from the Interstate to downtown and the Main Street Metra Station. The intersection of Ogden Avenue and Main Street should be enhanced as a gateway into the community and should complement existing uses with additional medical office uses.

The eastern end of Ogden Avenue is anchored by two large neighborhood shopping centers with grocery store anchors. This concentration of retail provides goods and services targeted at neighboring residential areas. Fairview Avenue is a minor arterial that provides an important north-south connection for Downers Grove.

To the south, Fairview connects with the Fairview Metra Station and to the north (as it becomes Meyers Road) it connects to Oak Brook with regional shopping destinations such as Fountain Square. Although located along a regional corridor, this section of Ogden Avenue provides an excellent location to offer necessary "close to home" shopping for everyday goods and services for Downers Grove residents.




## Key Concepts

- Encourage commercial expansion by increasing lot depth on a case-by-case basis given location, context, use, and screening.
- Maximize exposure and access to I-88 and I-355 without comprising Village character or identity.
- Consider the use of cul-de-sacs for selected residential streets that currently have access to Ogden Avenue in order to create additional buffering for adjacent residential areas and a potential incentive for better commercial development.
- Parking lot screening and interior landscaped islands are required and should be enforced consistently.
- Buffer nearby residential areas from the impacts of commercial use (such as noise, light, and traffic) through the use of landscaping and screening.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Dumpster enclosures and dumpster screening is required and should be enforced consistently.
- The reduction of curb cuts and the use of shared access agreements (internal cross access) can significantly improve circulation along Ogden Avenue.
- Beautification of Ogden Avenue should be a priority and can be achieved through the installation of streetscape elements and street trees and burying overhead utility lines.
- Install/enhance gateway features such as signage and landscaping at key intersections (Ogden and Finley & Ogden and Main) that "announce" entry into the Downers Grove community.
- Zoning is a tool that can be used to protect an area's character by regulating the type and location of land uses that may be detrimental to or incompatible with the area.



## Page: 121

Text Replaced
[Old]: "and exposure it provides."
[New]: "Main Street is an important north-south connection from the Interstate to downtown and the Main Street Metra Station. The intersection of Ogden Avenue and Main Street should be enhanced as a gateway into the community and should complement existing uses with additional medical ofice uses. To the south, Fairview connects with the Fairview Metra Station and to the north (as it becomes Meyers Road) it connects to Oak Brook with regional shopping destinations such as Fountain Square. Although located along a regional corridor, this section"

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"Given the site's high visibility and proximity to I-355, any redevelopment should occur in a manner that "holds the corner" by orienting new development towards the intersection."

Text Replaced
[Old]: "20 North side of Butterfield 22 Highland and Butterfield The parcels making up this"
[New]: "of Ogden Avenue provides an excellent location to oier necessary "close to home" shopping for everyday goods and services for Downers Grove residents. 34 Ogden 34 Avenue The eastern end of Ogden Avenue is anchored by two large neighborhood shopping centers with grocery store anchors. This concentration of retail provides goods and services targeted at neighboring residential areas. Fairview Avenue is a minor arterial that provides an important north-south connection for Downers Grove. Install perimeter and interior landscaping in all parking lots within this subarea The McDonald's and recently constructed Fresh Thyme should serve as model developments along the corridor This Jewel-Osco has attractive interior and perimeter landscaping and is a model development TO BUTTERFIELD & 22ND STREET"

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Text Replaced
[Old]: "site are either underutilized or completely vacant. Maximizing access and"
[New]: "The recent Starbucks redevelopment should serve as a model site for small lot infill redevelopment. TO DOWNTOWN & METRA Key Concepts • Encourage commercial expansion by increasing lot depth on a case-by-case basis given location, context, use, and screening. • Buffer nearby residential areas from the impacts of commercial use (such as noise, light, and traffic) through the use of landscaping and screening. • Beautification of Ogden Avenue should be a priority and can be achieved through the installation of streetscape elements and street trees and burying overhead utility lines. • Maximize exposure and access to I-88 and I-355 without comprising Village character or identity. • Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile. • Install/enhance gateway features such as signage and landscaping at key intersections (Ogden and Finley & Ogden and Main) that "announce" entry into the Downers Grove community. • Consider the use of cul-de-sacs for selected residential streets that currently have access to Ogden Avenue in order to create additional buffering for adjacent residential areas and a potential incentive for better commercial development. • Dumpster enclosures and dumpster screening is required and should be enforced consistently. • Zoning is a tool that can be used to protect an area's character by regulating the type and location of land uses that may be detrimental to or incompatible with the area. • The reduction of curb cuts and the use of shared access agreements (internal cross access) can significantly improve circulation along Ogden Avenue. • Parking lot screening and interior landscaped islands are required and should be enforced consistently. SARA TOGA MAIN ELM DOUGL AS 41ST TO I-88 FO XFIRE OGDEN L AKE SHERMAN CUMNOR"

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"Troubled by poor topography and access, this site may face redevelopment pressure if new retail develops to the south or if additional demand for light industrial/business park uses occurs. Multi-tenant commercial development within the site has not been successful and the area could be comprehensively redeveloped with large format, stand alone development to achieve better success."

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Comments from page 121 continued on next page

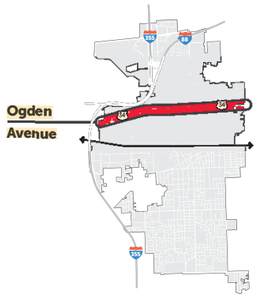
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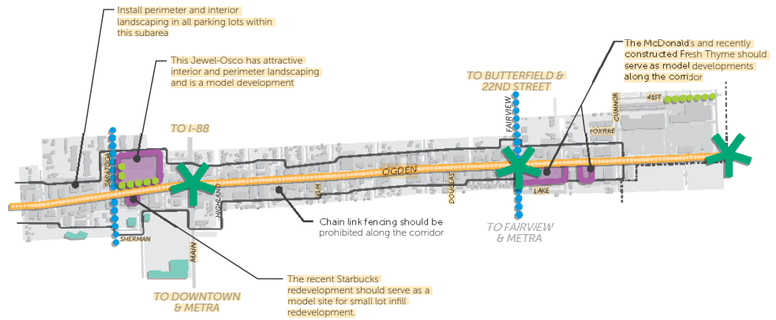
Text Inserted
"| Key Focus Area Plans 117"

Main Street is an important north-south connection from the Interstate to downtown and the Main Street Metra Station. The intersection of Ogden Avenue and Main Street should be enhanced as a gateway into the community and should complement existing uses with additional medical office uses.

The eastern end of Ogden Avenue is anchored by two large neighborhood shopping centers with grocery store anchors. This concentration of retail provides goods and services targeted at neighboring residential areas. Fairview Avenue is a minor arterial that provides an important north-south connection for Downers Grove.

To the south, Fairview connects with the Fairview Metra Station and to the north (as it becomes Meyers Road) it connects to Oak Brook with regional shopping destinations such as Fountain Square. Although located along a regional corridor, this section of Ogden Avenue provides an excellent location to offer necessary "close to home" shopping for everyday goods and services for Downers Grove residents.




## Key Concepts

- Encourage commercial expansion by increasing lot depth on a case-by-case basis given location, context, use, and screening.
- Maximize exposure and access to I-88 and I-355 without comprising Village character or identity.
- Consider the use of cul-de-sacs for selected residential streets that currently have access to Ogden Avenue in order to create additional buffering for adjacent residential areas and a potential incentive for better commercial development.
- Parking lot screening and interior landscaped islands are required and should be enforced consistently.
- Buffer nearby residential areas from the impacts of commercial use (such as noise, light, and traffic) through the use of landscaping and screening.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Dumpster enclosures and dumpster screening is required and should be enforced consistently.
- The reduction of curb cuts and the use of shared access agreements (internal cross access) can significantly improve circulation along Ogden Avenue.
- Beautification of Ogden Avenue should be a priority and can be achieved through the installation of streetscape elements and street trees and burying overhead utility lines.
- Install/enhance gateway features such as signage and landscaping at key intersections (Ogden and Finley & Ogden and Main) that "announce" entry into the Downers Grove community.
- Zoning is a tool that can be used to protect an area's character by regulating the type and location of land uses that may be detrimental to or incompatible with the area.

Key Focus Areas

# Ogden Avenue Catalyst Sites

## D1 Walnut & Ogden

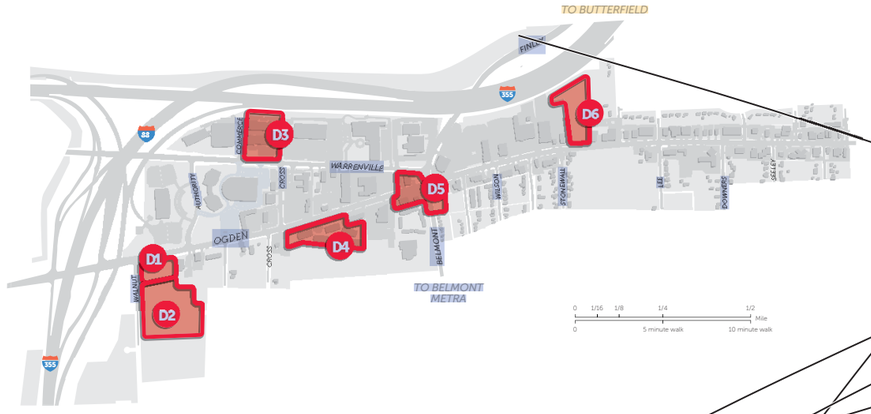
This three acres site is in close proximity to I-355 and has an opportunity to be a wetsern gateway to Downers Grove. A striking, high-quality building on this site could effectively anchor the west end of the corridor and serve as a landmark for drivers on I-355.

## D2 Park District Property on Walnut

This property was recently purchased by the Downers Grove Park District and is well-suited for a regional recreation facility due to its close proximity to I-88 and I-355.

## D3 Cross & Warrenville

The visibility for this site from I-355 provides this site with a redevelopment opportunity. The site currently has a lower-quality multi-tenant office structure. Much like adjacent structures, this site would be ideal for a high-quality office building.




## D4 Fairway Grove Condos

This site presents an opportunity to showcase the golf course through a long-term redevelopment such as a banquet facility/special event center. A redevelopment of this nature could be a perception-altering move by creating an eye-catching use for visitors and residents. It would also allow for the addition of revenue-generating uses that capitalize on the site's frontage along a significant commercial corridor within the Village and region.

## D5 Finley/Belmont & Ogden Avenue

The prominence of this intersection presents an opportunity for redevelopment and enhancement as a major gateway into the Village of Downers Grove. Parcels in this area are underutilized and are characterized by large surface parking lots that exceed demand for the current uses. Through parcel assembly on the south side of Ogden, it is possible to create larger sites attractive for redevelopment.

## D6 Stonewall Avenue & Ogden Avenue (South)

Given its proximity to and visibility from I-355, this site could be developed as a shared facility for test driving automobiles or a parking garage for providing off-site storage for car dealerships within the vicinity. This type of amenity gives a competitive advantage to the existing concentration of auto dealerships along Ogden Avenue. This site is also well-suited to accommodate the relocation of other auto dealerships.



Page: 122

Text Replaced
[Old]: "KEY FOCUS AREAS"
[New]: "Key Focus Areas"

Font "FunctionLHSmCaps-Light" changed to "MuseoSans-100".
Font-size "14" changed to "15.9878".

Text Replaced
[Old]: "visibility at this intersection provides an unparalleled opportunity for a Class A office development. This could be complemented by the opportunity to provide land to the Tollway Authority on the east end to provide westbound access to I-88 to create a full interchange. This action can enhance the corridor and possibly spur redevelopment and reinvestment."
[New]: "Ogden Avenue Catalyst Sites Walnut & Ogden Park District Cross & Warrenville Property on Walnut This three acres site is in close proximity to The visibility for this site from I-355 provides this site with a redevelopment opportunity. The site currently has a lower-quality multi-tenant o•ce structure. Much like adjacent structures, this site would be ideal for a high-quality I-355 and has an opportunity to be a wetsern gateway to Downers Grove.• A striking, high-quality building on this site could e'ectively anchor the west end of the corridor and serve as a landmark for drivers on I-355. This property was recently purchased by the Downers Grove Park District and is well-suited for a regional recreation facility due to its close proximity to I-88 and I-355. o•ce building. TO BUTTERFIELD Fairway Grove Condos Finley/Belmont & Stonewall Avenue & Ogden Avenue (South) Ogden Avenue This site presents an opportunity to showcase the golf course through a long-term redevelopment such as a banquet facility/special event center. A redevelopment of this nature could be a perception-altering move by creating an eye-catching use for visitors and residents. It would also allow for the addition of revenue-generating uses that capitalize on the site's frontage along a significant commercial corridor within the Village and region. The prominence of this intersection presents an opportunity for redevelopment and enhancement as a major gateway into the Village"

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Font-size "9.5" changed to "27.9787".
Font-color changed.

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"W ALNUT U T C OMMERCE CROSS D6 WILSON D3 W ARRENVILLE ST ONEW ALL D5 Y T I R O H OGDEN D4 D1 BELMONT FINLEY LEE TO BELMONT METRA D2 DO WNERS"

Text Inserted
"from I-355, this site could be developed as a shared facility for test driving automobiles or a parking garage for providing o'-site storage for car dealerships within the vicinity."

Text Inserted
"Given"

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"to"

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS Redevelopment
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Key Focus Areas

# **Ogden Avenue** Catalyst Sites

## D1 Walnut & Ogden

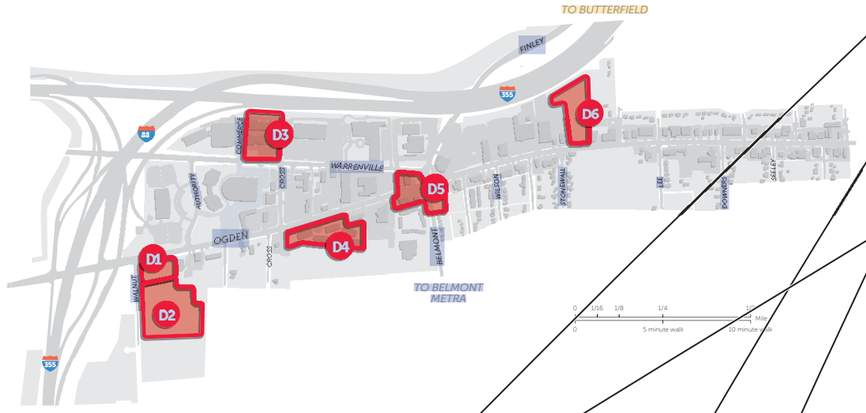
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## D3 Cross & Warrenville

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Conceptevelopment Conceptevelopment Conceptevelopment

## D7 Saratoga & Ogden Avenue (Southwest Corner)

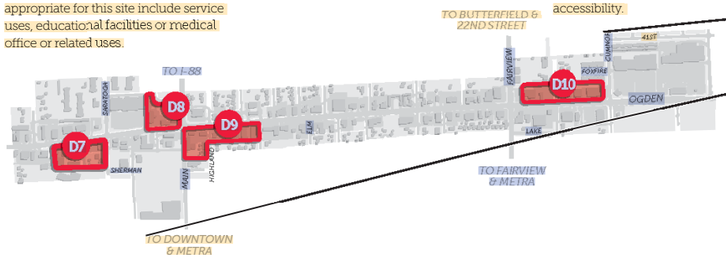
Throughout the corridor, lack of sufficient parcel depth hampers redevelopment. At this location, the middle school establishes an acceptable commercial depth that the existing shallow-lot commercial uses have failed to utilize. Development in this area should go south to the middle school to foster better, more contemporary development. Should the auto dealership currently located on this site moves to the western end of Ogden Avenue, there is an opportunity to bring the buildings closer to the street as occurs on the north side. Uses appropriate for this site include service uses, educational facilities or medical office or related uses.

## D8 Main Street & Ogden Avenue (Northwest Corner)

Parcel assembly and improvements to the aesthetics and function of this site could have dramatic results for enhancing this intersection as a gateway by complementing the recent construction of a Walgreens and a BP gas station.

## D9 Main Street & Ogden Avenue (Southeast Corner)

The existing medical office uses on this site are an important component that can remain. However, aesthetic and functional improvements (e.g. shared parking) should be implemented in order to strengthen these uses. Additional medical office and related uses should be concentrated in this area. Consolidation of parcels at this corner and east to Washington Street would allow for in improved, functional corner at this major intersection. Cross access between buildings on this site would improve accessibility.




## Recommendations

Catalyst Redevelopment Opportunity

## D10 Fairview & Ogden Avenue (Northeast Corner)

Should the car dealerships relocate to the west end of Ogden Avenue, the site has the opportunity to be redeveloped into a commercial center. Any future center here should have cross access to the newer commercial space at the northeast corner of Fairview Avenue and Ogden Avenue.



Page: 123

Text Replaced
[Old]: "to the interstate, presents an unparalleled opportunity for redevelopment. This site has a concentration of underutilized and vacant buildings and has seen only a modest amount of reinvestment. Highlighted on this page is an example of a catalytic redevelopment that seeks to improve"
[New]: "Saratoga & Ogden Avenue (Southwest Corner) Main Street & Main Street & Ogden Avenue (Southeast Corner) Ogden Avenue (Northwest Corner) Throughout the corridor, lack of su•cient parcel depth hampers redevelopment. At this location, the middle school establishes an acceptable commercial depth that the existing shallow-lot commercial uses have failed to utilize. Development in this area should go south to the middle school to foster better, more contemporary development. Should the auto dealership currently located on this site moves to the western end of Ogden Avenue, there is an opportunity to bring the buildings closer to the street as occurs on the north side. Uses appropriate for this site include service uses, educational facilities or medical Parcel assembly and improvements to the aesthetics and function of this site could have dramatic results for enhancing this intersection as a gateway by complementing the recent construction of a Walgreens and a BP gas station. The existing medical o•ce uses on this site are an important component that can remain. However, aesthetic and functional improvements (e.g. shared parking) should be implemented in order to strengthen these uses. Additional medical o•ce and related uses should be concentrated in this area. Consolidation of parcels at this corner and east to Washington Street would allow for in improved, functional corner at this major intersection. Cross access between buildings on this site would improve accessibility. TO BUTTERFIELD & 22ND STREET 41ST o•ce or related uses."

Font "Bergamo" changed to "MuseoSans-300".
Font-size "9.5" changed to "13.9894".

Text Inserted
"SARA TOGA MAIN ELM FO XFIRE TO I-88 D10 OGDEN D8 D9 L AKE F AIRVIEW D7 SHERMAN TO FAIRVIEW & METRA CUMNOR"

Text Replaced
[Old]: "the area's appearance and function. This concept includes closing the entrance onto I-88 from Downers Drive and replacing it with full access via Highland Avenue. To the west, this site has the capacity to accommodate a Class A office development, stormwater facilities and a lifestyle center with contemporary retail spaces."
[New]: "TO DOWNTOWN & METRA Recommendations Catalyst Redevelopment Opportunity Fairview & Ogden Avenue (Northeast Corner) Should the car dealerships relocate to the west end of Ogden Avenue, the site has the opportunity to be redeveloped into a commercial center. Any future center here should have cross access to the newer commercial space at the northeast corner of Fairview Avenue"

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Font-size "9.5" changed to "6.99471".
Font-color changed.

Text Deleted
"KEY FOCUS AREAS"

Text Deleted
"Downers Grove, Illinois Comprehensive Plan Page 113"

Text Deleted
"9: KEY FOCUS AREA PLANS 20 22 19 Birds-eye perspective looking north"

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS Catalyst Sites Catalyst Sites Catalyst Sites

Font "Impact" changed to "MuseoSlab-100".
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"Downers Grove Comprehensive Plan | Key Focus Area Plans 119"

## D7 Saratoga & Ogden Avenue (Southwest Corner)

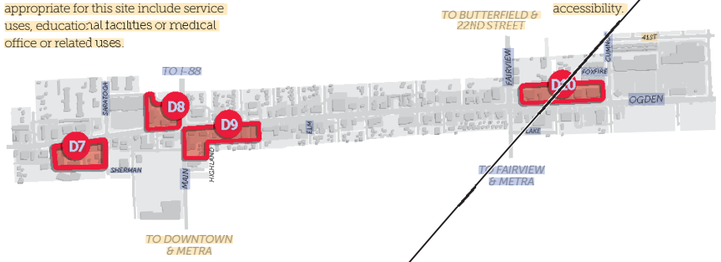
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## D9 Main Street & Ogden Avenue (Southeast Corner)

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## Recommendations

Catalyst Redevelopment Opportunity

## D10 Fairview & Ogden Avenue (Northeast Corner)

Should the car dealerships relocate to the west end of Ogden Avenue, the site has the opportunity to be redeveloped into a commercial center. Any future center here should have cross access to the newer commercial space at the northeast corner of Fairview Avenue and Ogden Avenue.

Key Focus Areas

# Fairview

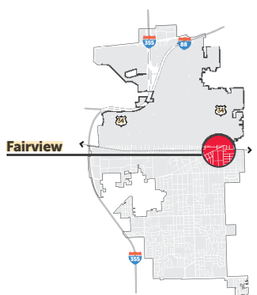
The Fairview subarea is bounded by Hummer Park on the north, the Village limits on the east and stable residential neighborhoods to the south and west. This area is comprised of a mix of uses, which includes: industrial, commercial retail, commercial service, multi-family residential, and single-family residential. The area is anchored by the Fairview Metra Station and a Pepperidge Farm facility.

The existing land uses in the Fairview area are appropriate but development has occurred in a piecemeal fashion with little coordination between developments. Many buildings are dated and underperforming in terms of height, density, and site configuration, and fail to maximize their potential, particularly given their proximity to a commuter rail station.

Emphasis for this subarea plan will be on improving the form, function and appearance of this area consistent with the principles of transit-oriented development (TOD) to be more representative of the character and image of Downers Grove. The intended result is a distinct identity for the neighborhood and improved circulation. Mixed-use development that provides goods and services targeted towards commuters and nearby residents is intended to complement, not compete with, Downtown Downers Grove.

## Key Concepts

- Explore incentives and financing opportunities to fund necessary property and infrastructure improvements, and to facilitate potential parcel assembly to foster comprehensive redevelopment of key properties.
- Redevelopment should be oriented towards the street with parking areas in the rear of buildings.
- Identify opportunities for shared parking facilities to reduce the amount of land area dedicated to surface parking lots.
- Promote neighborhood commercial uses along Fairview Avenue to provide goods and services to commuters and nearby residents.
- Communicate with existing industrial users regarding future needs and potential desire to relocate.
- While industrial uses remain in the area, establish truck routes to minimize the impact on residential neighborhoods.
- Explore realigning Maple Avenue to improve connectivity and circulation in the Fairview area.
- Install/enhance gateway features such as signage and landscaping in recognition of this area's function as a major entry point into the Village from the east.
- The existing land uses are appropriate; however, the priority should be on updating and enhancing the built form of the area and better coordination through uses.
- Development regulations should encourage mixed-use, transit-oriented development that is appropriate in height.
- Visual and physical connections to Downtown should be enhanced through wayfinding signage and improved pedestrian and bicycle facilities.
- The creation of a streetscaping program along Fairview Avenue and Maple Avenue would unify the area through the creation of an identity, connect this area to Downtown, and provide enhanced pedestrian amenities for commuters.
- Buffer nearby residential areas from the impacts of commercial uses (such as noise, light and traffic) through the use of landscaping and screening.
- Connect nearby residential areas to shopping and services by enhancing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Dumpster enclosures and dumpster screening should be required and enforced consistently.
- Parking lot screening and interior landscaped islands with trees is required and should be enforced consistently.
- Consider conducting a traffic study for the area to improve the movement of vehicles within, and through this area, and to identify and address existing impacts and cut-through traffic in surrounding residential neighborhoods.





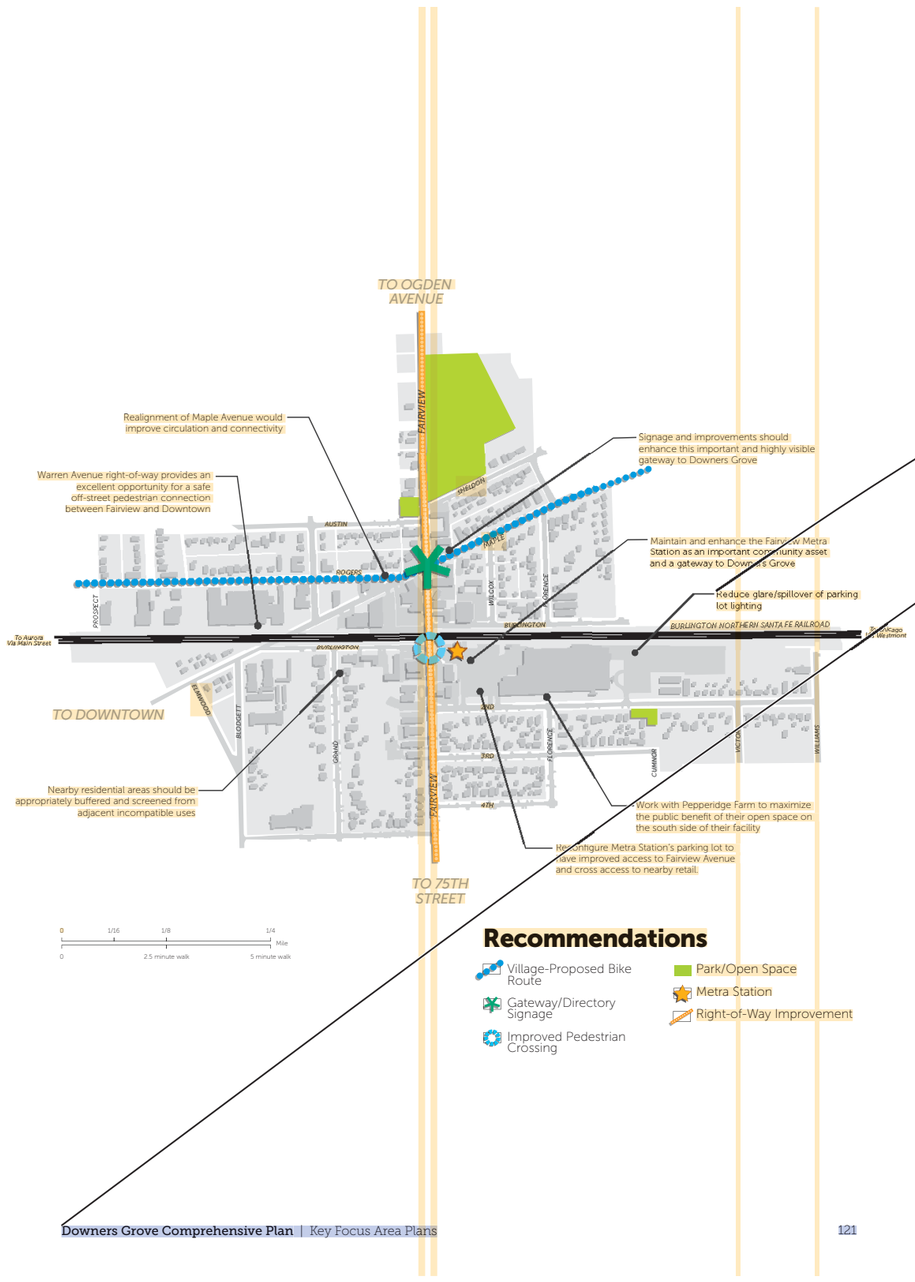

Page: 124

Text Inserted
"Key Focus Areas"

Text Replaced
[Old]: "and Ogden Avenue 27 Stonewall Avenue and Ogden Avenue This site is in close proximity to I-355 and is approximately 18 acres in size. This desirable combination of size, interstate visibility and interstate access provides an unparalleled opportunity for development of a large retail use. 24 Fairway Grove Condos The prominence"
[New]: "Fairview The Fairview subarea is bounded by Hummer Park on the north, the Village limits on the east and stable residential neighborhoods to the south and west. This area is comprised of a mix of uses, which includes: industrial, commercial retail, commercial service, multi-family residential, and single-family residential. The area is anchored by the Fairview Metra Station and a Pepperidge Farm facility. The existing land uses in the Fairview area are appropriate but development has occurred in a piecemeal fashion with little coordination between developments. Many buildings are dated and underperforming in terms of height, density, and site configuration, and fail to maximize their potential, particularly given their proximity to a commuter rail station. Emphasis for this subarea plan will be on improving the form, function and appearance of this area consistent with the principles of transit-oriented development (TOD) to be more representative of the character and image of Downers Grove. The intended result is a distinct identity for the neighborhood and improved circulation. Mixed-use development that provides goods and services targeted towards commuters and nearby residents is intended to complement, not compete with, Downtown Downers Grove. Key Concepts – Explore incentives and financing – Development regulations should opportunities to fund necessary property and infrastructure improvements, and to facilitate potential parcel assembly to foster comprehensive redevelopment of key properties. encourage mixed-use, transit-oriented development that is appropriate in height. – Visual and physical connections to Downtown should be enhanced through wayfinding signage and improved pedestrian and bicycle facilities. – Redevelopment should be oriented towards the street with parking areas in the rear of buildings. – The creation of a streetscaping program – Identify opportunities for shared parking facilities to reduce the amount of land area dedicated to surface parking lots. – Promote neighborhood commercial along Fairview Avenue and Maple Avenue would unify the area through the creation of an identity, connect this area to Downtown, and provide enhanced pedestrian amenities for commuters. uses along Fairview Avenue to provide goods and services to commuters and nearby residents. – Communicate with existing industrial – Buffer nearby residential areas from the impacts of commercial uses (such as noise, light and traffic) through the use of landscaping and screening. users regarding future needs and potential desire to relocate. – Connect nearby residential areas to shopping and services by enhancing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile. – While industrial uses remain in the area, establish truck routes to minimize the impact on residential neighborhoods. – Explore realigning Maple Avenue to improve connectivity and circulation in the Fairview area. – Dumpster enclosures and dumpster screening should be required and enforced consistently. – Install/enhance gateway features such as signage and landscaping in recognition of this area's function as a major entry point into the Village from the east. – Parking lot screening and interior landscaped islands with trees is required and should be enforced consistently. – The existing land uses are appropriate; – Consider conducting a traffic study for however, the priority should be on updating and enhancing the built form of the area and better coordination through uses. the area to improve the movement of vehicles within, and through this area, and to identify and address existing impacts and cut-through traffic in surrounding residential neighborhoods. 34 34 Fairview"

Font "Impact" changed to "MuseoSans-900".
Font-size "9.5" changed to "27.9787".
Font-color changed.

Text Inserted
"120 Key Focus Area Plans | Downers Grove Comprehensive Plan"






Page: 125

Text Replaced
[Old]: "of this intersection presents an opportunity for redevelopment and enhancement as a major gateway into the Village"
[New]: "TO OGDEN AVENUE Realignment of Maple Avenue would improve circulation and connectivity Signage and improvements should enhance this important and highly visible gateway to Downers Grove FAIRVIEW Warren Avenue right-of-way provides an excellent opportunity for a safe FAIRVIEW SHELDON ot-street pedestrian connection between Fairview and Downtown AUSTIN Maintain and enhance the Fairview Metra Station as an important community asset and a gateway to Downers Grove MAPLE ROGERS BURLINGT ON To Aurora Via Westmon t BURLINGT ON 2ND TO DOWNTOWN ELM W OOD 3RD VICTOR Nearby residential areas should be appropriately bu†ered and screened from adjacent incompatible uses 4TH Work with Pepperidge Farm to maximize the public benefit of their open space on the south side of their facility Reconfigure Metra Station's parking lot to have improved access to Fairview Avenue and cross access to nearby retail. WILLIAMS TO 75TH STREET 0 Recommendations Park/Open Space Metra Station Right-of-Way Improvement"

Font "Bergamo" changed to "MuseoSans-500Italic".
Font-size "9.5" changed to "8.99319".
Font-color changed.

Text Replaced
[Old]: "of Downers Grove. Parcels in"
[New]: "Reduce glare/spillover of parking lot lighting BURLINGT ON NORTHERN SANT A FE RAILROAD To Chicago Via Main S treet"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Inserted
"Downers Grove Comprehensive Plan | Key Focus Area Plans 121"

Key Focus Areas

# Fairview Catalyst Sites

## E1 Prospect & Warren

The industrial uses along Rogers Avenue present an opportunity to redevelop with more compatible uses and facilitate a better connection between Downtown and the Fairview area. These parcels would be most appropriate for low-intensity office uses but could also develop with mixed-use, single-family attached housing or multi-family housing. To avoid closing viable Village businesses, the Village should work with existing industrial owners to relocate to more appropriate areas in the Village such as the Ellsworth Industrial Park.

## E2 Maple & Rogers

The potential exists to realign Maple Avenue creating a development parcel appropriately sized for mixed-use, multi-family housing, single-family attached housing, or office development to achieve transit-oriented development near the Fairview Metra Station.

## E3 Maple & Fairview

This intersection is currently improved with auto-oriented uses characterized by surface parking lots in front with little or no landscaping and screening. A transit-oriented development in this area would hinge on the successful redevelopment of these parcels stretching south to the railroad tracks. New development should promote a mixed-use, compact form that is oriented towards Fairview Avenue, with parking for residents and customers in the rear.

## E4 Burlington & Fairview (Southwest Corner)

Historically, this area developed in a piecemeal fashion with little to no coordination. Multi-family uses are appropriate for this site; however redevelopment towards transit-oriented development would vastly improve the form, function, and appearance of this area.

## E5 2nd & Fairview (Northeast Corner)

The southeast corner of this intersection is currently improved with the Fairview Metra Station and convenience retail and a vacant service station. Redevelopment of this site should be neighborhood-scaled, offering goods and services aimed at commuters and nearby residents. This may include mixed-use development, convenience retail and services, and professional services such as doctor and dental offices. A master planned development for this site in conjunction with Catalyst Site E6 would allow for more development along Fairview Avenue by shifting commuter parking to the east, as necessary.

## E6 Pepperidge Farm Site

In the event the Pepperidge Farm facility desires to relocate, a contingency plan should be put into place for the future use of the site. Every effort should be made to retain this important asset in the Village of Downers Grove. Relocation of the facility to the Ellsworth Industrial Park (or similar industrial area) would allow the facility to modernize and grow and would alleviate land use conflicts in its current location.

Single-family attached housing on this site would provide a buffer between the railroad and single-family detached housing areas to the south. The eastern portion of this site tapers slightly and should be reserved for open space, stormwater facilities and/or utilities needed to support new development in the area.



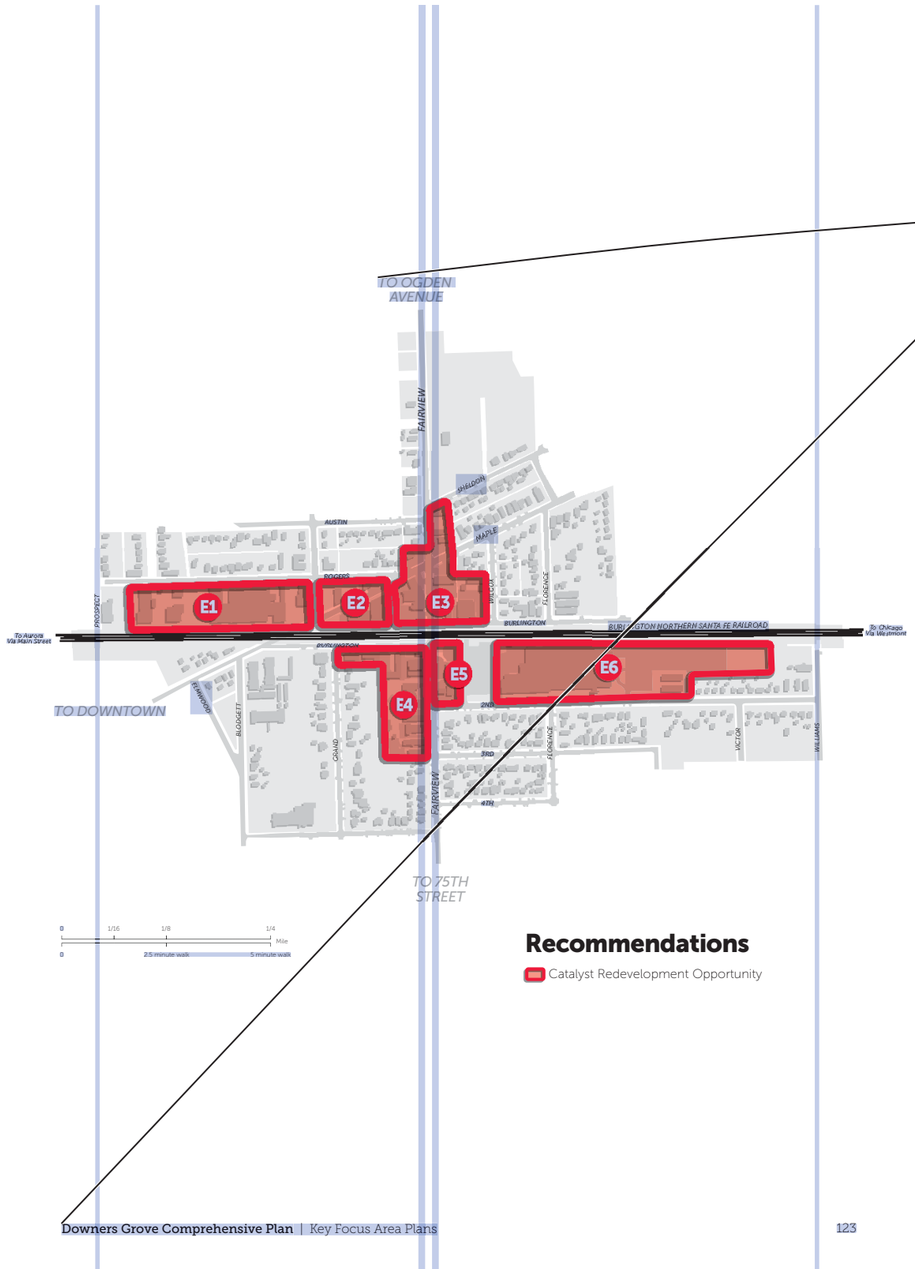
Page: 126

Text Inserted
"Key Focus Areas"

Text Replaced
[Old]: "this area are underutilized and are characterized by large surface parking lots that exceed demand for the current uses. Through parcel assembly on the south side of Ogden, it is possible to create larger sites attractive for redevelopment. (south side) Given its proximity to and visibility from I-355, this site could accommodate a large single-tenant user who would benefit from the site's access and size. This site is also well-suited"
[New]: "Fairview Catalyst Sites Prospect & Warren Burlington & Fairview The industrial uses along Rogers Avenue (Southwest Corner) present an opportunity to redevelop Historically, this area developed in a with more compatible uses and facilitate piecemeal fashion with little to no a better connection between Downtown coordination. Multi-family uses are and the Fairview area. These parcels appropriate for this site; however would be most appropriate for redevelopment towards transit-oriented low-intensity o•ce uses but could also development would vastly improve the develop with mixed-use, single-family form, function, and appearance of this attached housing or multi-family area. housing. To avoid closing viable Village businesses, the Village should work with existing industrial owners to relocate to more appropriate areas in the Village such as the Ellsworth Industrial Park. Maple & Rogers The potential exists to realign Maple Avenue creating a development parcel appropriately sized for mixed-use, multi-family housing, single-family attached housing, or o•ce development to achieve transit-oriented development near the Fairview Metra Station. Maple & Fairview This intersection is currently improved with auto-oriented uses characterized by surface parking lots in front with little or no landscaping and screening. A transit-oriented development in this area would hinge on the successful redevelopment of these parcels stretching south to the railroad tracks. New development should promote a mixed-use, compact form that is oriented towards Fairview Avenue, with parking for residents and customers in the rear. 2nd & Fairview (Northeast Corner) The southeast corner of this intersection is currently improved with the Fairview Metra Station and convenience retail and a vacant service station. Redevelopment of this site should be neighborhood-scaled, o–ering goods and services aimed at commuters and nearby residents. This may include mixed-use development, convenience retail and services, and professional services such as doctor and dental o•ces. A master planned development for this site in conjunction with Catalyst Site E6 would allow for more development along Fairview Avenue by shifting commuter parking to the east, as necessary. Pepperidge Farm Site In the event the Pepperidge Farm facility desires to relocate, a contingency plan should be put into place for the future use of the site. Every e–ort should be made to retain this important asset in the Village of Downers Grove. Relocation of the facility to the Ellsworth Industrial Park (or similar industrial area) would allow the facility to modernize and grow and would alleviate land use conflicts in its current location. Single-family attached housing on this site would provide a bu–er between the railroad and single-family detached housing areas to the south. The eastern portion of this site tapers slightly and should be reserved for open space, stormwater facilities and/or utilities needed to support new development in the area."

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "27.9787".
Font-color changed.

Text Inserted
"122 Key Focus Area Plans | Downers Grove Comprehensive Plan"






Page: 127

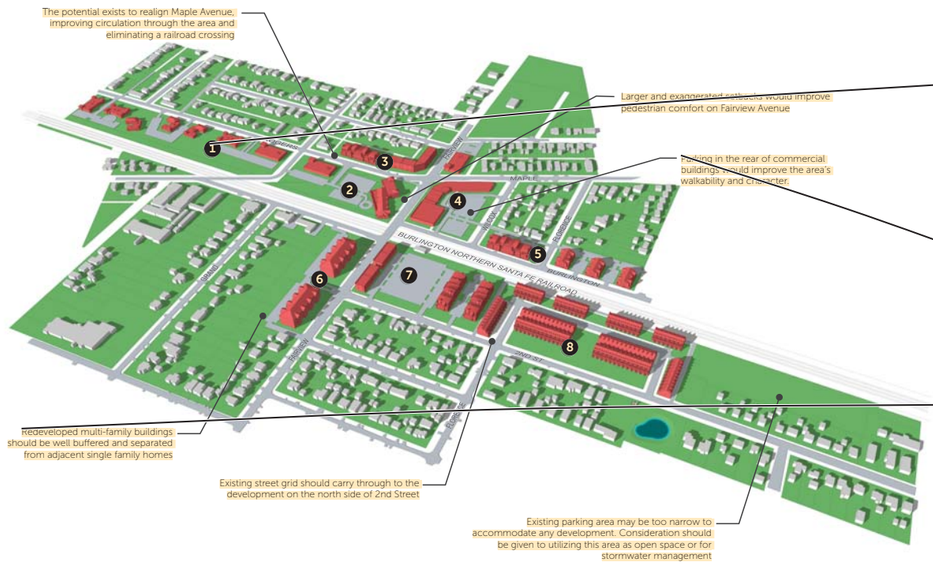
Text Inserted
"PROSPECT FAIRVIEW FAIRVIEW SHELDON AUSTIN MAPLE ROGERS E1 E2 E3 BURLINGT ON BURLINGT ON NORTHERN SANT A FE RAILROAD To Chicago To Aurora Via Westmon t Via Main S treet BURLINGT ON E5 E6 E4 2ND TO DOWNTOWN ELM W OOD 3RD 4TH WILLIAMS 0 0 5 minute walk2.5 minute walk"

Text Inserted
"TO OGDEN AVENUE"

Text Inserted
"Downers Grove Comprehensive Plan | Key Focus Area Plans 123"

Key Focus Areas

# **Fairview** Redevelopment Concept




1. Redeveloped industrial sites into professional offices or multi-family residential which will be more compatible with nearby residential uses.
2. Neighborhood commercial center with a strong presence at Maple and Fairview.
3. Multi-family residential and neighborhood commercial uses.
4. A neighborhood commercial center with a strong street presence on Fairview with parking at the rear.
5. Multi-family residential uses separate single-family neighborhoods from the railroad.
6. Redeveloped multi-family buildings into more contemporary buildings in a more coordinated fashion.
7. Expanded Metra parking flanked by neighborhood commercial to the west and multi-family residential to the east.
8. Should the existing use vacate, this site would have strong potential for attached single-family rowhomes that could follow a sustainable development certification such as LEED ND.



Page: 128

Text Inserted
"Key Focus Areas"

Text Replaced
[Old]: "to accommodate"
[New]: "Fairview Redevelopment Concept The potential exists to realign Maple Avenue, improving circulation through the area and eliminating a railroad crossing Larger and exaggerated setbacks would improve pedestrian comfort on Fairview Avenue"

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "27.9787".
Font-color changed.

Text Replaced
[Old]: "from the eastern end of Ogden Avenue. The Village recently established water and sewer service to the site. This site presents"
[New]: "Multi-family residential uses separate single-family neighborhoods from the railroad. Redeveloped multi-family buildings into more contemporary buildings in a more coordinated fashion. Expanded Metra parking flanked by neighborhood commercial to the west and multi-family residential to the east. Should the existing use vacate, this site would have strong potential for attached single-family rowhomes that could follow a sustainable development certification such as LEED ND. 8 1 3 2 4 5 7 6 1 2 3 4 5 6 7 8"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "7".

Text Replaced
[Old]: "the relocation of other auto dealerships from"
[New]: "Parking in the rear of commercial buildings would improve the area's walkability and character."

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Replaced
[Old]: "the east end of Ogden Avenue. For example, this site (approximately 9.8 acres) could accommodate: 1) an expansion of local universities or medical facilities"
[New]: "Existing street grid should carry through to the development on the north side of 2nd Street Redeveloped multi-family buildings should be well bu ered and separated from adjacent single family homes Existing parking area may be too narrow to accommodate any development. Consideration should be given to utilizing this area as open space or for stormwater management"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Replaced
[Old]: "or 2) the relocation of an automobile dealership"
[New]: "Redeveloped industrial sites into professional o—ces or multi-family residential which will be more compatible with nearby residential uses. Neighborhood commercial center with a strong presence at Maple and Fairview. Multi-family residential and neighborhood commercial uses. A neighborhood commercial center with a strong street presence on Fairview with parking at the rear."

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "7".

Text Inserted
"124 Key Focus Area Plans | Downers Grove Comprehensive Plan"

## Identity & Placemaking

The recommendations included within this Key Focus Area Plan provide an opportunity to create a cohesive neighborhood with a distinct identity. Neighborhood commercial uses along Fairview Avenue are proposed to be surrounded by contemporary multi-family housing options (both standalone and as part of mixed-use developments). Improvements to circulation, land use, aesthetics, open space and gateways are proposed to create Downers Grove's newest neighborhood. Assisting with this effort, include appropriate applications of the principles of TOD and LEED for Neighborhood Development.

## TOD

Transit Oriented Development (TOD) is a type of development that prioritizes mass transit as a mode of transportation in its orientation and built form. TODs are typically compact, dense and located in close proximity to transit facilities. Mixed-use development is emphasized and uses may include a mix of housing types, convenience retail (such as coffee shops, dry cleaners and shoe repair), and public spaces. A TOD is walkable, and clusters appropriate land uses within one-quarter to one-half mile of a transit stop or station.

## LEED ND

The Fairview area provides an opportunity for a demonstration project using LEED-ND (Neighborhood Development) criteria, the U.S. Green Building Council's metrics and rating system applicable to neighborhood-scale development. LEED-ND places emphasis on site selection, design and the construction elements of buildings and infrastructure.

Redevelopment within the Fairview area could employ techniques to create a self-sustaining, walkable town center unrivaled in the western suburbs. The presence of transit, the existing street network and the diversity of uses in this area all contribute to the possibility of such a project.

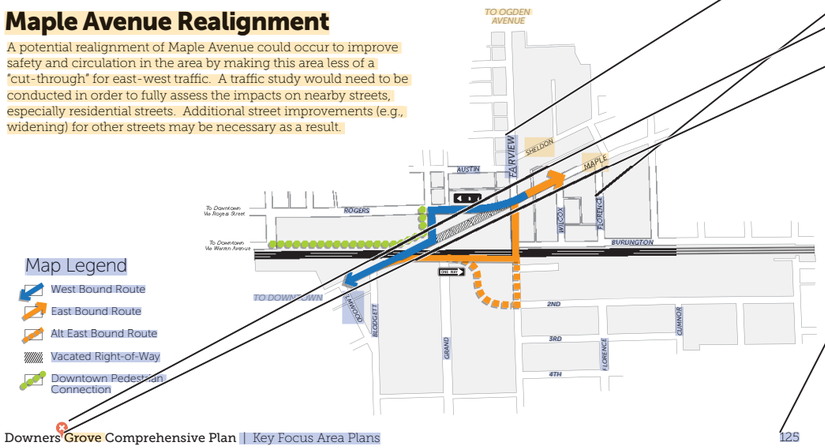
Achieving LEED-ND may increase the time and cost of a particular development project. The Village may encourage parcels to strive to adhere to the requirements of LEED-ND even if certification is not sought.

## Guiding Principles

- An emphasis on infill development
- Improvements to open space and stormwater facilities
- Buildings oriented towards the street (parking in the rear )
- Increased density and an emphasis on mixed-use within 1/4 mile of the station
- Shared parking facilities/minimize surface parking lots
- Continuation of the street grid
- Improved pedestrian and bicycle connections
- Avoid developing in floodplains and environmentally-sensitive land

## Maple Avenue Realignment

A potential realignment of Maple Avenue could occur to improve safety and circulation in the area by making this area less of a "cut-through" for east-west traffic. A traffic study would need to be conducted in order to fully assess the impacts on nearby streets, especially residential streets. Additional street improvements (e.g., widening) for other streets may be necessary as a result.






Page: 129

Text Replaced
[Old]: "an opportunity to showcase the golf course through a long-term redevelopment such as a banquet facility/special event center. A redevelopment of this nature could be a perception-altering move by creating an eye-catching use for visitors and residents. It would also allow for the addition of revenue generating uses that capitalize on the site's frontage along a significant commercial corridor within the Village and region. 26 Stonewall Avenue and Ogden Avenue (north side) Given its proximity to and visibility from I-355, this site could be developed as a shared facility for test driving automobiles or a parking garage for provide off-site storage for car dealerships within"
[New]: "Identity & LEED ND Guiding Principles Placemaking The Fairview area provides an opportunity for a demonstration project using LEED-ND (Neighborhood Development) criteria, the U.S. Green Building Council's metrics and rating system applicable to neighborhood-scale development. LEED-ND places emphasis on site selection, design and the construction elements of buildings and infrastructure. fi An emphasis on infill development fi Improvements to open space and The recommendations included within this Key Focus Area Plan provide an opportunity to create a cohesive neighborhood with a distinct identity. Neighborhood commercial uses along Fairview Avenue are proposed to be surrounded by contemporary multi-family housing options (both standalone and as part of mixed-use developments). Improvements to circulation, land use, aesthetics, open space and gateways are proposed to create Downers Grove's newest neighborhood. Assisting with this e†ort, include appropriate applications of the principles of TOD and LEED for Neighborhood Development. stormwater faciilities fi Buildings oriented towards the street (parking in the rear ) fi Increased density and an emphasis on mixed-use within 1/4 mile of the station fi Shared parking facilities/minimize Redevelopment within the Fairview area could employ techniques to create a self-sustaining, walkable town center unrivaled in the western suburbs. The presence of transit, the existing street network and the diversity of uses in this area all contribute to the possibility of such a project. surface parking lots fi Continuation of the street grid fi Improved pedestrian and bicycle connections fi Avoid developing in floodplains and environmentally-sensitive land Achieving LEED-ND may increase the time and cost of a particular development project. The Village may encourage parcels to strive to adhere to the requirements of LEED-ND even if certification is not sought. TOD Transit Oriented Development (TOD) is a type of development that prioritizes mass transit as a mode of transportation in its orientation and built form. TODs are typically compact, dense and located in close proximity to transit facilities. Mixed-use development is emphasized and uses may include a mix of housing types, convenience retail (such as co†ee shops, dry cleaners and shoe repair), and public spaces. A TOD is walkable, and clusters appropriate land uses within one-quarter to one-half mile of a transit stop or station. TO OGDEN AVENUE Maple Avenue Realignment A potential realignment of Maple Avenue could occur to improve safety and circulation in the area by making this area less of a "cut-through" for east-west tra™c. A tra™c study would need to be conducted in order to fully assess the impacts on nearby streets, especially residential streets. Additional street improvements (e.g., widening) for other streets may be necessary as a result. SHELDON MAPLE"

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "15.9878".

Text Inserted
"2ND BLODGET T East Bound Route Alt East Bound Route CUMNOR GRAND 3RD FL ORENCE Vacated Right-of-Way 4TH Downtown Pedestrian Connection ELM W OOD F AIRVIEW WIL C O X A USTIN ROGERS BURLINGTON"

Text Inserted
"FL ORENCE Map Legend West Bound Route TO DOWNTOWN"

Text Deleted
"Page 118"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Key Focus Area Plans 125"

Key Focus Areas

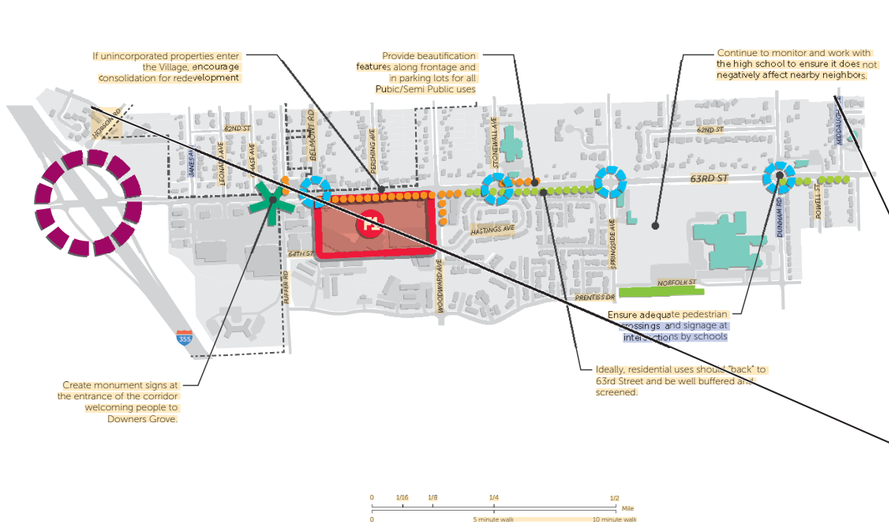
# 63rd Street

Stretching from the I-355 exit to Fairview Avenue, this is a key east-west corridor that is predominantly residential. The corridor has a three commercial nodes and key intersections throughout that are mostly neighborhood retail. Given its proximity to a number of prominent commercial corridors in the vicinity, the Village should seek to expand and improve upon the existing residential, and maintain the commercial nodes.

63rd Street lacks clear gateway features or signs at both ends of the corridor to welcome people into Downers Grove. A number of residential properties on 63rd street front onto the corridor and have signs of disinvestment and vacancy. Repositioning these properties would be a better fit for the corridor

## Key Concepts

- Promote the consolidation of smaller, disinvested residential properties and underutilized commercial spaces and redeveloping them into rowhouses within reason.
- Explore creating a TIF District to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate the redevelopment of the Meadowbrook shopping center on 63rd Street and Woodward Avenue.
- Install/enhance gateway features such as signage and landscaping at key intersections (63rd Street and Janes Avenue) to "announce" entry into the Downers Grove community.
- Beautify and/or enhance landscaping at major intersections on 63rd Street.
- Encourage commercial expansion at key intersections where existing commercial uses exist and where it is necessary to improving their vitality.
- Enhance access, visibility, and consolidate nearby parcels where appropriate.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Adequate screening should be constructed in areas where the rear or sides of residential buildings that front 63rd Street. This should be done along the length of the corridor.






Page: 130

Text Replaced
[Old]: "KEY FOCUS AREAS"
[New]: "Key Focus Areas"

Font "FunctionLHSmCaps-Light" changed to "MuseoSans-100".
Font-size "14" changed to "15.9878".

Text Replaced
[Old]: "the vicinity. This type of amenity gives a competitive advantage to the existing concentration of auto dealerships along Ogden Avenue. This site is also well-suited to accommodate the relocation of other auto dealerships."
[New]: "63rd Street Stretching from the I-355 exit to Fairview Avenue, this is a key east-west corridor that is predominantly residential. The corridor has a three commercial nodes and key intersections throughout that are mostly neighborhood retail. Given its proximity to a number of prominent commercial corridors in the vicinity, the Village should seek to expand and improve upon the existing residential, and maintain the commercial nodes. Key Concepts • Promote the consolidation of smaller, disinvested residential properties and underutilized commercial spaces and redeveloping them into rowhouses within reason. • Encourage commercial expansion at key intersections where existing commercial uses exist and where it is necessary to improving their vitality. • Enhance access, visibility, and consolidate nearby parcels where appropriate. • Explore creating a TIF District to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate the redevelopment of the Meadowbrook shopping center on 63rd Street and Woodward Avenue. • Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile. 63rd Street lacks clear gateway features or signs at both ends of the corridor to welcome people into Downers Grove. A number"

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "27.9787".
Font-color changed.

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS Catalyst Sites Catalyst Sites Catalyst Sites

BELMONT RD PERSHING A VE W OOD W ARD A VE ST ONEW ALL A VE SPRINGSIDE A VE 62ND ST 62ND ST 63RD ST F1 HASTINGS A VE 64TH ST PO WELL ST NORFOLK ST PRENTISS DR Ensure adequate pedestrian HOBSON RD"

Font "Bergamo" changed to "MuseoSans-100".
Font-size "9.5" changed to "6".

Text Inserted
"crossings and signage at intersections by schools"

Text Inserted
"355"

Text Inserted
"126 Key Focus Area Plans | Downers Grove Comprehensive Plan"

Key Focus Areas

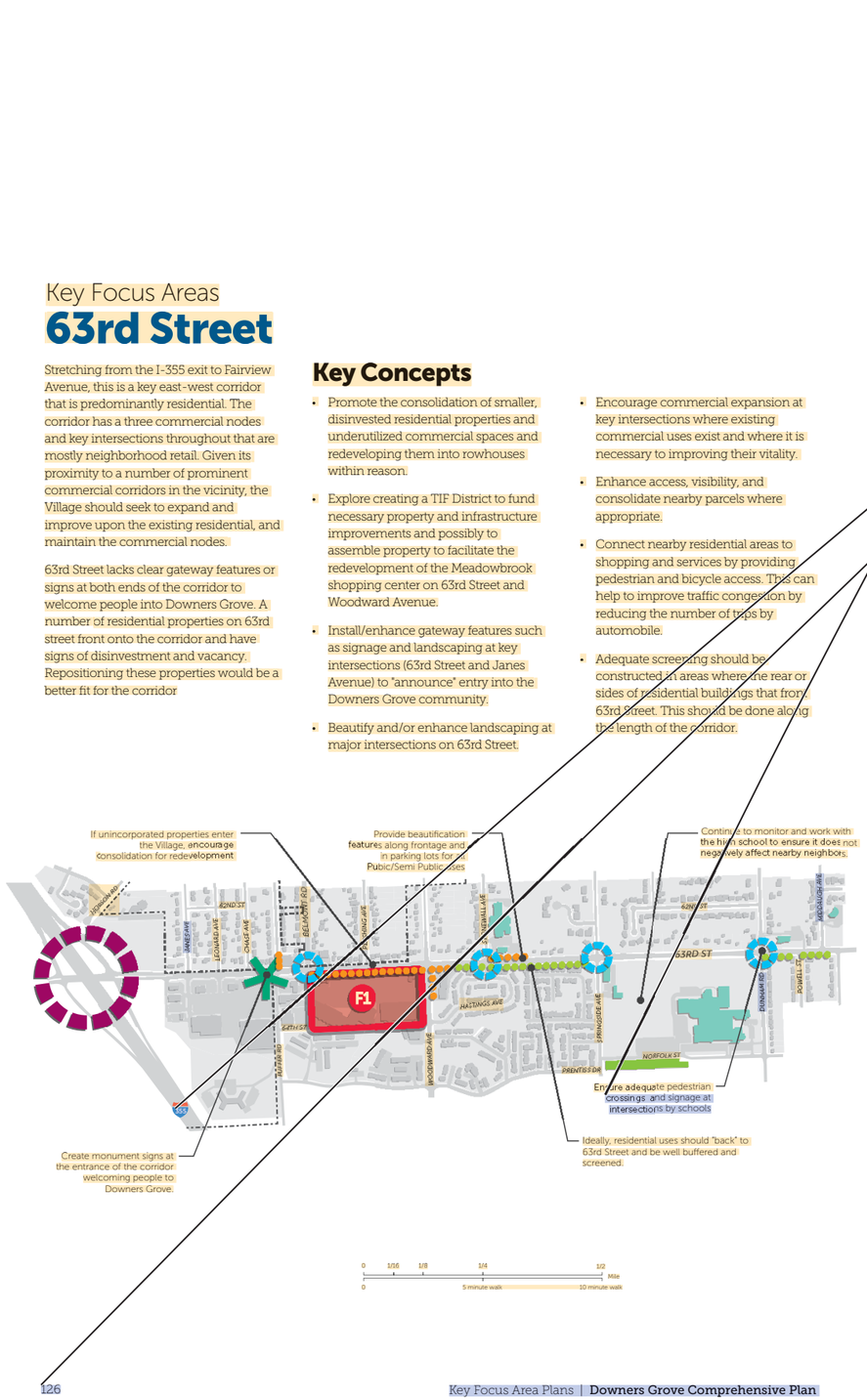
# 63rd Street

Stretching from the I-355 exit to Fairview Avenue, this is a key east-west corridor that is predominantly residential. The corridor has a three commercial nodes and key intersections throughout that are mostly neighborhood retail. Given its proximity to a number of prominent commercial corridors in the vicinity, the Village should seek to expand and improve upon the existing residential, and maintain the commercial nodes.

63rd Street lacks clear gateway features or signs at both ends of the corridor to welcome people into Downers Grove. A number of residential properties on 63rd street front onto the corridor and have signs of disinvestment and vacancy. Repositioning these properties would be a better fit for the corridor

## Key Concepts

- Promote the consolidation of smaller, disinvested residential properties and underutilized commercial spaces and redeveloping them into rowhouses within reason.
- Explore creating a TIF District to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate the redevelopment of the Meadowbrook shopping center on 63rd Street and Woodward Avenue.
- Install/enhance gateway features such as signage and landscaping at key intersections (63rd Street and Janes Avenue) to "announce" entry into the Downers Grove community.
- Beautify and/or enhance landscaping at major intersections on 63rd Street.
- Encourage commercial expansion at key intersections where existing commercial uses exist and where it is necessary to improving their vitality.
- Enhance access, visibility, and consolidate nearby parcels where appropriate.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Adequate screening should be constructed in areas where the rear or sides of residential buildings that front 63rd Street. This should be done along the length of the corridor.

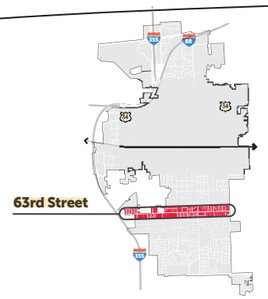


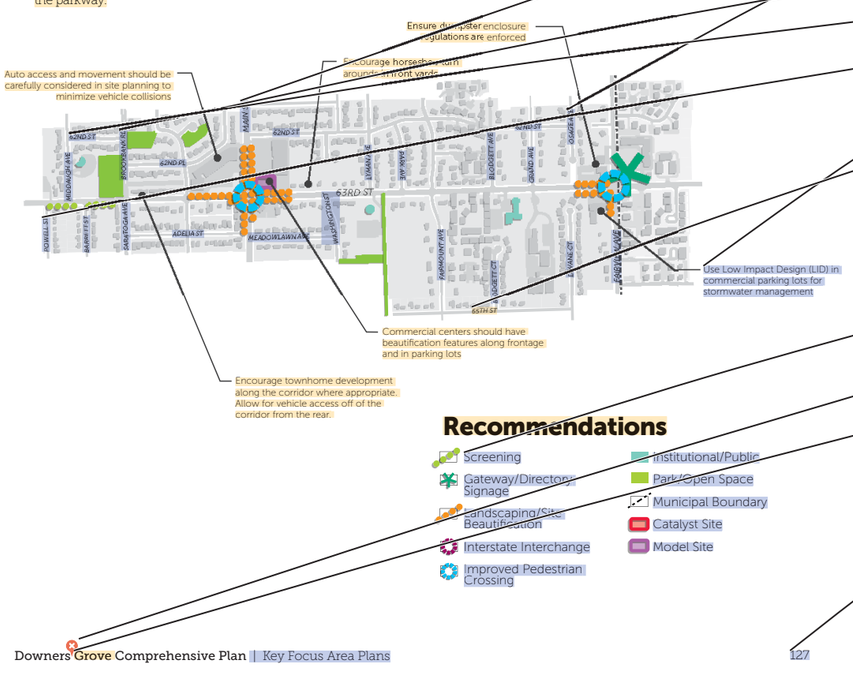
- Encourage and/or consider the construction of horseshoe driveways on residential properties to improve residential access onto 63rd Street.
- Promote and permit the construction of multi-family or single family attached at major nodes.
- Ensure parkways trees are preserved and enhanced for the entire length of the corridor.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials.
- The Village should be proactive in the reforestation and creation of the tree canopy along 63rd Street. This would include adding trees where gaps exist in the parkway.

## Catalyst Sites

### Meadowbrook Shopping Center

Given changes in the commercial trade area for Downers Grove and the present quality of this site, the Meadowbrook Mall Shopping Center is the largest development opportunity on 63rd Street. This site could be redeveloped to include a mix of commerical and residential uses. The residential uses could take the form of apartments or townhouses. The distribution of commercial and residential uses should be designed in a manner that is compatible with surrounding land uses.




## Recommendations

- Screening
- Gateway/Directory Signage
- Landscaping/Site Beautification
- Interstate Interchange
- Improved Pedestrian Crossing
- Institutional/Public
- Park/Open Space
- Municipal Boundary
- Catalyst Site
- Model Site



Page: 131

Text Replaced
[Old]: "in this area should go south to the middle school to foster better, more comtemporary development. Should the auto dealership currently located on this site move to"
[New]: "Catalyst Sites Meadowbrook Shopping Center Given changes in the commercial trade area for Downers Grove and the present quality of this site, the Meadowbrook Mall Shopping Center is the largest development opportunity on 63rdfiStreet. This site could be redeveloped to include a mix of commerical and residential uses. The residential uses could take the form of apartments or townhouses. The distribution of commercial and residential uses should be designed in a manner that is compatible with surrounding land uses. • Encourage and/or consider the construction of horseshoe driveways on residential properties to improve residential access onto 63rd Street. • Promote and permit the construction of multi-family or single family attached at major nodes. • Ensure parkways trees are preserved and enhanced for the entire length of the corridor. • Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials. 34 34 63rd Street fl The Village should be proactive in the reforestation and creation of the tree canopy along 63rdfiStreet. This would include adding trees where gaps exist in the parkway. Ensure dumpster enclosure regulations are enforced Encourage horseshoe turn arounds in front yards Auto access and movement should be carefully considered in site planning to minimize vehicle collisions"

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "15.9878".

Text Inserted
"SARA T OGA A VE MAIN ST W ASHINGT ON ST VE L YMAN A P ARK AVE"

Text Inserted
"FAIRMOUNT A VE BL ODGET T AVE BL ODGET T CT GRAND A VE DA VANE CT OSA GE A VE 62ND ST 62ND ST FAIRVIEW A VE 62ND PL ADELIA ST MEADO WL AWN A VE"

Text Inserted
"BROOKBANK RD"

Text Inserted
"62ND ST MIDDA UGH A VE BARRET T ST"

Text Inserted
"PO WELL ST"

Text Inserted
"Use Low Impact Design (LID) in commercial parking lots for stormwater management"

Text Replaced
[Old]: "the western end of Ogden Avenue, there"
[New]: "65TH ST Commercial centers should have beautification features along frontage and in parking lots Encourage townhome development along the corridor where appropriate. Allow for vehicle access o‹ of the corridor from the rear. Recommendations"

Font "Bergamo" changed to "MuseoSans-500Italic".
Font-size "9.5" changed to "3.99561".
Font-color changed.

Text Inserted
"Screening Gateway/Directory Signage Landscaping/Site Beautification Interstate Interchange Improved Pedestrian Crossing Institutional/Public Park/Open Space Municipal Boundary Catalyst Site Model Site"

Text Deleted
"Page 122"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Key Focus Area Plans 127"

Comments from page 131 continued on next page

Key Focus Areas

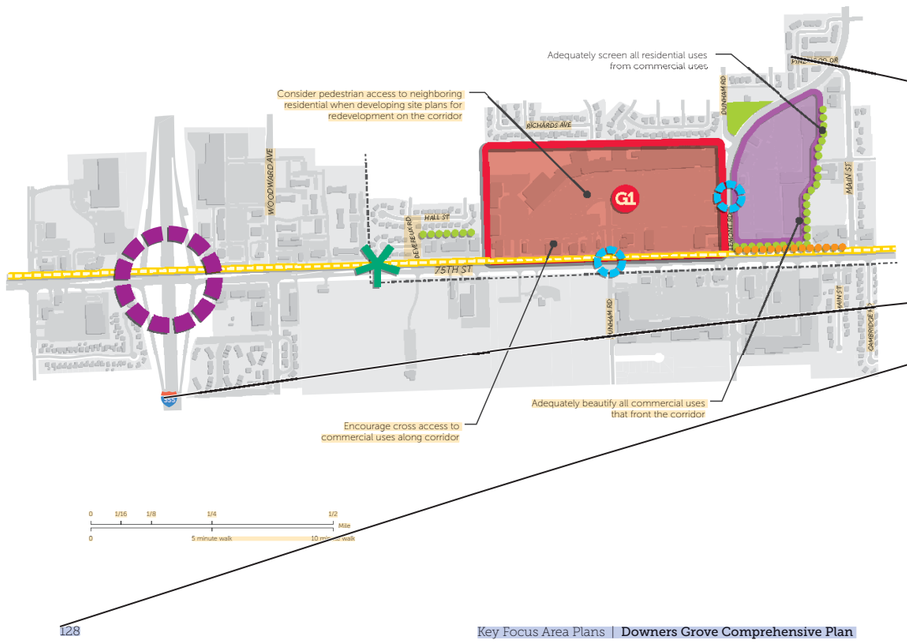
# 75th Street

The 75th Street subarea is generally comprised of commercial and residential uses with major commercial centers along the corridor. The 75th Street corridor runs from just east of Woodward Avenue to Fairview Avenue. Portions of the corridor that are in Downers Grove are on the north side of the corridor for most of 75th Street until Fairview Avenue where Downers Grove's land falls on the south side of the corridor. The 75th Street corridor is a major commercial center for Downers Grove, since it is centered on The Grove Strip Center and the Downers Park Plaza at Lemont Road and 75th Street.

The commercial centers on the corridor have existed for decades and vary in quality. Some have been updated in recent years while others have shown signs of deterioration. The largest shopping center on this corridor provides the best opportunity for redevelopment that could change the dynamics of 75th Street.

## Key Concepts

- Encourage and promote the redevelopment of The Grove Shopping Center into a life-style center in order to better compete with nearby retail destinations.
- Support and encourage the redevelopment into a life-style center or modernization of The Grove shopping center in order to better compete with nearby retail destinations.
- Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile.
- Work with Darien to explore the implications of fully annexing the Knottingham subdivision into either community to provide more efficient government services.
- Provide adequate buffering and screening for commercial buildings that abut residential uses.






Page: 132

Text Replaced
[Old]: "KEY FOCUS AREAS"
[New]: "Key Focus Areas"

Font "FunctionLHSmCaps-Light" changed to "MuseoSans-100".
Font-size "14" changed to "15.9878".

Text Replaced
[Old]: "is an opportunity to bring the buildings closer to the street as occurs on the north side. Uses appropriate for this site include service uses, educational facilities or medical office or related uses. Parcel assembly and improvements to the aesthetics and function of this site could have dramatic results for enhancing this intersection as a gateway by complementing the recent construction of a Walgreens and a BP gas station. The existing medical office uses on this site are an important component that can remain. However, aesthetic and functional improvements (e.g., shared parking) should be implemented in order to strengthen these uses. Additional medical office and related uses should be concentrated in this area."
[New]: "75th Street The 75th Street subarea is generally comprised of commercial and residential uses with major commercial centers along the corridor. The 75th Street corridor runs from just east of Woodward Avenue to Fairview Avenue. Portions of the corridor that are in Downers Grove are on the north side of the corridor for most of 75th Street until Fairview Avenue where Downers Grove's land falls on the south side of the corridor. The 75th Street corridor is a major commercial center for Downers Grove, since it is centered on The Grove Strip Center and the Downers Park Plaza at Lemont Road and 75th Street. Key Concepts • Encourage and promote the redevelopment of The Grove Shopping Center into a life-style center in order to better compete with nearby retail destinations. • Connect nearby residential areas to shopping and services by providing pedestrian and bicycle access. This can help to improve traffic congestion by reducing the number of trips by automobile. • Support and encourage the redevelopment into a life-style center or modernization of The Grove shopping center in order to better compete with nearby retail destinations. • Work with Darien to explore the implications of fully annexing the Knottingham subdivision into either community to provide more efficient government services. • Provide adequate buffering and screening for commercial buildings that abut residential uses. The commercial centers on the corridor have existed for decades and vary in quality. Some have been updated in recent years while others have shown signs of deterioration. The largest shopping center on this corridor provides the best opportunity for redevelopment that could change the dynamics of 75th Street."

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "27.9787".
Font-color changed.

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS"
[New]: "Adequately beautify all commercial uses that front the corridor Encourage cross access to commercial uses along corridor 0 1/16 1/8 1/4 1/2 Mile 0 10 minute walk5 minute walk W OOD W ARD A VE DEVEREUX RD DUNHAM RD PINEW OOD DR Consider pedestrian access to neighboring residential when developing site plans for redevelopment on the corridor RICHARDS A VE DUNHAM RD LEMONT RD G1 HALL ST 75TH ST MAIN ST MAIN ST CAMBRIDGE RD"

Font "Impact" changed to "MuseoSans-100".
Font-size "0" changed to "6".

Text Inserted
"355"

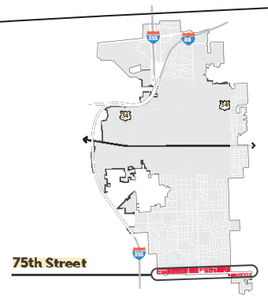
Text Inserted
"128 Key Focus Area Plans | Downers Grove Comprehensive Plan"

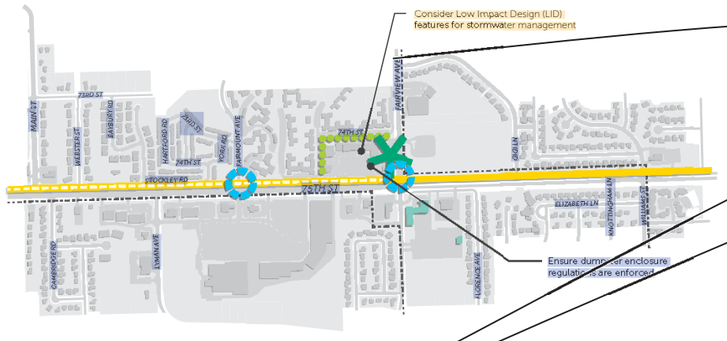
- Dumpster enclosures and dumpster screening are required and should be enforced consistently.
- Reduce the heat island effect through a combination of providing shade on-site and using light colored building and paving materials.
- Explore creating a TIF District to fund necessary property and infrastructure improvements and possibly to assemble property to facilitate comprehensive redevelopment.

## Catalyst Sites

### C4 The Grove Shopping Center

The Grove Shopping Center
This site has great redevelopment potential due to its size and location at a prominent intersection in Downers Grove. Given that there are notable large vacancies and an abundance of underutilized parking, the Village should explore redeveloping this site into a life-style center. This center could consist of retail, restaurants and residential in the form of apartments and townhomes. Retail, including big box retail, restaurants, and residential uses should be designed in a manner compatible with surrounding land uses. Any business types that are targeted should complement the Downers Park Plaza shopping center just east of the site. This could allow for additional tax revenue generation and could help this node be more competitive with other commercial centers nearby.




## Recommendations

- Screening
- Gateway/Directory Signage
- Landscaping/Site Beautification
- Interstate Interchange
- Improved Pedestrian Crossing
- Existing Trail
- Proposed Trail
- Institutional/Public
- Park/Open Space
- Municipal Boundary
- Catalyst Site
- Model Site



Page: 133

Text Replaced
[Old]: "Catalyst Sites Catalyst Sites Catalyst Sites

Key Focus Areas

# **63rd Street** Redevelopment Concept






Page: 134

Text Inserted
"Key Focus Areas 63rd Street Redevelopment Concept"

Text Replaced
[Old]: "are either underutilized or completely vacant buildings. An opportunity exists to complement the"
[New]: "1 3 4 2 MEADOWBROOK REDEVELOPMENT CONCEPT Existing outlots fronting 63rd Street remain 1 Additional outlots are created to provide more visible and convenient shopping and dining uses 2 Multi-family redevelopment occupies rear portion of the former Meadowbrook Mall site 3 New residential areas are bu¨ered from commercial uses 4 1"

Font "Bergamo" changed to "MuseoSans-700".
Font-size "9.5" changed to "0".
Font-color changed.

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 126"
[New]: "130 Key Focus Area Plans |"

Font "Bergamo" changed to "MuseoSlab-100".

Key Focus Areas

# **75th Street** Redevelopment Concept






Page: 135

Text Inserted
"Key Focus Areas 75th Street Redevelopment Concept"

Text Replaced
[Old]: "9 KE :Y FOCUS AREA PLANS Catalyst SitesCatalyst SitesCatalyst SitesCat




# 10 Implementation

The Comprehensive Plan sets forth an agreed-upon "road map" for growth and development within the Village of Downers Grove over the next 15 to 20 years. It is the product of considerable effort on behalf of the Village Council, Plan Commission, Comprehensive Planning Ad Hoc Committee, Village staff, and the community at large.

This section highlights several steps that should be undertaken to initiate and sustain the plan implementation process. These include:

- Use the updated Comprehensive Plan on a day-to-day basis;
- Review and update the Zoning Ordinance and other development controls;
- Review and update the Community Investment Program (CIP);
- Annually, prepare a 5-year action plan to prioritize objectives for the future and list accomplishments of preceding years;
- Promote cooperation and participation among various agencies, organizations, community groups and individuals;
- Enhance public communication;
- Continue to engage the public using a variety of outreach tools including continued use of social media;
- Review the Comprehensive Plan every five years for potential updates; and,
- Explore possible funding sources and implementation techniques.



## Page: 136

Text Inserted
"10 Implementation"

Text Replaced
[Old]: "an opportunity"
[New]: "T he Comprehensive Plan sets forth an agreed-upon "road map" for growth and development"

Font "Bergamo" changed to "MuseoSlab-900".
Font-size "9.5" changed to "38.7692".
Font-color changed.

Text Inserted
"This section highlights several steps that should be undertaken to initiate and sustain the plan implementation process. These include:"

Text Inserted
"Enhance public communication;"

Text Inserted
"•"

Text Inserted
"• Continue to engage the public using a variety of outreach tools including continued use of social media; •"

Text Replaced
[Old]: "to redevelop with more compatible uses"
[New]: "within the Village of Downers Grove over the next 15 to 20 years. It is the product of considerable effort on behalf of the Village Council, Plan Commission, Comprehensive Planning Ad Hoc Committee, Village staff, and the community at large. •"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"Use the updated Comprehensive Plan on a day-to-day basis;"

Text Inserted
"Review the Comprehensive Plan every five years for potential updates; and,"

Text Inserted
"Review and update the Zoning Ordinance and other development controls;"

Text Inserted
"•"

Text Inserted
"Explore possible funding sources and implementation techniques."

Text Inserted
"•"

Text Inserted
"Review and update the Community Investment Program (CIP);"

Text Inserted
"•"

Text Inserted
"Annually, prepare a 5-year action plan to prioritize objectives for the future and list accomplishments of preceding years;"

Text Inserted
"•"

Text Inserted
"Promote cooperation and participation among various agencies, organizations, community groups and individuals;"

Comments from page 136 continued on next page




# 10 Implementation

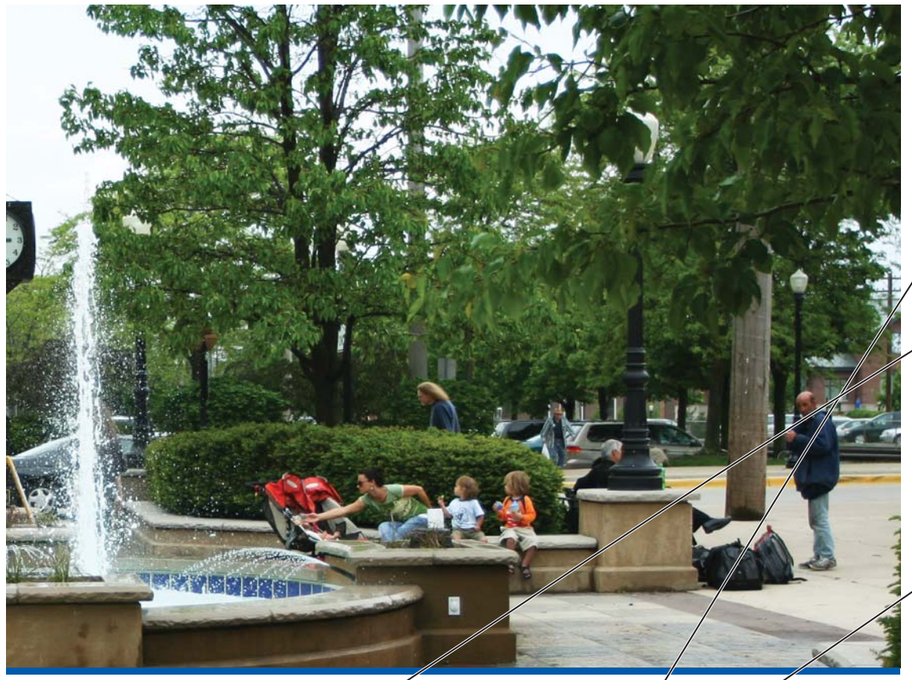
Text Inserted
"."

Text Inserted
"132 Implementation | Downers Grove Comprehensive Plan"

The Comprehensive Plan sets forth an agreed-upon "road map" for growth and development within the Village of Downers Grove over the next 15 to 20 years. It is the product of considerable effort on behalf of the Village Council, Plan Commission, Comprehensive Planning Ad Hoc Committee, Village staff, and the community at large.

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- Promote cooperation and participation among various agencies, organizations, community groups and individuals;
- Enhance public communication;
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- Review the Comprehensive Plan every five years for potential updates; and,
- Explore possible funding sources and implementation techniques.



THE IMPLEMENTATION SECTION HIGHLIGHTS SEVERAL STEPS THAT SHOULD BE TAKEN TO INITIATE AND SUSTAIN THE PLAN IMPLEMENTATION PROCESS

## Use the Plan on a Day-to-Day Basis

The Comprehensive Plan is the official policy guide for improvement and development, and reflects a significant amount of public investment, both in time and money. The Plan should be used on a day-to-day basis by Village staff, officials, boards, and commissions to:

- Evaluate and shape policies and regulations;
- Work with partner agencies and service providers;
- Review and evaluate development proposals;
- Prioritize public expenditures; and
- Encourage private sector investment; and;
- Ensure new facilities, infrastructure and programming align with the Plan;

The Village should continue to make a digital version of this plan available on the Village website and in the Downers Grove Public Library. Likewise, the Plan and its relationship to private and public development projects should be explained to residents.



Page: 137

Text Replaced
[Old]: "with mixed-use, single-family attached housing ormulti-family housing. To avoid closing viable Village businesses, the Village should work with existing industrial owners to relocate to more appropriate areas in"
[New]: "• Prioritize public expenditures; and • Encourage private sector investment; and; • Ensure new facilities, infrastructure and programming align with the Plan; The Village should continue to make a digital version of this plan available on the Village website and in the Downers Grove Public Library. Likewise, the Plan and its relationship to private and public development projects should be explained to residents."

Font "Bergamo" changed to "SymbolMT".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "and facilitate a better connection between Downtown and the Fairview area. These parcels would be most appropriate for low-intensity office uses but could also develop"
[New]: "THE IMPLEMENTATION SECTION HIGHLIGHTS SEVERAL STEPS THAT SHOULD BE TAKEN TO INITIATE AND SUSTAIN THE PLAN IMPLEMENTATION PROCESS Use the Plan on a Day to-Day Basis The Comprehensive Plan is the official policy guide for improvement and development, and reflects a significant amount of public investment, both in time and money. The Plan should be used on a day-to-day basis by Village staff, officials, boards, and commissions to: • Evaluate and shape policies and regulations; • Work with partner agencies and service providers; • Review and evaluate development proposals;"

Font "Bergamo" changed to "Gotham-Light".
Font-size "9.5" changed to "12".
Font-color changed.

Text Inserted
"Downers Grove Comprehensive Plan | Implementation 133"




## Review of Zoning Ordinance

The Comprehensive Plan sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character, and intensity of future development. The Plan's policies and guidelines should inform the revision or drafting of zoning and development regulations to ensure consistency.

Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

After the adoption of the 2011 Comprehensive Plan, the Village undertook a comprehensive review and update to the Zoning Ordinance and Subdivision Ordinance to ensure that both ordinances were consistent with the Comprehensive Plan's policies and guidelines. It is essential that the Village's various development controls including zoning, subdivision, property maintenance, and other related codes, are reviewed and updated as necessary to reflect the updated Comprehensive Plan.

## Prepare an Action Agenda

The preparation of an Action Agenda will help structure implementation of the Comprehensive Plan in a manageable way and measure progress. The Comprehensive Plan is a long-range document with numerous recommendations. Simply put, implementation items (e.g. new policies, infrastructure investments, in conjunction with the CIP) should be prioritized and measureable. Village officials should evaluate all of the Plan's recommendations and annually prioritize execution based on community needs, ease of implementation, and current and projected resources.

An Action Plan should highlight the key activities to be undertaken each year (like a "checklist"), and might consist of:

- A detailed description of the projects and activities to be undertaken;
- The priority of each project or activity;
- An indication of the public and private sector responsibilities for initiating and participating in each activity;
- A suggestion of the possible funding sources and assistance programs for implementing each project or activity; and
- Metrics for tracking the progress of each project or activity.





Page: 138

Text Replaced
[Old]: "the Village such as the Ellsworth Industrial Park. This intersection is currently improved with auto-oriented uses characterized by surface parking lots in front with little or no landscaping and screening. A transit-oriented development in this area would hinge on the successful redevelopment of these parcels stretching south to the railroad tracks. New development should promote a mixed-use, compact form that is oriented towards Fairview Avenue, with parking for residents and customers in the rear. 36 Burlington & Fairview (SW corner) The southeast corner of this intersection is currently improved with the Fairview Metra Station and convenience retail and service uses. Redevelopment of this site should be neighborhood-scaled offering goods and services aimed at commuters and nearby residents. This may include mixed-use development, convenience retail and services, and professional services such as doctor and dental offices. A master planned development for this site in conjunction with Catalyst Site 39 would allow for more development along Fairview Avenue by shifting commuter parking to the east, as necessary. 38 Pepperidge Farm Site In"
[New]: "Review of Zoning Ordinance The Comprehensive Plan sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character, and intensity of future development. The Plan's policies and guidelines should inform the revision or drafting of zoning and development regulations to ensure consistency. Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties, and prescribes the overall character and intensity of development to be permitted. After the adoption of the 2011 Comprehensive Plan, the Village undertook a comprehensive review and update to the Zoning Ordinance and Subdivision Ordinance to ensure that both ordinances were consistent with the Comprehensive Plan's policies and guidelines. It is essential that the Village's various development controls including zoning, subdivision, property maintenance, and other related codes, are reviewed and updated as necessary to reflect the updated Comprehensive Plan. Prepare an Action Agenda The preparation of an Action Agenda will help structure implementation of the Comprehensive Plan in a manageable way and measure progress. The Comprehensive Plan is a long-range document with numerous recommendations. Simply put, implementation items (e.g. new policies, infrastructure investments, in conjunction with the CIP) should be prioritized and measureable. Village officials should evaluate all of the Plan's recommendations and annually prioritize execution based on community needs, ease of implementation, and current and projected resources. An Action Plan should highlight the key activities to be undertaken each year (like a "checklist"), and might consist of: • A detailed description of the projects and activities to be undertaken; • The priority of each project or activity; • An indication of the public and private sector responsibilities for initiating and participating in each activity; • A suggestion of the possible funding sources and assistance programs for implementing each project or activity; and • Metrics for tracking the progress of each project or activity."
Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "13".

Text Inserted
"134 Implementation | Downers Grove Comprehensive Plan"



## Community Investment Program (CIP)

Long-term infrastructure needs should be mapped out, funded, and aligned with the Comprehensive Plan. The Village of Downers Grove 5-Year Capital Improvements Plan, funded through the Capital Improvements Fund, includes a variety of investments and planned projects, It establishes schedules and priorities for all public improvement projects within a five-year period.

The CIP is typically used to schedule the implementation of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing infrastructure, utilities, and Village facilities. The expansion or improvement of the existing Village Hall or Police Department facilities is also included in the Community Investment Program. As planned projects are completed and funding sources emerge, the Action Plan should be revised to include new projects, cost estimates, and priorities.

As financial resources in Downers Grove will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints.

## Cooperation

The Village of Downers Grove should assume the leadership role in implementing the updated Comprehensive Plan. This includes carrying out the administrative actions, the public improvement projects and a variety of programs available to local residents, businesses and property owners.

However, for the Comprehensive Plan to be successful, it must be based on a strong partnership among the Village, other public agencies, citizens, neighborhood groups and organizations, and the business community.

The Village should lead this collaborative effort to implement the Comprehensive Plan. The Village's partners should include:

- Other governmental and service districts such as: the school districts, public library, Park District, Forest Preserve District, Downers Grove Township, DuPage County, emergency service providers such as police and fire, private utility companies, the Illinois Department of Transportation (IDOT),
- Builders and developers who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and,
- The Downers Grove community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community.



Page: 139

Text Replaced
[Old]: "the event the Pepperidge Farm facility desires to relocate, a contingency plan should be put into place for the future use of the site. Every effort should be made to retain this important asset in the Village of Downers Grove. Relocation of the facility to the Ellsworth Industrial Park (or similar industrial area) would allow the facility to modernize and grow and would alleviate land use conflicts in its current location. Single-family attached housing on this site would provide a buffer between the railroad and single-family detached housing areas to the south. The eastern portion of this site tapers slightly and should be reserved for open space, stormwater facilities and/or utilities needed to support new development in the area. Historically, this area developed in a piecemeal fashion with little to no coordination. Multi-family uses are appropriate for this site; however redevelopment towards transit-oriented development would vastly improve"
[New]: "Community Investment Program (CIP) Long-term infrastructure needs should be mapped out, funded, and aligned with the Comprehensive Plan. The Village of Downers Grove 5-Year Capital Improvements Plan, funded through the Capital Improvements Fund, includes a variety of investments and planned projects, It establishes schedules and priorities for all public improvement projects within a five-year period. The CIP is typically used to schedule the implementation of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing infrastructure, utilities, and Village facilities. The expansion or improvement of the existing Village Hall or Police Department facilities is also included in the Community Investment Program. As planned projects are completed and funding sources emerge, the Action Plan should be revised to include new projects, cost estimates, and priorities. As financial resources in Downers Grove will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints. Cooperation The Village of Downers Grove should assume the leadership role in implementing the updated Comprehensive Plan. This includes carrying out the administrative actions, the public improvement projects and a variety of programs available to local residents, businesses and property owners. However, for the Comprehensive Plan to be successful, it must be based on a strong partnership among the Village, other public agencies, citizens, neighborhood groups and organizations, and the business community. The Village should lead this collaborative effort to implement the Comprehensive Plan. The Village's partners should include: • Other governmental and service districts such as: the school districts, public library, Park District, Forest Preserve District, Downers Grove Township, DuPage County, emergency service providers such as police and fire, private utility companies, the Illinois Department of Transportation (IDOT), • Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and, • The Downers Grove community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within the community."

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "13".

Text Deleted
"Page 132"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Implementation 135"



## Public Communication

Implementing the recommendations of the Comprehensive Plan will require the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village.

The Village should prepare a brief summary of the updated Comprehensive Plan and distribute it widely throughout the community online, at the public library, and at Village Hall. It is important that all local residents, businesses, and property owners be familiar with the Plan's major recommendations and its "vision" for the future.

The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might consider a special newsletter, website features, and social media posts that focus on frequently-raised questions and concerns regarding planning and development or new Village projects.

The Village should continue to focus on integrating social media into a regular communications strategy when announcing different actions undertaken by the Village when implementing the plan.

## Regular Updates

It is important to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Village should regularly undertake a systematic review of the Plan every 5 years, and revise and update the Plan accordingly. The Village should also maintain a public list of potential amendments, issues, or needs. Ideally, this review should coincide with the preparation of the Village's budget and Community Investment Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.





Page: 140

Text Replaced
[Old]: "the form, function and appearance of this area. 34 Maple & Rogers The potential exists to realign Maple Avenue creating a development parcel appropriately sized for mixed-use, multi-family housing, single-family attached housing, or office development to achieve transit-oriented development near the Fairview Metra Station."
[New]: "Public Communication Implementing the recommendations of the Comprehensive Plan will require the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village. The Village should prepare a brief summary of the updated Comprehensive Plan and distribute it widely throughout the community online, at the public library, and at Village Hall. It is important that all local residents, businesses, and property owners be familiar with the Plan's major recommendations and its "vision" for the future. The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might consider a special newsletter, website features, and social media posts that focus on frequently-raised questions and concerns regarding planning and development or new Village projects. The Village should continue to focus on integrating social media into a regular communications strategy when announcing different actions undertaken by the Village when implementing the plan. Regular Updates It is important"

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "13".

Text Deleted
"KEY FOCUS AREAS"

Text Replaced
[Old]: "KEY FOCUS AREA PLANS 9: TOD Redevelopment Concept The potential exists to realign Maple Avenue, improving circulation through the area and eliminating a railroad crossing Larger and exaggerated setbacks would improve pedestrian comfort on Fairview Avenue Parking in the rear of commercial buildings would improve the area's walkability and character. Redeveloped multi-family buildings should be well buffered and separated from adjacent single family homes Existing street grid should carry through to the development on the north side of 2nd Street Existing parking area may be too narrow to accommodate any development. Consideration should be given to utilizing this area as open space or for stormwater management Redeveloped industrial sites into professional offices more compatible with nearby residential uses. Neighborhood commercial center with a strong presence at Maple and Fairview. Multi-family residential and neighborhood commercial uses. A neighborhood commercial center with a strong street presence on Fairview with parking at the rear. Multi-family residential uses separate single family neighborhoods from the railroad. Redeveloped multi-family buildings into more contemporary buildings in a more coordinated fashion. Expanded Metra parking flanked by neighborhood commercial to the west and multi-family residential to the east. Should the existing use vacate, attached single-family rowhomes with strong potential for LEED ND."
[New]: "to emphasize that the Comprehensive Plan is not a static document. If community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. The Village should regularly undertake a systematic review of the Plan every 5 years, and revise and update the Plan accordingly. The Village should also maintain a public list of potential amendments, issues, or needs. Ideally, this review should coincide with the preparation of the Village's budget and Community Investment Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure"

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

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"LEED NDTODIdentity &"

Text Replaced
[Old]: "Placemaking Transit Oriented Development (TOD) is The Fairview area provides an opportunity a type of development that prioritizes mass for a demonstration project using"
[New]: "that the planning program remains relevant to community needs and aspirations."

Font "Impact" changed to "MuseoSlab-100".
Font-size "20" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Comments from page 140 continued on next page



## Public Communication

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## Regular Updates

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Font "Bergamo" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 134"
[New]: "136 Implementation |"

Font "Bergamo" changed to "MuseoSlab-100".



## Implementation Funding & Incentives

The Comprehensive Plan includes a variety of policy and planning recommendations for land use and development, transportation, parks and open space, and community facilities. Many vary in terms of timeframe and cost. Some actions, such as regulatory amendments, administrative policies, or partnerships, can be executed immediately with minimal or no financial cost. Others, however, require funding that is not currently programmed or is beyond the capacity of the Village. This section identifies a series of sources for project funding available.

## General Funding Sources

The funding sources provided in this section can be utilized for a variety of programming, infrastructure and operational uses.

## Community Development Block Grant (CDBG) Program

The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of unique development needs. The CDBG program provides annual grants on a formula basis to general units of local governments and states. A grantee must develop and follow a detailed plan that provides for, and encourages citizen participation. This process emphasizes participation by persons of low- or moderate- income, particularly residents of low-income and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds.

## Tax ~~Increment~~ Financing (TIF)

The ~~purpose~~ of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and environmental remediation.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.



Page: 141

Text Replaced
[Old]: "The recommendations included within transit as a mode of transportation in its orientation and built form. TODs are typically compact, dense and located in close proximity to transit facilities. LEED-ND (Neighborhood Development) criteria, the U.S. Green Building Council's metrics and rating system applicable to neighborhood-scale development. LEED-ND places emphasis on site selection, design and the construction elements of buildings and infrastructure. this Key Focus Area Plan provide an opportunity to create a cohesive neighborhood with a distinct identity. Neighborhood commercial uses along Fairview Avenue are proposed to be surrounded by contemporary multi-family housing options (both standalone and as part of mixed-use developments). Improvements to circulation, land use, aesthetics, open space and gateways are proposed to create Downers Grove's newest neighborhood. Assisting with this effort, include appropriate applications of the principles of TOD and LEED for Neighborhood Development. Mixed-use development is emphasized and uses may include a mix of housing types, convenience retail (such as coffee shops, dry cleaners and shoe repair), and public spaces. A TOD"
[New]: "Implementation Funding & Incentives The Comprehensive Plan includes a variety of policy and planning recommendations for land use and development, transportation, parks and open space, and community facilities. Many vary in terms of timeframe and cost. Some actions, such as regulatory amendments, administrative policies, or partnerships, can be executed immediately with minimal or no financial cost. Others, however, require funding that is not currently programmed or is beyond the capacity of the Village. This section identifies a series of sources for project funding available. General Funding Sources The funding sources provided in this section can be utilized for a variety of programming, infrastructure and operational uses. Community Development Block Grant (CDBG) Program The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of unique development needs. The CDBG program provides annual grants on a formula basis to general units of local governments and states. A grantee must develop and follow a detailed plan that provides for, and encourages citizen participation. This process emphasizes participation by persons of low- or moderate- income, particularly residents of low-income and moderate- income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds."

Font "Bergamo" changed to "MuseoSans-900".
Font-size "9.5" changed to "16".
Font-color changed.

Text Inserted
"Tax Increment Financing (TIF)"

Text Replaced
[Old]: "is walkable, and clusters appropriate land uses within one-quarter to one-half mile of a transit stop or station. Redevelopment within the Fairview area could employ techniques to create a self-sustaining, walkable town center unrivaled in the western suburbs. The presence of transit, the existing street network and the diversity of uses in this area all contribute to the possibility of such a project. Achieving LEED-ND may increase the time and cost of a particular development project. The Village may encourage parcels to strive to adhere to the requirements"
[New]: "The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and environmental remediation. TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue. Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 135"
[New]: "| Implementation 137"

Font "Bergamo" changed to "MuseoSlab-100".

Comments from page 141 continued on next page



# Implementation Funding & Incentives

The Comprehensive Plan includes a variety of policy and planning recommendations for land use and development, transportation, parks and open space, and community facilities. Many vary in terms of timeframe and cost. Some actions, such as regulatory amendments, administrative policies, or partnerships, can be executed immediately with minimal or no financial cost. Others, however, require funding that is not currently programmed or is beyond the capacity of the Village. This section identifies a series of sources for project funding available.

## General Funding Sources

The funding sources provided in this section can be utilized for a variety of programming, infrastructure and operational uses.

## Community Development Block Grant (CDBG) Program

The Community Development Block Grant program is a flexible program that provides communities with resources to address a wide range of unique development needs. The CDBG program provides annual grants on a formula basis to general units of local governments and states. A grantee must develop and follow a detailed plan that provides for, and encourages citizen participation. This process emphasizes participation by persons of low- or moderate- income, particularly residents of low-income and moderate-income neighborhoods, blighted areas, and areas in which the grantee proposes to use CDBG funds.

## Tax Increment Financing (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can typically be used for infrastructure, streetscaping, public improvements, land assemblage, and environmental remediation.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established, is reinvested in that area. Local officials may then issue bonds or undertake other financial obligation based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon through authorization from the State Legislature.



## Special Service Area (SSA)

A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object.

SSA funded projects can include such things as district marketing and advertising assistance, promotional activities and special events, streetscape and signage improvements, property maintenance services. SSA's can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs.

## Business Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- Acquire all development and redevelopment proposals
- Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan
- Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment
- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.



## Page: 142

Text Replaced
[Old]: "The Comprehensive Plan sets forth an agreed-upon "road map" for growth and development within the Village of Downers Grove over the next 15 to 20 years. It is the product of considerable effort on behalf of the Village Council, Plan Commission, Comprehensive Plan Committee, Village staff, and the community at large. This section highlights several steps that should be undertaken to initiate and sustain the plan implementation process. These include: 1. Use the updated Comprehensive Plan on a day-to-day basis; 2. Review and update the Zoning Ordinance and other development controls; 3. Review and update the Community Investment Program (CIP); 4. Annually, prepare a 5-year action plan to prioritize objectives for the future and list accomplishments of preceding years; 5. Promote cooperation and participation among various agencies, organizations, community groups and individuals; 6. Enhance public communication; 7. Continue to engage the public using a variety of outreach tools; 8. Review the Comprehensive Plan every five years for potential updates; and, 9. Explore possible funding sources and implementation techniques. The Implementation Section highlights several steps that should be taken to initiate and sustain the plan implementation process"
[New]: "an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions: • Acquire all development and redevelopment proposals • Acquire, manage, convey, or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan • Apply for and accept capital grants and loans from the federal government and"

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Text Inserted
"Special Service Area (SSA)"

Text Replaced
[Old]: "of LEED-ND even if certification is not sought. An emphasis on infill development Shared parking facilities/minimize surface parking lots Improvements to open space and stormwater facilities Continuation of the street grid Buildings oriented towards the street Improved pedestrian and bicycle (parking in the rear ) connections Increased density and an emphasis on mixed-use within 1/4 mile of the station Avoid developing in floodplains and environmentally-sensitive land A potential realignment of Maple Avenue could occur to Maple Avenue Realignment improve safety and circulation in the area by making this area less of a "cut-through" for east-west traffic. A traffic study would need to be conducted in order to fully assess the impacts on nearby streets, especially residential streets. Additional street improvements (e.g., widening) for other streets may be necessary as a result. SHELDON AUSTIN F AIR VIEW MAPLE FLORENCE WILCOX To Downtown ROGERS Via Rogers Street To Downtown BURLINGTON Map Legend Via Warren Avenue West Bound Route 9: KEY FOCUS AREA PLANS ELMWOOD BLODGETT East Bound Route 2ND GRAND 3RD FLORENCE CUMNOR Alt East Bound Route Vacated Right-of-Way 4TH Downtown Pedestrian Connection"
[New]: "A Special Service Area (SSA) provides a means of funding improvements and programs within a designated area. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object. SSA funded projects can include such things as district marketing and advertising assistance, promotional activities and special events, streetscape and signage improvements, property maintenance services. SSA's can also be used to fund various incentives and tools such as small business loan funds or façade improvement programs. Business Districts As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to"

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Font-size "9.5" changed to "8".

Text Deleted
"Section 10 IMPLEMENTATION Downers Grove, Illinois Comprehensive Plan"

Text Replaced
[Old]: "IMPLEMENTATION 10: Use the Plan on a Day-to-Day Basis The Comprehensive Plan is the Village's official policy guide for improvement and development. It is essential that the Plan be supported by the Village Council and used on a regular basis by Village staff, boards and commissions to review"
[New]: "the State of Illinois for business district development and redevelopment • Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations."

Font "Impact" changed to "MuseoSlab-100".
Font-size "0" changed to "8".

Comments from page 142 continued on next page



Text Inserted
"138 Implementation | Downers Grove Comprehensive Plan"

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- Borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.



- Enter into contracts with any public or private agency or person
- Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans
- Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans
- Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment. BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas, or in emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

## Community Development Corporation

Some communities use Special Service Areas or Tax Increment Financing to fund the start-up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independent chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire or redevelop property.

## Revolving Loan Fund

A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses and is funded through the Illinois Department of Commerce and Community Affairs. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. This funding opportunity could be marketed to local entrepreneurs seeking to grow their businesses.



Page: 143

Text Replaced
[Old]: "and evaluate all proposals for improvement and development within the community in the years ahead. The Village should: 1. Make copies of the Plan document available for public review and purchase; 2. Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate; 3. Assist the Village Council, boards and commissions in the day-to-day administration, interpretation, and application of the Plan; 4. Consider possible amendments, issues or needs which may be a subject of change, addition or deletion from the Comprehensive Plan; and, 5. Coordinate with, and assist the Plan Commission and Village Council in the Plan amendment process. Review of Zoning Ordinance The Comprehensive Plan sets forth policies regarding the use of land within the Village and establishes guidelines for the quality, character and intensity of future development. The Plan's policies and guidelines should inform the revision of or drafting of zoning and development regulations to ensure consistency. Zoning is an important tool in implementing planning policy. It establishes the types of uses allowed on specific properties, and prescribes the overall character and intensity"
[New]: "• Enter into contracts with any public or private agency or person • Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans • Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans • Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for the purposes of business district development and redevelopment. BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas, or in emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs. Community Development Corporation Some communities use Special Service Areas or Tax Increment Financing to fund the start-up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts. A CDC is typically an independent chartered organization, often with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community. CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source to provide for both operating expenses and programs, as appropriate. CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses, but may also administer loan programs or acquire or redevelop property. Revolving Loan Fund A revolving loan fund is administered to provide financial support and assistance to new or expanding businesses and is funded through the Illinois Department of Commerce and Community Affairs. The borrower may use the low- interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. This funding opportunity could be marketed to local entrepreneurs seeking to grow their businesses."
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Text Deleted
"Page 140"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

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Text Inserted
"| Implementation 139"




## Payment in Lieu of Taxes

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

## Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the Village.

## Foundation & Specialized Grants

The successful implementation of the Plan requires execution of projects that range in size and scope. One type of funding source that becomes increasingly significant when issue-specific projects or programs are considered are foundation grants. The Village should dedicate resources to monitoring and exploring foundation grants for potential funding opportunities.

## Federal Historic Preservation Tax Credits

The Federal Historic Preservation Tax credit program is administered by the National Park Service (NPS) and the Internal Revenue Service (IRS) in partnership with the State Historic Preservation Office (SHPOs). The amount of credit available under this program equals 20% of the qualifying expenses of a rehabilitation. Key criteria to obtain the credit include:

- The tax credit is only available for properties that will be used for a business or other income-producing purpose, and a "substantial" amount must be spent rehabilitating the historic building;
- The building needs to be certified as a historic structure by the National Park Service; and
- Rehabilitation work has to meet the Secretary of the Interior's Standards for Rehabilitation, as determined by the National Park Service.



Page: 144

Text Replaced
[Old]: "of development to be permitted. It is essential that all of the Village's development controls be consistent with and complement the updated Comprehensive Plan. Adoption of the Comprehensive Plan should be followed by a review and update of the Village's various development controls including zoning, subdivision regulations, and other related codes and ordinances. Community Investment Program (CIP) Another tool for implementing the Comprehensive Plan is the Village's Community Investment Program (CIP). It establishes schedules and priorities for all public improvement projects within a five-year period. The CIP typically should be used to schedule the implementation of specific projects related to the Comprehensive Plan, particularly the restoration and upgrading of existing infrastructure, utilities, and Village facilities. The expansion or improvement of the existing Village Hall or Police Department facilities is also included in the Community Investment Program. As financial resources in Downers Grove will always be limited and public dollars must be spent wisely, the Village should continue to use the CIP to provide the most desirable public improvements and stay within budget constraints."
[New]: "Payment in Lieu of Taxes Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of desired businesses for a predetermined period. In this instance, the Village and a property owner will agree to the annual payment of a set fee in place of the property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property. In addition, PILOT can be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity locating to a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax. Incubators Business incubators provide low-cost space and specialized support"

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Text Replaced
[Old]: "Action Agenda In conjunction with annual updates to the Community Investment Program, the Village should prepare an implementation "action agenda," similar to TCD3, to highlight the improvement and development projects and activities to be undertaken during the next few years. For example, the action agenda might consist of: 1. A detailed description of the projects and activities to be undertaken; 2. The priority of each project or activity; 3. An indication of the public and private sector responsibilities for initiating and participating in each activity; and 4. A suggestion of the funding sources and assistance programs that might potentially be available for implementing each project or activity. Cooperation The Village of Downers Grove should assume the leadership role in implementing the updated Comprehensive Plan. This includes carrying out the administrative actions, the public improvement projects and a variety of programs available to local residents, businesses and property owners. However, for the Comprehensive Plan to be successful, it must be based on a strong partnership between the Village, other public agencies, citizens, neighborhood groups and organizations, the business community, and the private sector. The Village should lead this collaborative effort to implement the Comprehensive Plan. The Village's partners should include: Public Communication Implementing the recommendations of the Comprehensive Plan will require"
[New]: "to small companies. Such services might include administrative consulting, access to office equipment and training, and assisting in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to have startup businesses grow and relocate to larger spaces within the Village. Foundation & Specialized Grants The successful implementation of the Plan requires execution of projects that range in size and scope. One type of funding source that becomes increasingly significant when issue- specific projects or programs are considered are foundation grants. The Village should dedicate resources to monitoring and exploring foundation grants for potential funding opportunities. Federal Historic Preservation Tax Credits The Federal Historic Preservation Tax credit program is administered by the National Park Service (NPS) and the Internal Revenue Service (IRS) in partnership with the State Historic Preservation Office (SHPOs). The amount of credit available under this program equals 20% of the qualifying expenses of a rehabilitation. Key criteria to obtain the credit include: • The tax credit is only available for properties that will be used for a business or other income-producing purpose, and a "substantial" amount must be spent rehabilitating the historic building; • The building needs to be certified as a historic structure by the National Park Service; and • Rehabilitation work has to meet the Secretary of the Interior's Standards for Rehabilitation, as determined by the National Park Service."

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Text Deleted
"Page 141"

Text Replaced
[Old]: "Grove, Illinois"
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Comments from page 144 continued on next page

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Text Inserted
"140 Implementation |"



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## Transportation Funding Sources

### MAP-21

In July 2012, the "Moving Ahead for Progress in the 21st Century" (MAP-21) bill was signed into law. This two-year transportation reauthorization bill replaced the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), which expired in September 2009. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build a foundation for long-term prosperity.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the Village to make enhancements to local transportation infrastructure including roads, bridges, sidewalks, and trails.

### *Safe Routes to School (SRTS)*

The SRTS program provides funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school.

### *Illinois Transportation Enhancement Program (ITEP)*

The Illinois Department of Transportation administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

### *Congestion Mitigation & Air Quality (CMAQ) Improvement Program*

The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of CMAQ funds for the northeastern Illinois region. CMAP supports a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit diesel emissions, and to create promotional campaigns to enhance use of transit and bicycles.

### *Surface Transportation Program (STP)*

In the past, these funds have been allocated to coordinating regional councils to be used for roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project. STP funds have been used for a variety of project types including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signal improvements; and green infrastructure funding.



Page: 145

Text Replaced
[Old]: "the support and extensive participation of the community. Successfully communicating with local residents, businesses, and property owners should be a priority of the Village. The Village should prepare a brief summary version of the updated Comprehensive Plan and distribute it widely throughout the community including making it available on-line, at the public library and at Village Hall. It is important that all local residents, businesses, and property owners be familiar with the Plan's major recommendations and its "vision" for the future. The Village should also consider additional techniques for responding quickly to public questions and concerns regarding planning and development. For example, the Village might consider a special newsletter or website features that focus on frequently-raised questions and concerns regarding planning and development or new Village projects. To remain current, the action agenda should be updated once a year. • Other governmental and service districts, such as the school districts, public library, Park District, Forest Preserve District, Downers Grove Township, DuPage County, emergency service providers such as police and fire, private utility companies, the"
[New]: "Transportation Funding Sources MAP-21 In July 2012, the "Moving Ahead for Progress in the 21st Century" (MAP-21) bill was signed into law. This two-year transportation reauthorization bill replaced the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), which expired in September 2009. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build a foundation for long-term prosperity. The following discussion summarizes grant programs covered under MAP21 that could be utilized by the Village to make enhancements to local transportation infrastructure including roads, bridges, sidewalks, and trails. Safe Routes to School (SRTS) The SRTS program provides funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school."

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Text Replaced
[Old]: "(IDOT), the Forest Preserve District of DuPage County, etc; • Builders and developers, who should be encouraged to undertake improvements and new construction that conform to the Plan and enhance the overall quality and character of the community; and, • The Downers Grove community, since all residents and neighborhood groups should be encouraged to participate in the on-going planning process, and all should be given the opportunity to voice their opinions on improvement and development decisions within"
[New]: "administers the ITEP and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs. Congestion Mitigation & Air Quality (CMAQ) Improvement Program The Chicago Metropolitan Agency for Planning (CMAP) is the administrator of CMAQ funds for the northeastern Illinois region. CMAP supports a wide range of projects through the CMAQ program including improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. Funds have also been used to make transportation improvements to eliminate traffic bottlenecks, limit diesel emissions, and to create promotional campaigns to enhance use of transit and bicycles."

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"Illinois Transportation Enhancement Program (ITEP)"

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"Surface Transportation Program (STP)"

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[Old]: "the community. 10: IMPLEMENTATION"
[New]: "In the past, these funds have been allocated to coordinating regional councils"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "IMPLEMENTATION 10: Regular Updates It is important to emphasize that the Comprehensive Plan"
[New]: "to be used for roadway and roadway related items. Projects in this funding category have required a local sponsor and have been selected based on, among other factors, a ranking scale that takes into account the regional benefits provided by the project. STP funds have been used for a variety of project types including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection

Comments from page 145 continued on next page




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"Downers Grove Comprehensive Plan | Implementation 141"



*Recreational Trails Program (RTP)*

The Recreational Trails Program is a federally funded grant program for trail-related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, non-profits, and for-profit businesses.

**Transit-Oriented Development Funding**

The Regional Transportation Authority (RTA), in conjunction with the Regional Transit-Oriented Development Working Group, provides a comprehensive list of funding sources available for transit-oriented development (TOD). The list includes local, state, and federal resources, as well as private foundation grants. The Village should periodically review the RTA list of TOD funding sources to understand application deadlines and eligibility requirements.

**Parks & Open Space Funding Sources**

Illinois Department of Natural Resources & OSLAD

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restriction on the number of local governments that can be funded for a given location. IDNR Grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.



Page: 146

Text Replaced
[Old]: "is not a static document. If community attitudes change or new issues arise which are beyond the scope of the current Plan, the Plan should be revised and updated accordingly. Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan. The Village should initiate review of the Plan at regular intervals, typically every three to five years. Ideally, this review should coincide with the preparation"
[New]: "Recreational Trails Program (RTP) The Recreational Trails Program is a federally funded grant program for trail- related land acquisition, development, or restoration. The grants are awarded based on the results of a competitive scoring process and the application's suitability under MAP-21. A minimum 20% match is required by the applicant. Grants are to be used for motorized or non-motorized trail development, renovation, and/or preservation. All projects must be maintained for 25 years. Eligible applicants include municipalities, counties, schools, nonprofits, and for-profit businesses. Transit-Oriented Development Funding The Regional Transportation Authority (RTA), in conjunction with the Regional Transit-Oriented Development Working Group, provides a comprehensive list of funding sources available for transit-oriented development (TOD). The list includes local, state, and federal resources, as well as private foundation grants. The Village should periodically review the RTA list of TOD funding sources to understand application deadlines and eligibility requirements. Parks & Open Space"

Font "Bergamo" changed to "MuseoSans-300Italic".
Font-size "9.5" changed to "12".

Text Inserted
"Funding Sources"

Text Replaced
[Old]: "of the Village's budget and Community Investment Program and the preparation of an annual action agenda. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning"
[New]: "Illinois Department of Natural Resources & OSLAD The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to a government or not-for-profit organization. Local governments can receive one grant per program per year, with no restriction on the number of local governments that can be funded for a given location. IDNR Grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program."

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Font-size "9.5" changed to "12".

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"142 Implementation | Downers Grove Comprehensive Plan"



The OSLAD program awards up to 50% of project costs up to a maximum of $750,000 for acquisition and $400,000 for development/renovation of such recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

## Land & Water Conservation Fund

The Land and Water Conservation Fund (LWCF) was created by Congress in 1965 to assist eligible governmental units in the provision of new park areas. The LWCF is a matching assistance program that provides grants for 50% of the cost for the acquisition and/or development of outdoor recreation sites and facilities. The sponsor must have the local matching 50% of the project cost available prior to the application. The Land and Water Conservation Fund applicants may request amounts ranging from a minimum of $10,000 up to a maximum of $200,000.

Examples of types of projects include:

- Acquiring park or natural area;
- Picnic areas;
- Sports and playfields, such as playgrounds, ballfields, court facilities and golf courses;
- Water oriented facilities for boating, swimming, and access to lakes, rivers, and streams;
- Natural areas and interpretive facilities;
- Campgrounds;
- Fishing and hunting areas;
- Winter sports facilities;
- Amphitheaters and bandstands;
- Parks adjacent to schools for mutual use;
- Outdoor natural habitat zoo facilities; and
- Roads, restrooms, utilities, park maintenance buildings; and nature centers.



Page: 147

Text Replaced
[Old]: "program remains relevant to community needs and aspirations."
[New]: "The OSLAD program awards up to 50% of project costs up to a maximum of $750,000 for acquisition and $400,000 for development/ renovation"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "While many of the projects and improvements called for in the Comprehensive Plan can be implemented through administrative and policy decisions and can be funded through normal municipal revenue streams, other projects may require special technical and/ or financial assistance. The Village should continue to explore and consider the wide range of local, state and federal resources and programs that may be available to assist in the implementation of planning recommendations. A list of possible funding sources and mechanisms include the following: • Community Development Block Grant Program (CDBG) • Tax Increment Financing (TIF) • Home Rule Sales Tax • Special Service Area (SSA) • Business District Designation • Tax Abatement • Payment in Lieu of Taxes (PILOT) • Community Development Corporations • Foundation and Specialized Grants • Business Development Public Infrastructure Program (BDPIP) • Manufacturing Modernization Loan Program • Industrial Revenue Bond (IRB) Inducements • Brownfields Cleanup Revolving Loan Program • Brownfields Assessment Grant Program • Brownfields Cleanup Grant Program • Illinois Municipal Brownfields Redevelopment Grant Program • Rail Freight Program (RFP) • SAFETEA-LU • Surface Transportation Program (STP) • Safe Routes to School • Illinois Transportation Enhancement Program (ITEP) • Congestion Mitigation and Air Quality Improvement Program (CMAQ) • Illinois Department of Natural Resources • OSLAD • Recreational Trails Program • Land and Water Conservation Fund (LWCF) • Illinois Clean Energy Community Foundation • Illinois Sustainable Education Projects (ISTEP)"
[New]: "of such recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses. Land & Water Conservation Fund The Land and Water Conservation Fund (LWCF) was created by Congress in 1965 to assist eligible governmental units in the provision of new park areas. The LWCF is a matching assistance program that provides grants for 50% of the cost for the acquisition and/or development of outdoor recreation sites and facilities. The sponsor must have the local matching 50% of the project cost available prior to the application. The Land and Water Conservation Fund applicants may request amounts ranging from a minimum of $10,000 up to a maximum of $200,000. Examples of types of projects include: • Acquiring park or natural area; • Picnic areas; • Sports and playfields, such as playgrounds, ballfields, court facilities and golf courses; • Water oriented facilities for boating, swimming, and access to lakes, rivers, and streams; • Natural areas and interpretive facilities; • Campgrounds; • Fishing and hunting areas; • Winter sports facilities; • Amphitheaters and bandstands; • Parks adjacent to schools for mutual use; • Outdoor natural habitat zoo facilities; and • Roads, restrooms, utilities, park maintenance buildings; and nature centers."

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Font-size "9.5" changed to "8".

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"Funding Sources"

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"Page 142"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

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"| Implementation 143"



# Goals & Objectives

The Village of Downers Grove's Comprehensive Plan looks forward over the next 15-20 years and expresses what the Village desires to become in the future. This section presents the relevant goals and objectives derived from the TCD3 public input effort. The goals and objectives form the framework for consideration by the Comprehensive Plan Committee and its recommendations. The input was gathered largely in 2009 by TCD3.

**Goals** describe desired end situations toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

**Objectives** describe more specific actions that should be undertaken by the Village to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

Goals and Objectives have been established for:

- Residential Areas;
- Commercial and Office Areas;
- Industrial Areas;
- Transportation and Circulation;
- Infrastructure and Development;
- Community Facilities;
- Parks, Open Space and Environmental Features;
- Image and Identity;
- Economic Development; and,
- Village Services and Administration.





Page: 148

Text Replaced
[Old]: "Appendix: Downers Grove, Illinois Comprehensive Plan GOALS & OBJECTIVES"
[New]: "Goals & Objectives"

Font "Impact" changed to "MuseoSans-900".
Font-size "30" changed to "42".
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Text Deleted
"goals and objectives form the framework for planning recommendations, policies, future projects and actions Appendix: GOALS & OBJECTIVES"

Text Inserted
"144 Appendix | Downers Grove Comprehensive Plan"



Page: 149

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

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[Old]: "Page"
[New]: "| Appendix"

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## ~~Residential~~ Areas

### Goal

Maintain the Village's image and desirability as a great place to live by preserving and enhancing the quality, character, safety and appeal of residential neighborhoods, developments and subdivisions, and providing diversity in its housing stock and unit types.

### Objectives

- Promote residential development and redevelopment of a variety of housing and dwelling unit types and densities in accordance with the Land Use Plan, and ensure the Zoning Ordinance and other regulatory tools are updated appropriately.
- Accommodate residential renovation and redevelopment through a consistent, expedient and thorough permitting process.
- Consistently administer and enforce residential development regulations, including compliance with setbacks, maximum height, parkway tree preservation, stormwater, bulk, density and other development regulations.
- Consistently administer and enforce residential construction regulations, including construction hours, fencing, trash and debris, parking, and other construction related activities that can impact nearby properties.
- Consider the development of a guide or tool to ensure that new residential construction (including infill and teardown construction) and additions are of an appropriate scale and character.
- Continue to inventory and enhance regulatory protections for the Village's notable historic homes including its collection of Sears homes.
- Examine alternative solutions to sidewalk construction in certain challenging areas of the Village.
- Improve public outreach and input programs for capital and infrastructure improvement projects.
- Explore the creation of a property maintenance program to assist residents, particularly seniors, with affordable lawn cutting and snow removal services.



Page: 150

Text Replaced
[Old]: "2."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "5."
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"Appendix: GOALS & OBJECTIVES"

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[Old]: "1."
[New]: "•"

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Comments from page 150 continued on next page



# Residential Areas

## Goal

Maintain the Village's image and desirability as a great place to live by preserving and enhancing the quality, character, safety and appeal of residential neighborhoods, developments and subdivisions, and providing diversity in its housing stock and unit types.

## Objectives

- Promote residential development and redevelopment of a variety of housing and dwelling unit types and densities in accordance with the Land Use Plan, and ensure the Zoning Ordinance and other regulatory tools are updated appropriately.
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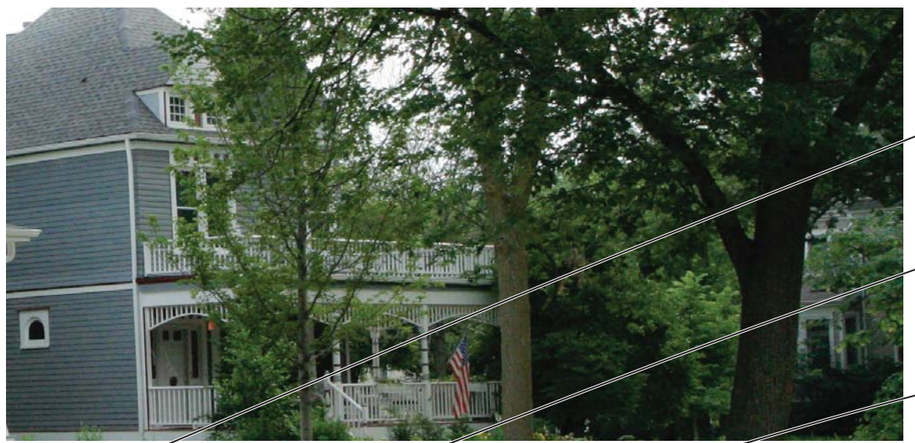
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[Old]: "8."
[New]: "•"

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[Old]: "9."
[New]: "•"

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Font-size "9.5" changed to "8".

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"146 Appendix | Downers Grove Comprehensive Plan"



- Preserve sound existing housing through regular, active code enforcement and preventative maintenance programs.
- Work with home owners associations and property management companies to enforce property maintenance requirements in private residential developments, particularly with regard to vacant units.
- Prevent the encroachment of incompatible development on residential areas through implementation of the Land Use Plan and buffering, screening, and separation requirements where necessary and provide areas of transitioning density and intensity of use between residential and commercial land uses where appropriate.
- Strictly enforce buffering, landscaping, screening and lighting requirements of adjacent commercial areas to minimize the negative impacts of commercial development on residential uses.
- Discourage "cut through" commercial traffic in residential areas through signage, enforcement, traffic calming and other measures particularly at the time of reconstruction.
- Promote the economic importance, and support the provision of, a variety of housing types and choices within the Village including single family, multi-family, senior housing and others including both owner-occupied and rental properties.
- Encourage the replacement and preservation of parkway trees as an important component of the Village's tree canopy.

## Page: 151

Text Replaced
[Old]: "10."
[New]: "•"

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[Old]: "13."
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[Old]: "15."
[New]: "•"

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[Old]: "11. Explore the creation of a vacant building registration and inspection program to prevent foreclosed and/ or neglected properties from having a detrimental impact on surrounding properties. 12."
[New]: "•"

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[Old]: "16."
[New]: "•"

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[Old]: "owner-occupied"
[New]: "owner- occupied"

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[Old]: "14."
[New]: "•"

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Font-size "9.5" changed to "8".

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Comments from page 151 continued on next page



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[Old]: "maintenance"
[New]: "replacement"

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Font-size "9.5" changed to "8".

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[Old]: "17."
[New]: "•"

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"Page 146"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

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"| Appendix 147"



## Commercial & Office Areas

### Goal 1

Develop aesthetically pleasing and functionally well-designed retail and commercial shopping areas that are market supportable, maintain a diversified tax base, and serve the needs of the Village's residents and in some areas, a larger regional market.

### Objectives

- Maintain a range of retail and service commercial activities throughout the Village.
- Define and designate more specific functional roles for the various commercial areas within the Village distinguished by local-, community-, and regional-serving developments.
- Ensure that new commercial development and redevelopment is designed in scale with, and complementary to, existing adjacent development.
- Ensure that all new and improved commercial development, and encourage existing commercial development are effectively screened and buffered from adjacent residential uses.
- Support and encourage all retail, office, and service commercial activities to be organized by use and concentrated within or near areas of complementary uses.
- Recognize, support, and encourage the catalytic role of new campuses and buildings of higher education in appropriate locations within the Village.
- Recognize, support and encourage the catalytic role of medical services in appropriate locations within the Village.
- Where applicable, require the design of new commercial developments to incorporate public amenities such as parks, plazas, arcades and connections to existing or proposed trails.
- New or expanded parking structures should be designed to complement the architecture and urban form of the surrounding area.
- Establish a program to assist businesses and property owners with façade improvements, landscaping, parking improvements, and modernization of aging structures and facilities.
- Continue to utilize and consider additional incentives such as sales tax rebates, TIF, SSA, and business district funds to initiate redevelopment of key opportunity sites.
- Initiate programs to incentivize the improvement and rehabilitation of older commercial buildings and areas which are, or are becoming, functionally obsolete including improvements to facades, signage, streetscaping, landscaping, and parking areas.
- Implement a more systematic and proactive property maintenance and code enforcement process in commercial areas of the Village.
- Conduct a comprehensive review of commercial uses in the zoning ordinance to ensure they are up-to-date and serving the Village well.





Page: 152

Text Replaced
[Old]: "and"
[New]: "&"

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[Old]: "4."
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[Old]: "9."
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[Old]: "10."
[New]: "•"

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[New]: "•"

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[Old]: "11."
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[Old]: "6. Recognize, support"
[New]: "• Recognize, support,"

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Comments from page 152 continued on next page



## Commercial & Office Areas

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[Old]: "7."
[New]: "•"

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[New]: "•"

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[Old]: "8."
[New]: "•"

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[Old]: "3."
[New]: "•"

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[Old]: "13."
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Text Replaced
[Old]: "14."
[New]: "•"

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Font-size "9.5" changed to "8".

Comments from page 152 continued on next page



## Commercial & Office Areas

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[Old]: "up-todate"
[New]: "up-to date"

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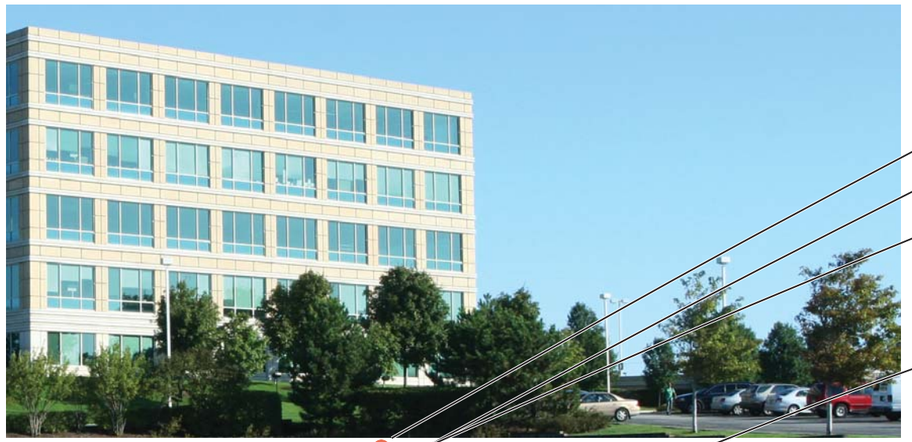
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"Appendix: GOALS & OBJECTIVES"

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"Page 147"

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[Old]: "Grove, Illinois"
[New]: "Grove"

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"148 Appendix |"



## ~~Goal 2~~

Enhance the economic viability, productivity, appearance and function of the Village's commercial corridors, including Butterfield Road, Ogden Avenue, 63rd Street and 75th Street.

### Objectives

- Promote a healthy and mutually reinforcing mix of commercial, retail, and service uses along key corridors within the Village including Butterfield Road, Ogden Avenue, 63rd Street, and 75th Street.
- Establish design and improvement standards for commercial areas to guide the scale, appearance, orientation, and overall character of new development.
- Encourage appropriate signage along corridors to ensure safe traffic movements into, out of, and through commercial areas.
- Encourage corporate campuses and office development to take advantage of their location along I-88 and I-355 by orienting attractive facades and corporate identification signage toward the highway.
- Maximize the exposure and capitalize on the access to I-88 and I-355 by clustering uses and businesses that benefit from, and cater to, a larger regional market and employment base near interchanges and promoting and encouraging better signage and appearances on facades fronting the interstates.
- Encourage office campusus to offer office spaces that are adaptable to market trends.



## Page: 153

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"3."

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"Utilize a commercial "node" approach by locating commercial uses along Ogden Avenue, 63rd Street, and 75th Street at or near key intersections, rather than treating the entire length of the corridor as appropriate for commercial development."

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[Old]: "2."
[New]: "•"

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[Old]: "6."
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"Appendix: GOALS & OBJECTIVES"

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[New]: "•"

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Font-size "9.5" changed to "8".

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[Old]: "1."
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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "7. Review and update signage ordinances being flexible to the desire and necessity of business identification but mindful of its potential to block views, create visual clutter and detract from the appearance of the Village and its commercial areas. 8."
[New]: "• Encourage office campusus to offer office spaces that are adaptable to market trends."

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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[Old]: "5."
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## Goal 2

Enhance the economic viability, productivity, appearance and function of the Village's commercial corridors, including Butterfield Road, Ogden Avenue, 63rd Street and 75th Street.

### Objectives

- Promote a healthy and mutually reinforcing mix of commercial, retail, and service uses along key corridors within the Village including Butterfield Road, Ogden Avenue, 63rd Street, and 75th Street.
- Establish design and improvement standards for commercial areas to guide the scale, appearance, orientation, and overall character of new development.
- Encourage appropriate signage along corridors to ensure safe traffic movements into, out of, and through commercial areas.
- Encourage corporate campuses and office development to take advantage of their location along I-88 and I-355 by orienting attractive facades and corporate identification signage toward the highway.
- Maximize the exposure and capitalize on the access to I-88 and I-355 by clustering uses and businesses that benefit from, and cater to, a larger regional market and employment base near interchanges and promoting and encouraging better signage and appearances on facades fronting the interstates.
- Encourage office campusus to offer office spaces that are adaptable to market trends.



- Promote the relocation of incompatible uses, and uses in conflict with the community's vision for its key commercial corridors, to more appropriate areas within or outside of the Village of Downers Grove. This should occur on a case by case basis based on land use, regulatory issues and the respective needs of the particular business.
- Utilize a commercial "node" approach by locating commercial uses along Ogden Avenue, 63rd Street, and 75th Street at or near key intersections, rather than treating the entire length of the corridor as appropriate for commercial development.

- Develop and install a streetscape program consisting of elements that strengthen the unified theme of the commercial areas such as benches, bus shelters, trash cans, streetlights, way finding signage and other amenities.
- Work cooperatively with IDOT to facilitate desired improvements within their right-of-way including improved landscaping, lighting, and gateway signage consistent with the Key Focus Area Plans.
- Identify underperforming and underutilized parcels and sites and work with property owners and developers to promote their redevelopment encouraging parcel assembly where appropriate.

- Promote the redevelopment of the Meadowbrook Mall and other outdated shopping centers.
- Promote coordinated and shared vehicle access to commercial properties along the Village's commercial corridors and remove redundant and unnecessary curb cuts to improve traffic flow and vehicular and pedestrian safety.
- Encourage shared parking programs and policies in commercial areas wherever possible.

Page: 154

Text Deleted
"modernization and/or"

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[Old]: "12."
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Text Inserted
"Utilize a commercial "node" approach by locating commercial uses along Ogden Avenue, 63rd Street, and 75th Street at or near key intersections, rather than treating the entire length of the corridor as appropriate for commercial development."

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[Old]: "9."
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Font-size "9.5" changed to "8".

Comments from page 154 continued on next page



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- Encourage shared parking programs and policies in commercial areas wherever possible.

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[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

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[Old]: "Page 148"
[New]: "150 Appendix |"

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## Goal 3

Continue to revitalize Downtown as the symbolic "heart" of the community and enhance its role as the Village's primary mixed-use pedestrian environment.

### Objectives

- Continue to revitalize Downtown with a mixture of uses including commercial, office, restaurant, and residential.
- Follow Transit-Oriented Development (TOD) principles (embodied by a pedestrian orientation, incorporation of density and a focus on the transit infrastructure) when considering new development and improvements in the Downtown.
- Maintain Downtown as pedestrian-oriented area and a walkable shopping area that is unlike any other commercial area in the community.
- Promote new infill development in the Downtown area and encourage the consolidation of smaller development parcels where possible to foster larger, more coordinated commercial development opportunities.
- Building on the Downtown Pattern Book, establish Design & Development Guidelines to better guide redevelopment in Downtown.
- Establish a regulatory framework, such as form-based codes, to work in conjunction with the Design and Development Guidelines to foster a desired and predictable built form in the Downtown.
- Zoning for the Downtown should be analyzed and amended if necessary to adequately accommodate appropriate new development and establish the desirable physical form of the Downtown.
- Ensure parking adequately supports businesses by conducting a circulation and parking needs assessment for Downtown and develop a plan for the continued provision of adequate parking in Downtown.
- Require development and redevelopment projects within the Downtown to provide detailed parking and traffic studies which plan for current and future parking demand, access and circulation.
- Promote and encourage shared parking arrangements and facilities wherever feasible to minimize the land area within Downtown dedicated to parking.
- Require Downtown development to be compatible with the scale and uses of the surrounding area and minimize and mitigate any negative impacts on adjacent land uses.
- Conduct a Downtown traffic study in order to assess issues and identify a solution for improving traffic flow.



Page: 155

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Comments from page 155 continued on next page




## Goal 3

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## Objectives

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- Conduct a Downtown traffic study in order to assess issues and identify a solution for improving traffic flow.



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[Old]: "Page 149"
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# Industrial Areas

## Goal

Continue to support a diversified light industrial/business park/commercial service economic base that provides employment opportunities within the community.

## Objectives

- Establish and maintain regular lines of communication with industrial property owners and businesses.
- Promote and encourage the improvement and rehabilitation of older industrial buildings and areas which are, or are becoming, functionally obsolete or undesirable including improvements to loading docks, access, building facades, signage, streetscaping, landscaping, and parking areas to accommodate more appropriate and market viable uses.
- Encourage the use of green technology and best management practices (BMPs) in the development and redevelopment of industrial uses and market the Village's industrial areas as centers of green technology and light industrial.
- Reclassify and rezone manufacturing areas which are functionally obsolete where there is: incompatible proximity to residential land uses, small lot sizes, or challenging lot configurations. Industrial properties between Warren Avenue and the BNSF railroad tracks and Rogers Street and the BNSF railroad tracks are examples of areas exhibiting these characteristics.
- Identify industrial properties that may be potential brownfield sites in order to assess the need for clean-up and remediation and seek funding as appropriate.
- Prevent the encroachment of incompatible development into industrial areas and utilize appropriate setbacks, screening, buffering, and site design to mitigate the impacts of industrial uses on adjacent areas.
- Ensure that all uses are effectively screened from adjacent properties and public rights-of-way, through the use of landscaping, fencing, or a combination of the two.
- Reserve Ellsworth Industrial Park exclusively for light industrial, research and development and business park uses, prohibiting the infiltration of institutional, membership, athletic, or commercial uses.
- Install directory signage at entrances to Ellsworth Industrial Park to direct traffic within the industrial area to promote the businesses to residents and motorists.
- Improve the public utilities and road infrastructure within Ellsworth Industrial Park to accommodate the state-of-the-art technological needs of the businesses and the physical and circulation needs of the truck traffic moving in and throughout the area.



Page: 156

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Font-size "9.5" changed to "8".

Comments from page 156 continued on next page




# Industrial Areas

## Goal

Continue to support a diversified light industrial/business park/commercial service economic base that provides employment opportunities within the community.

## Objectives

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# Transportation & Circulation

## Goal 1

Improve the safety, function and efficiency of vehicular movement and parking facilities within the Village.

## Objectives

- Install and maintain "intelligent" traffic signals and systems along key corridors and routes to facilitate the efficient movement of vehicles within and through the Village and minimize the impact of peak traffic flows.
- Conduct a review of the existing one-way street configuration in Downtown and alter traffic patterns in areas where one-way streets do not have a positive impact on traffic flow and pedestrian safety.
- Protect and improve the function of the street network through controlled access, land-use decisions, and street/intersection design improvements.
- Ensure adequate resources are made available for the maintenance of Village streets and public rights-of-way.
- Work closely with existing business owners to consolidate curb cuts by providing cross access between and shared access into businesses wherever possible.
- Eliminate unnecessary, redundant, obsolete and dangerous curb cuts throughout all commercial areas to improve the safety and efficiency of vehicular movement.
- Continue to support and work with other relevant agencies to ensure the completion of the Belmont underpass project.
- Evaluate methods to achieve improved north-south traffic flow across the downtown train tracks, whether by a new grade separation or by locating a new train station platform to the east near the current village hall to eliminate the need for barriers while commuter trains load and unload passengers.
- Provide priority parking spaces for no- and low-emissions vehicles in all public parking facilities and encourage the provision of similar spaces in private parking facilities.
- If validated through a parking needs assessment and separate feasibility and engineering analysis, expand public parking facilities in Downtown Downers Grove.
- Establish a wayfinding signage system that directs motorists to key retail, office, industrial, and community facility destinations.
- Encourage the maintenance and preservation of parkway trees as an important component of the Village's tree canopy.
- Consider traffic calming and other measures to improve traffic flow in tandem with surface reconstruction projects.
- Work with relevant agencies and officials to ensure completion of a westbound exit from I-88 at Highland Avenue.



Page: 157

Text Replaced
[Old]: "and"
[New]: "&"

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Text Replaced
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Font-size "9.5" changed to "8".

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## Transportation & Circulation

### Goal 1

Improve the safety, function and efficiency of vehicular movement and parking facilities within the Village.

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- Work with relevant agencies and officials to ensure completion of a westbound exit from I-88 at Highland Avenue.

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Comments from page 157 continued on next page



# Transportation & Circulation

## Goal 1

Improve the safety, function and efficiency of vehicular movement and parking facilities within the Village.

### Objectives

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[Old]: "14."
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Font "Impact" changed to "MuseoSlab-500".

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[Old]: "Page 151"
[New]: "| Appendix 153"

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## Goal 2

Provide a coordinated transportation network for pedestrians and bicyclists in order to connect them to employment, shopping and recreational areas.

### Objectives

- Where appropriate, encourage new development/redevelopment to include connections and amenities for pedestrians, bicyclists and commuters.
- Improve pedestrian and bicycle circulation and safety throughout the Village with an emphasis on safer and more convenient routes for non-motorized traffic.

- Expand the Village's network of trails and sidewalks to provide better connections between the Village's residential neighborhoods, parks, schools, Downtown, and other commercial areas. This should be undertaken with consideration of the privacy of adjoining residences.
- Conduct an analysis of potentially dangerous pedestrian crosswalks in Downtown and along other heavily trafficked roads including 63rd Street, 75th Street, Belmont Road, Main Street, and Ogden Avenue and other heavily trafficked roads and improve them, where feasible, with additional lighting, signalization, bollards, bulb outs and/or curb extensions.

- Identify key pedestrian routes and budget for streetlight replacement along those routes to include pedestrian-scaled lighting amenities and identify areas throughout the Village needing enhanced lighting for pedestrian safety.
- Budget for on-going maintenance and repair of sidewalks as part of the Village's Community Investment Program (CIP) including the consideration of a cost-sharing program with private property owners.



Page: 158

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[Old]: "3."
[New]: "•"

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"154 Appendix | Downers Grove Comprehensive Plan"



- Maintain and expand the sidewalk network throughout the Village's commercial districts and corridors ensuring sidewalks are located along both sides of all streets within these areas and ensure they connect to businesses and other destinations.
- Implement the recommendations of the Village's bicycle plan to continue to expand the Village's bike path system, and work towards a complete trail system that connects to the larger regional trail system. This should be undertaken with consideration of the privacy of adjoining residences.
- Conduct and implement an on-street bike lane feasibility analysis and plan.
- Promote bicycle safety.

## Goal 3

Ensure that high-quality public transit remains a vital part of Downers Grove's transportation network.

### Objectives

- Ensure that levels of public transit service are maintained and enhanced throughout the Village, including the continued operation of the schedules of all three of the Metra Station within the Village.
- Work with area employers and businesses to promote and implement traffic demand management and reduction techniques including the use of public transit, carpooling, walking and bicycling.
- Promote Pace's Vanpool Incentive Program (VIP) including traditional vanpooling, employer shuttles and Metra feeders as an economical, convenient and environmentally-friendly alternative to driving.
- Inventory and assess the condition and location of all Pace Bus shelters in the Village to ensure schedules are adequately posted, that the shelters are in good condition, and that they are connected to the Village's sidewalk system, community facilities, employment centers and other key destinations.
- Work with transit providers to improve service routes and encourage increased use of transit throughout the Village including improved service within the Village's residential areas.



Page: 159

Text Replaced
[Old]: "7."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "4."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "5."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "1."
[New]: "•"

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Font-size "9.5" changed to "8".

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[Old]: "8."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "2. Undertake a Comprehensive Transit Plan to identify key traffic generators and destinations within the Village and ensure they are adequately served by Pace Bus routes and other modes of alternative transportation. 3."
[New]: "•"

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Text Replaced
[Old]: "9."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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Comments from page 159 continued on next page



- Maintain and expand the sidewalk network throughout the Village's commercial districts and corridors ensuring sidewalks are located along both sides of all streets within these areas and ensure they connect to businesses and other destinations.
- Implement the recommendations of the Village's bicycle plan to continue to expand the Village's bike path system, and work towards a complete trail system that connects to the larger regional trail system. This should be undertaken with consideration of the privacy of adjoining residences.
- Conduct and implement an on-street bike lane feasibility analysis and plan.
- Promote bicycle safety.

## Goal 3

Ensure that high-quality public transit remains a vital part of Downers Grove's transportation network.

### Objectives

- Ensure that levels of public transit service are maintained and enhanced throughout the Village, including the continued operation of the schedules of all three of the Metra Station within the Village.
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- Work with transit providers to improve service routes and encourage increased use of transit throughout the Village including improved service within the Village's residential areas.



[Old]: "6."
[New]: "•"

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[Old]: "10."
[New]: "•"

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Text Deleted
"Page 152"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

Text Inserted
"| Appendix 155"



## Infrastructure and Development

### Goal

Maintain high-quality, green and efficient infrastructure systems and networks through regular investment and maintenance to meet the changing needs of the Village today and in the future.

### Objectives

- Continue to budget for and implement the improvement, expansion and maintenance of the community's infrastructure including roadways, stormwater drainage system, water production and distribution infrastructure, and sewer collection and treatment infrastructure.
- Conduct a Village-wide pavement study and sidewalk condition analysis to identify roads in need of repair.
- Continue the Village's sidewalk repair program based on evaluations of concrete deterioration and trip hazards.
- Pursue alternative sources of funding such as grants to facilitate 'green' improvements to public areas.
- Promote the coordination of infrastructure and utility projects with other agencies to reduce Village costs through economies of scale.
- Investigate options for implementing Best Management Practices (BMPs) throughout the Village to address flooding issues.
- Promote the use of sustainable design and development practices for new development throughout the Village.
- Continue updating the Village's Subdivision Control Ordinance to match current urban design and stormwater practices.

Page: 160

Text Replaced
[Old]: "2."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"•"

Text Replaced
[Old]: "3."
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Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "6."
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Font-size "9.5" changed to "8".

Text Inserted
"Pursue alternative sources of funding such as grants to facilitate 'green' improvements to public areas."

Text Replaced
[Old]: "4. Continue the Village's Sidewalk Installation Program and refine the Sidewalk Priority Matrix based on an updated, context-sensitive policy regarding the construction and placement of new sidewalks. 5."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "7."
[New]: "•"

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Text Replaced
[Old]: "8. Consider"
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Text Replaced
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[New]: "•"

Comments from page 160 continued on next page



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Text Inserted
"156 Appendix | Downers Grove Comprehensive Plan"

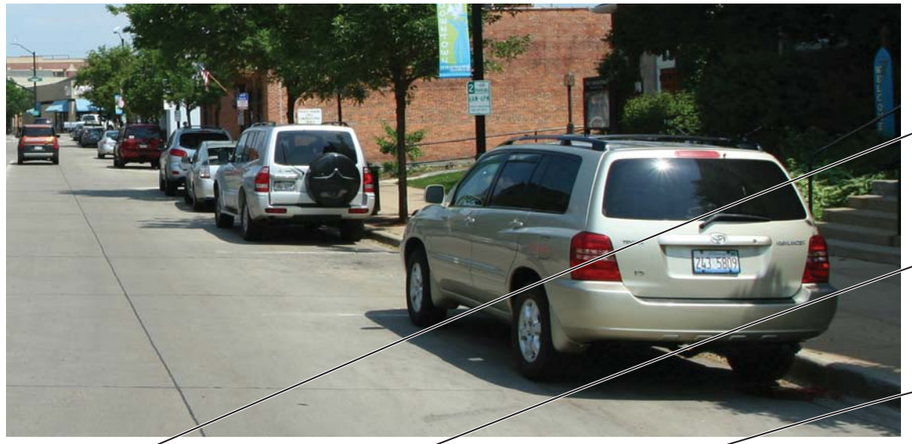
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- Continue updating the Village's Subdivision Control Ordinance to match current urban design and stormwater practices.



- Promote the adaptation of sustainable technologies and application of sustainable management practices to existing development throughout the Village.
- Encourage new development to utilize "green technology" such as green rooftops, solar energy, and green paver parking lots to reduce stormwater runoff.
- Continue to seek grants, loans and other sources of intergovernmental funding to assist with capital improvements and projects to minimize the financial impact on the Village.
- Work with environmental advocacy groups to educate the public on the benefits of incorporating the use of green/Best Management Practices (BMPs) in the management of residential properties.
- Evaluate pedestrian mobility and amenities in new development to ensure that pedestrian movements are accommodated in new projects
- Plan and budget for beautification elements to be incorporated into planned infrastructure improvements such as landscaped parking lots, planted medians, landscaped sidewalks, and street trees.
- Consider incorporating the use of solar powered street lights, wind power, and other green technologies into future roadway improvements and street lighting replacement.
- Consider the use of pervious paving materials in public parking lots and encourage private developers to use this and other run-off reducing technologies.

Page: 161

Text Replaced
[Old]: "9."
[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "11."
[New]: "•"

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Text Replaced
[Old]: "projects. 14."
[New]: "projects •"

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[Old]: "16."
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Font-size "9.5" changed to "8".

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[Old]: "13."

Comments from page 161 continued on next page



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- Consider the use of pervious paving materials in public parking lots and encourage private developers to use this and other run-off reducing technologies.

[New]: "▪"

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Text Deleted
"17."

Text Deleted
"Pursue alternative sources of funding such as grants to facilitate 'green' improvements to public areas."

Text Deleted
"Appendix: GOALS & OBJECTIVES"

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 153"
[New]: "| Appendix 157"

Font "Bergamo" changed to "MuseoSlab-100".



# Community Facilities

## Goal

Ensure the provision of high-quality public facilities, including municipal and educational facilities, for all residents of the Village of Downers Grove.

## Objectives

- Work with the school districts to review the existing parking facilities, buildings, drop-off/pick-up areas, and bus parking, including ingress and egress to ensure they are adequate and if not, identify opportunities for improvement.
- Work with the school districts to ensure proper buffering surrounding school facilities and safe and adequate access to school sites.
- Ensure the Village continues to benefit from an adequate level of fire and police protection throughout the Village.
- Enhance the physical relationship between school facilities and surrounding neighborhoods.
- Continue to support the operation of other important community service providers, including Midwestern University, Good Samaritan Hospital, and others and maintain positive and mutually beneficial relationships with each organization.
- Work with others to seek appropriate locations for specialized facilities and services for senior citizens, youth and disadvantaged populations. Work with other public agencies to maintain adequate and appropriate sites and facilities for the provision of public services.



Page: 162

Text Replaced
[Old]: "4."
[New]: "•"

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Text Deleted
"Appendix: GOALS & OBJECTIVES"

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Text Replaced
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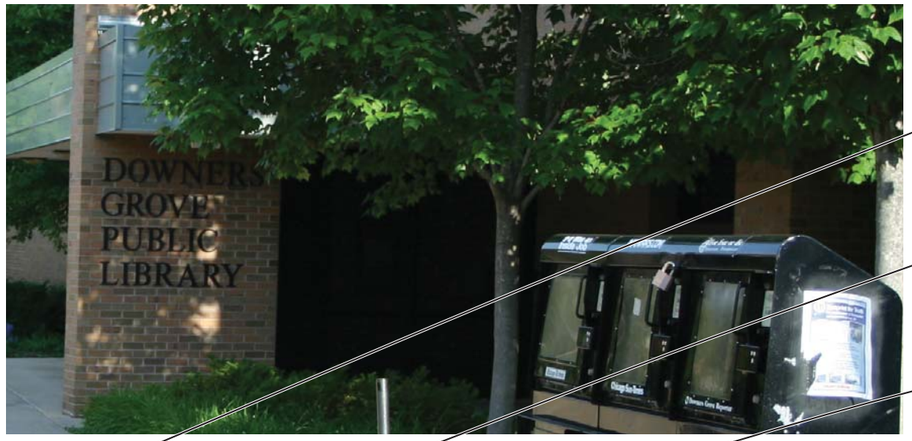
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Text Replaced
[Old]: "3."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"158 Appendix | Downers Grove Comprehensive Plan"




- Work with the U.S. Post Office to relocate the operations and truck traffic to a more appropriate site in the Village outside of Downtown.
- Continue to conduct a comprehensive life cycle assessment for Village buildings, equipment, vehicles, facilities, and properties and develop/revise a multi-year maintenance plan and on-going maintenance program.

- Identify funding sources such as grants to pay for the construction of new Village facilities.
- Consider pursuing LEED, or similar, certification for new or renovated Village facilities.
- Increase efforts to identify alternative sources of funds such as grants to fund a wide range of public projects including, but not limited to village facilities, parks and recreation enhancements, transportation improvements, economic development related projects, and social services.

- Using various design and signage tools, reinforce community landmarks such as Village Hall, the Public Library, 1846 Blodgett House, Pierce Downer's Burial Place, Downers Grove Historical Society, schools, religious institutions, and parks as important focal points and resources for the community.



Page: 163

Text Replaced
[Old]: "8."
[New]: "•"

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[Old]: "10."
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[New]: "•"

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Font-size "9.5" changed to "8".

Text Replaced
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[New]: "•"

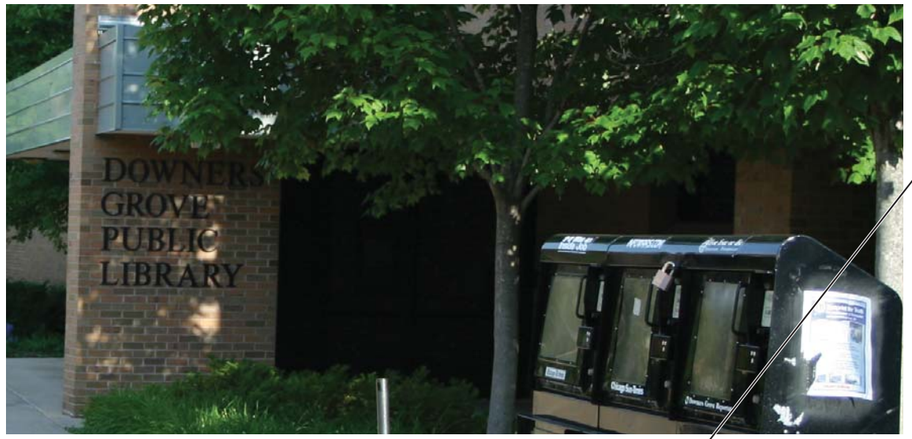
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Font-size "9.5" changed to "8".

Text Replaced
[Old]: "develop/ revise"
[New]: "develop/revise"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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"Page 154"

Comments from page 163 continued on next page




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- Continue to conduct a comprehensive life cycle assessment for Village buildings, equipment, vehicles, facilities, and properties and develop/revise a multi-year maintenance plan and on-going maintenance program.
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- Using various design and signage tools, reinforce community landmarks such as Village Hall, the Public Library, 1846 Blodgett House, Pierce Downer's Burial Place, Downers Grove Historical Society, schools, religious institutions, and parks as important focal points and resources for the community.

Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Bergamo" changed to "MuseoSlab-500".

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"| Appendix 159"




# Parks, Open Space & Environmental Features

## Goal 1

Work with the Downers Grove Park District to continue to provide opportunities for passive and active recreation through high-quality facilities and programming.

### Objectives

- Work cooperatively with the Park District and other interested agencies and stakeholders to create a Trails Master Plan that incorporates the trail plan recommendations of the Village, Park District, regional agencies and pertinent input from the community.
- Work with the Park District to market and promote the Village's trail system including the posting on-line of the existing and proposed trail system.
- Assist the Park District in identifying grants and securing alternative funding for parks, open space, trail segments, trail connections, and other recreation amenities for the community.
- Work with the Park District to identify potential park site locations in areas of the community determined to be underserved by existing facilities.
- Continue to work with the Park District to address the Village's stormwater issues.
- Should it be determined that there is demand and/or desire for a community pool, work cooperatively with the Park District to consider the traffic and other externalities the facility may generate.

## Goal 2

Protect and promote the Village's unique environmental assets and promote the importance of environmental issues and sustainable practices to residents and businesses.

### Objectives

- Provide opportunities for increased public participation in decision-making, promotion and protection of the Village's unique environmental assets.
- With the Park District, continue to link parks and open space with the multi-use trail system.
- Ensure adequate resources for the maintenance of Village-owned environmentally-sensitive lands.

Page: 164

Text Replaced
[Old]: "2."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "and"
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[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

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Comments from page 164 continued on next page




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[Old]: "5."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "multi-use trail system. 3."
[New]: "multi- use trail system. •"

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Text Replaced
[Old]: "6."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Inserted
"160 Appendix | Downers Grove Comprehensive Plan"



- With the Park District, create a Public Areas Beautification Plan for the Village which should include recommendations for enhancing and expanding green space and creating new green space and community gateways.
- With the Park District, install environmental education and interpretive signage throughout the community in locations with natural areas and important environmental assets.
- Consider local ordinances and regulations to preserve and protect trees and other environmental features throughout the Village and its neighborhoods.
- Establish zoning regulations to protect floodplains, Localized Poor Drainage Areas, wetlands and other sensitive environmental features.
- Continue to actively monitor the outbreak of invasive species that threaten the Village's trees and environmental features and take proactive measures to protect these important community amenities including planting and promoting a diverse array of tree and plant species.
- Support measures to prevent the formation of algae and other pest- and insect-breeding environments within detention ponds.
- Continue to prohibit burning of leaves and other debris.

Page: 165

Text Replaced
[Old]: "4."
[New]: "•"

Font "Bergamo" changed to "MuseoSlab-100".
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[Old]: "6."
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Text Replaced
[Old]: "Asian Long-horned Beetle, Emerald Ash Borer and other harmful insects"
[New]: "invasive species"

Font "Bergamo" changed to "MuseoSlab-100".
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Font "Bergamo" changed to "MuseoSlab-100".
Font-size "9.5" changed to "8".

Text Replaced
[Old]: "10."

Comments from page 165 continued on next page



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[New]: "▪"

Font "Bergamo" changed to "MuseoSlab-100".
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Text Replaced
[Old]: "Grove, Illinois"
[New]: "Grove"

Font "Impact" changed to "MuseoSlab-500".

Text Replaced
[Old]: "Page 155"
[New]: "| Appendix 161"

Font "Bergamo" changed to "MuseoSlab-100".



## Image & Identity

### Goal

Maintain a positive image and identity for the Village that is distinct and reflective of its unique character and assets to distinguish Downers Grove from other nearby communities.

### Objectives

- Encourage compatible and high-quality design and construction for all development/redevelopment with an emphasis on site design, building orientation, architecture, building materials and site improvements.
- Provide for consistent and high-quality maintenance of all local streets, parkways, sidewalks, water towers and other visible municipal infrastructure.
- Install streetscape elements that strengthen the unified theme of the community such as benches, bus shelters, trash cans, streetlights, way finding signage and other amenities.
- Create gateway features consisting of signage, walls, sculptures, pylons, fountains, lighting, monuments, and/or landscaping at key locations within the community to announce entry into Downers Grove and to distinguish the Village from adjacent municipalities.
- Encourage subdivision and business park monument signs to include the Village of Downers Grove's name and/or logo to promote the Village's identity.
- Review existing and install new wayfinding signage to direct vehicles to key community destinations.
- Review and update the Village's landscape ordinance to ensure new development includes sufficient landscaping.





Page: 166

Text Deleted
"Image and"

Text Replaced
[Old]: "Appendix: GOALS & OBJECTIVES"
[New]: "Image &"

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## Image & Identity

### Goal

Maintain a positive image and identity for the Village that is distinct and reflective of its unique character and assets to distinguish Downers Grove from other nearby communities.

### Objectives

- Encourage compatible and high-quality design and construction for all development/redevelopment with an emphasis on site design, building orientation, architecture, building materials and site improvements.
- Provide for consistent and high-quality maintenance of all local streets, parkways, sidewalks, water towers and other visible municipal infrastructure.
- Install streetscape elements that strengthen the unified theme of the community such as benches, bus shelters, trash cans, streetlights, way finding signage and other amenities.
- Create gateway features consisting of signage, walls, sculptures, pylons, fountains, lighting, monuments, and/or landscaping at key locations within the community to announce entry into Downers Grove and to distinguish the Village from adjacent municipalities.
- Encourage subdivision and business park monument signs to include the Village of Downers Grove's name and/or logo to promote the Village's identity.
- Review existing and install new wayfinding signage to direct vehicles to key community destinations.
- Review and update the Village's landscape ordinance to ensure new development includes sufficient landscaping.



- Develop and implement landscaping and tree planting and maintenance programs that beautify the residential and commercial areas of the Village.
- Develop a program to bury and/or relocate overhead utility lines along key commercial areas, including Downtown, Ogden Avenue, 63rd Street, and 75th Street.
- Implement a program to screen fixed utility locations, such as lift stations, pump houses, transformer sites, antennas, telephone switches, etc.
- Review and update signage ordinances being flexible to the desire and necessity of business identification but mindful of its potential to block views, create visual clutter and detract from the appearance of the Village and its commercial areas.
- Strictly enforce landscaping, screening and signage requirements including amortization regulations of non-conforming signs.
- Review development controls to ensure that they require appropriate screening of public utilities, dumpsters, rooftop equipment, etc.
- Develop a marketing campaign to promote the advantages and benefits of living, working, visiting, or doing business in the Village.
- Improve communication with residents in an effort to increase awareness of, and participation in, programs, services and events within the Village.
- Improve and maintain relationships with the press and other media.



Page: 167

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# Economic Development

## Goal 1

Prioritize improvements to existing areas and developments including adaptive reuse and redevelopment.

### Objectives

- Continue to use TIF as a means of fostering redevelopment along Ogden Avenue and Downtown, and explore the use of TIF and other development incentives for site-specific redevelopment in other parts of the Village.
- Promote the use of tax credit incentives and other grant programs to fund renovation and expansion.
- Identify resources for the maintenance of the Village's physical facilities including buildings, properties, and infrastructure.
- Identify additional small business assistance programs to stabilize and improve conditions for existing businesses.
- Renovate or redevelop aging shopping centers and commercial areas in order to maximize their contribution to the Village's tax base.
- Enhance the appearance of commercial districts to attract businesses and customers, particularly Downtown, Fairview Avenue and Ogden Avenue.
- Improve commercial building design and development controls by developing and utilizing Design and Development Guidelines and other tools.
- Accommodate renovation and redevelopment through an expedient yet thorough permitting process.

## Goal 2

Work with the Village's economic development partners to maintain and strengthen the Village's diverse tax base through the attraction, retention and expansion of businesses in the Village.

### Objectives

- Support Chamber630, the Downers Grove Economic Development Corporation and the Downers Grove Downtown Management Corporation in their efforts to attract, market, and promote local businesses.
- Support the evolution of Chamber630, the Downers Grove Economic Development Corporation and the Downers Grove Downtown Management Corporation to meet challenges and take advantage of new and emerging opportunities.





Page: 168

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"Goal 2 Work with the Village's economic development partners to maintain and strengthen the Village's diverse tax base through the attraction, retention and expansion of businesses in the Village."

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"Goal 2 Work with the Village's economic development partners to maintain and strengthen the Village's diverse tax base through the attraction, retention and expansion of businesses in the Village."

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- Coordinate with the Downers Grove Economic Development Corporation and Chamber630 to organize a task force whose mission is to identify opportunities to reduce the cost of doing business in Downers Grove in order to enhance the Village's competitiveness.
- Continue to support the Economic Development Corporation's efforts to market Downers Grove as a community of diverse businesses whose presence enhances the community's reputation as a place to live and work.
- Promote the Village's commercial corridors and Downtown through joint marketing efforts, community events, and district identification signage.
- Develop and implement a strategic marketing and recruitment plan for targeted businesses and store types.
- Coordinate planning and economic development activities in a manner which provides regular opportunities for contact between business and development interests within the Village.
- Seek an appropriate mix of commercial retail, commercial service, office and industrial uses throughout the Village
- Maximize retail sales tax-generating uses, where appropriate, by concentrating retailers in Downtown and the Village's commercial corridors.
- Seek opportunities for new employment growth through the retention and expansion of existing employers.
- Ensure that new development pays its fair share of public facilities and service costs, which are attributable to the demand for additional facilities or services as a result of new development.

Page: 169

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# Village Services & Administration

## Goal

Continue to ensure high-quality and efficient services are provided to residents and businesses through a well-organized, and participatory support system allowing both neighborhoods and businesses to thrive.

## Objectives

- Work with appropriate departments, agencies and community service providers to provide reliable infrastructure and quality services to the residents and businesses within the community including fire protection, police protection, electricity (power and substation locations), water supply and distribution, sanitary sewers, and telecommunications.
- Create and publish an alternatives analysis that identifies the costs and benefits of multiple Village Hall and Police Station facility scenarios.
- Coordinate plan review activities of new development proposals with appropriate public agencies and departments such as the Fire Department, School Districts, and Park District.



Page: 170

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- Maintain regular communication with agencies such as Metra, Pace, Regional Transportation Authority, Burlington Northern Santa Fe Railway, DuPage County, Illinois Department of Transportation (IDOT), Good Samaritan Hospital, Midwestern University and others to advance better coordination regarding projects on their properties or within their jurisdiction.

- Establish a process for the regular review and update of the Village's Zoning Ordinance and Comprehensive Plan to appropriately meet the changing needs of the community.
- Support the implementation of TCD3's Principal Recommendation: establishing a means for enhanced communication, enhanced coordination, and enhanced cooperation to foster a more responsive local government with an on-going framework to address localized issues with neighborhoods and businesses.

- Continue to utilize the "community on-line mapping tool" introduced during the TCD3 process to gather public input on future planning issues and projects.
- Coordinate with adjacent communities, including Darien, Glen Ellyn, Lisle, Lombard, Oak Brook, Westmont, and Woodridge, area townships and DuPage County, to assist in realizing mutual objectives and addressing issues such as traffic that transcend municipal boundaries.

Page: 171

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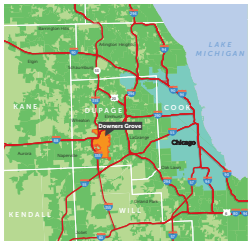
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Village of Downers Grove

# Comprehensive Plan



















Adopted October 4, 2011
Updated 2015
Updated 2017

APA IL AWARD

The Bikeway Plan sought to enhance these efforts by: examining existing conditions, developing a bicycle network philosophy, encouraging broad public participation, and outlining implementation strategies. The goals were to connect major destinations throughout the Village and to provide a network that was accessible to all levels of riders. Special attention was paid to connecting to existing and adjacent bicycle path networks. Additionally, the plan addressed wayfinding signage and bicycle parking. At the time of the Bikeway Plan, Metra did not allow bicycles on trains (a policy that has now been reversed).

## Recommendations for a Comprehensive Plan, 2003

As a precursor to the Comprehensive Plan update, a summary was created of the joint discussions of the Village Plan Commission and the Economic Development Commission regarding 14 focus areas for future development. The discussions specifically focused on land use planning for commercial areas. The Recommendations for a Comprehensive Plan used the principles of Smart Growth as its framework including recommendations for Transit-Oriented Development (TOD). Two notable differences from the topics covered in the 1965 Comprehensive Plan were the addition of "Telecommunications Infrastructure" and "Public Participation".

## Downtown Pattern Book, 2008

The Pattern Book is a document that contains the different patterns and components that create the fabric and context of Downtown Downers Grove and identifies the elements necessary for retaining and enhancing the Downtown character. The Pattern Book summarized Downtown's existing uses, architectural details, street walls and storefronts creating senses of enclosure and pedestrian fabric.

## Total Community Development

Downers Grove has a unique and long-standing commitment to public participation through its Total Community Development (TCD) process. TCD was first undertaken in the 1960s, a second round in the 1990s, and a third conducted in 2009. TCD is a process that is used to identify and examine all aspects of community life by engaging residents, business owners, and elected/appointed officials in a variety of settings and formats. What results is the identification of community issues, concerns, and corresponding recommendations that guide long-range planning in the Village.

## Downtown Parking Study, 2011

The 2011 Downtown Parking Study provides a comprehensive review of current and future parking needs in downtown Downers Grove. Recommendations that came out of this study intend to make efficient use of the existing parking and to improve the parking experience for downtown customers and visitors. At the same time, the recommendations seek to discourage the use of customer/visitor spaces by downtown employees by seeking to ensure that appropriate off-street parking options are provided at reasonable costs. The study found the use of public parking by patrons of multiple businesses through sharing arrangements to be the most efficient practice.

## Facility Sustainability Plan, 2012

**Seeking long-term solutions consistent with the comprehensive plan and minimizing the impact to the taxpayer.**

A 2012 Facility Condition Assessment identified the Police Station and Village Hall as "below average condition / requiring major renovation". Both buildings are in need of major system replacement in the coming years and have operational deficiencies. The Village Council has identified existing local sources of funding to support the improvements and is in the process of evaluating options for the best long-term solution, with the recommendations of the Comprehensive Plan in mind.

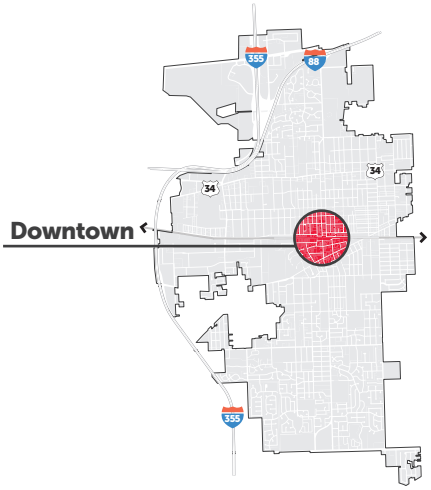
## Downers Grove Architectural & Historical Survey, 2013

In 2013, the Village surveyed four areas identified as having historical or architectural significance: Denburn Woods, Shady Lane Estates, E.H. Prince Subdivision and Maple Avenue/Main Street corridor. The survey details the architectural and historic context of Downers Grove and helps homeowners understand the historical significance of their property. The Survey also provides recommendations for property owners who wish to voluntarily landmark their property.

# Downtown

For over 150 years, downtown Downers Grove has been the symbolic heart of the community and remains a key focal point for social and civic life. The downtown area is notable for many historic buildings and places such as the Tivoli Theatre, the Main Street Cemetery and the Masonic Temple among others. The importance of downtown to the identity of the community cannot be overstated. Downtown is the "place" where all of Downers Grove comes together; preserving that characteristic is the single most important aspect for downtown planning. Accordingly, a "placemaking" approach to planning, zoning and design should be adopted and implemented. Going forward, the challenge will be to maintain this traditional sense of place as well as the look and feel of a historic downtown in a manner that is economically sustainable.

Downtown is bisected by the BNSF railroad tracks and adjacent commuter parking lots. Main Street is the central business corridor in Downtown and has a coordinated streetscape from Franklin Street to Maple Avenue. In recent years, several new developments have occurred in Downtown providing new housing, parking and retail opportunities. Recommendations in this subarea plan take into consideration both the history of Downtown as well as these recent developments.

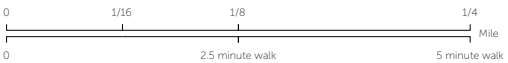



## Key Concepts

- An improved Downtown wayfinding system should be a priority for Downtown. Wayfinding should include key destinations, public parking facilities, Village Hall, historic landmarks, Downtown parks and facilities, and Metra. Wayfinding can not only direct pedestrians and motorists to destinations in the Downtown, but can help promote the Downtown's unique amenities to commuters and visitors.
- Downtown's urban environment contains a lot of concrete and asphalt, which contributes to stormwater runoff. Where possible, best management practices should be constructed in order to improve stormwater management. Grove Street's permeable pavers serves as a good example of how this could be implemented in downtown.
- Developing boundaries for the Downtown's transition areas should be a priority for the Downtown. Opportunities to expand the boundaries of the Downtown are limited, however there are opportunities for intensification. The priority for the Downtown should be on infill development and redevelopment of key sites in order to maximize the Downtown's potential while strategically evaluating opportunities to expand the boundaries.
- Infill development and redevelopment should be pedestrian-oriented in order to complement the historic building pattern of the Downtown. Retail shops with attractive display windows and restaurants with sidewalk cafes maintain visual interest and generate foot traffic.
- Prohibit new and redevelop existing, non-pedestrian-oriented businesses including the strip commercial center on north Main Street and auto-oriented businesses, including drive-thru uses which should be relocated outside of the Downtown. Office uses should be encouraged to occupy space above the ground floor.
- To maintain the Downtown's unique identity and character, the Village should consider policies, programs and tools to identify and facilitate the protection of historic buildings and sites and encourage adaptive reuse of historic structures.
- The Village should maintain a commitment to quality architecture through the development of tools and design guides for the Downtown properties.
- As key properties redevelop, a sense of enclosure should be maintained to provide comfort to pedestrians. A sense of enclosure is attained through the combination of street widths and building height in proportion to the historic building pattern of the Downtown.
- The importance of public uses (churches, Village Hall, parks, library, post office, and social services) cannot be overstated for the continued success of the Downtown. Preserving key streets as commercial corridors (e.g. Main Street) while also providing areas for public uses encourages visitors to make several stops during a trip to Downtown and encourages them to stay longer.

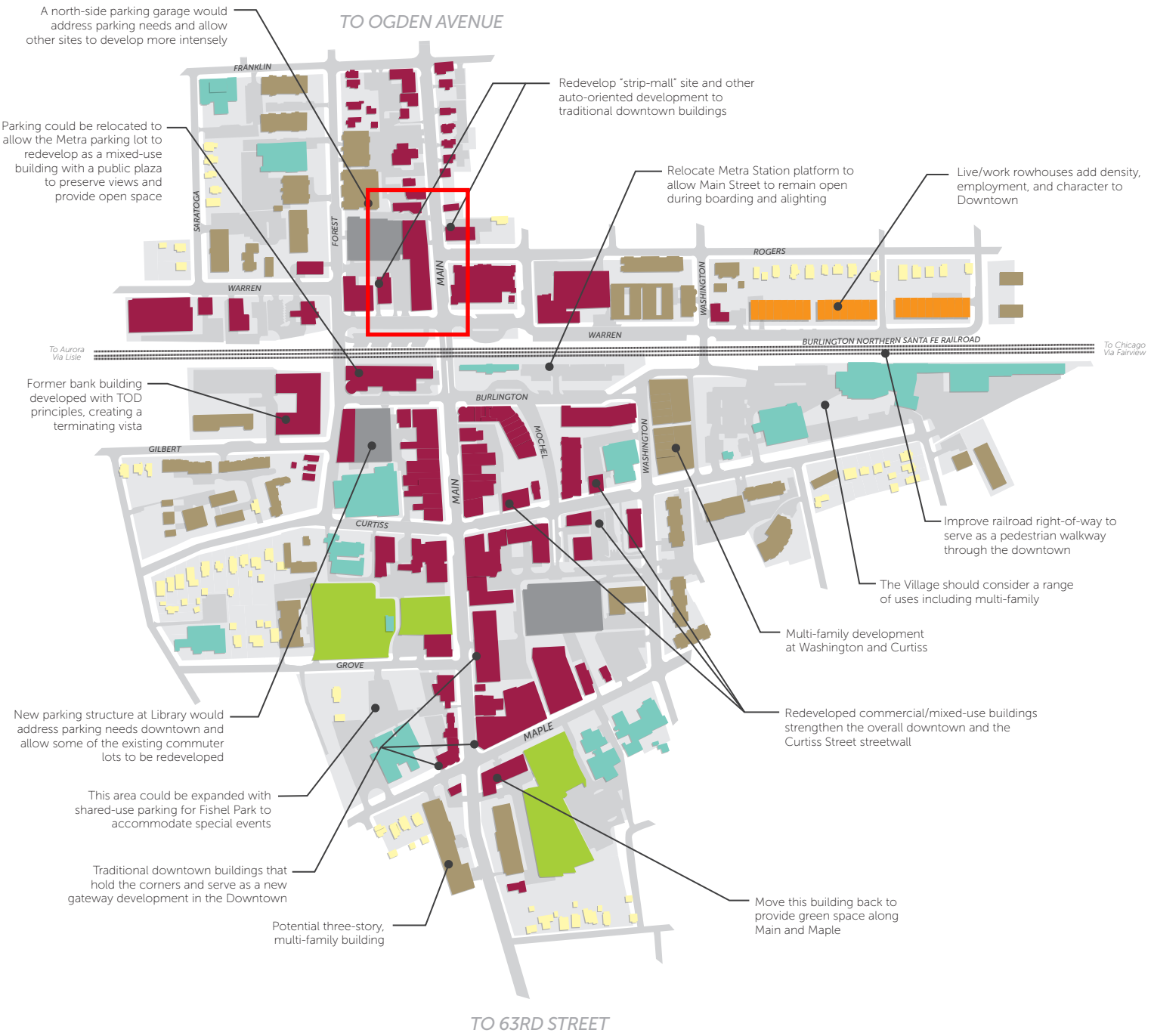
- Consider dedication of surface parking for shoppers and parking deck use for commuters. The Village should also consider parking counters at public lots and the Parking Deck that will provide drivers with real time information on the number of available parking spots as they navigate the Downtown.
- Reinforce the Downtown as the primary focal point in the community by working with Downtown Management to promote the activation of the Downtown's gathering spaces with special events, public art, and other temporary outdoor uses.
- Guided by the findings of the 2011 Parking Study, explore suitable locations on the north side of the railroad tracks for expanded parking, including the potential for a new parking deck. Not only would this provide businesses on the north end of the downtown and north side commuters with a parking option, but it could serve as a catalyst for north side investment by allowing new development to buy into the parking deck and allow them to fully utilize their property. On either Forest Avenue or Main Street between Franklin Street and Warren Avenue may represent a potential location.
- Identify areas for centralized garbage collection for businesses in the Downtown Core. A centralized dumpster area should be well screened and can remove this unsightly, yet necessary component of business operation to open up alleyways and the rear of buildings for storefronts and rear entrances.
- Encourage outdoor seating areas for restaurants and entertainment uses by streamlining the permitting process and reducing restrictions on sidewalk seating. Additionally, the Village should identify opportunities to expand sidewalks where appropriate and utilize existing set backs on buildings to create plazas and larger outdoor areas. The Village could consider a pilot program to expand outdoor seating into on-street parking spaces as some other communities have done.
- Promote business initiated/focused special events, such as sidewalk sales, to increase energy and activity in Downtown.
- Promote historic preservation as a means to preserve the existing building stock and historic architectural character of the village.
- With bus and train service, the Downtown is, and should remain, a multi-modal environment that fosters a sense of energy and vitality. As a complement to public transportation, active transportation and the use of bicycles should also be supported and encouraged. However, the Downtown should first remain a "walkable" area. The Village should support the installation of additional bike parking at both public and private facilities in the Downtown's periphery to allow cyclists to park and secure their bikes and become "pedestrians" in the Downtown.
- The Village should explore the feasibility of constructing a pedestrian grade separated crossing near the Metra station. This significant capital investment would increase the safety of commuters and residents as they cross the railroad tracks. The Village should look into funding sources to help finance its construction, including grants from Burlington Northern Santa Fe (BNSF), the Illinois Commerce Commission, federal grants, and Metra.
- Ensure that adequate parking is provided for motorcycles and scooters in the Downtown.
- The Village should review circulation patterns, roadway capacities, and parking availability in the downtown after the completion of the Marquis on Maple development and the mixed-use and residential developments currently planned in the Downtown.
- Consider the establishment of a Downtown Design Review Board.
- Encourage greater residential density in the Downtown Edge to help facilitate a vibrant and energetic downtown. By allowing taller buildings and increased density in the Edge this will also increase the importance of the Downtown Transition area to buffer the neighboring residential areas.




## Key Concept Recommendations

- Key Downtown Destination
- Gateway/Directory Signage
- Existing TIF District
- Existing Auto-Oriented Business
- Historic Structure or Site
- Centralized Garbage Collection
- North-side Parking Deficiency
- Pedestrian Underpass
- Park & Open Space
- Public Use
- Metra Commuter Station
- Village-Propose Bike Route
- Bike Parking


A north-side parking garage would address parking needs and allow other sites to develop more intensely
TO OGDEN AVENUE
Redevelop "strip-mall" site and other auto-oriented development to traditional downtown buildings
Parking could be relocated to allow the Metra parking lot to redevelop as a mixed-use building with a public plaza to preserve views and provide open space
Relocate Metra Station platform to allow Main Street to remain open during boarding and alighting
Live/work rowhouses add density, employment, and character to Downtown
FRANKLIN
SARATOGA
FOREST
MAIN
WARREN
ROGERS
WASHINGTON
To Aurora Via Lisle
BURLINGTON NORTHERN SANTA FE RAILROAD
To Chicago Via Fairview
Former bank building developed with TOD principles, creating a terminating vista
BURLINGTON
MOCHEL
GILBERT
CURTISS
Improve railroad right-of-way to serve as a pedestrian walkway through the downtown
The Village should consider a range of uses including multi-family
Multi-family development at Washington and Curtiss
GROVE
New parking structure at Library would address parking needs downtown and allow some of the existing commuter lots to be redeveloped
Redeveloped commercial/mixed-use buildings strengthen the overall downtown and the Curtiss Street streetwall
MAPLE
This area could be expanded with shared-use parking for Fishel Park to accommodate special events
Traditional downtown buildings that hold the corners and serve as a new gateway development in the Downtown
Potential three-story, multi-family building
Move this building back to provide green space along Main and Maple
TO 63RD STREET
0 1/16 1/8 1/4 Mile
0 2.5 minute walk 5 minute walk
Land Use & Development
Single Family Residential
Multi-Family Residential
Live/Work Units
Public/Semi-Public
Mixed-Use
Park & Open Space
Parking Garage

# Downtown Core

The Downtown Core is a place that attracts people to gather as pedestrians. Placemaking should be the essential attribute and primary objective of planning for the Core.

In general, the concept of zoning by use should be subordinated by the objective of maintaining the built form of the Core. Maintaining a sense of place should be given priority over the importance of individual buildings and uses.

## Land Uses

**Residential.** Residential uses should not be encouraged in the Downtown Core, however, residential uses should be restricted to upper stories of mixed-use buildings.

**Retail.** Retail uses should be promoted within all areas of the Downtown Core.

**Entertainment.** Entertainment uses, including restaurants, bars, and theatres and any other should be promoted within all areas of the Downtown Core Opportunities for al fresco dining, including sidewalk seating, should be promoted throughout.

**Office.** Office uses should be largely restricted to the greatest extent feasible to upper stories of mixed-use buildings unless such office uses generate foot traffic and streetscape vitality.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be integrated into the mix of ground floor uses in the Downtown Core.

**Public Uses.** Public uses that generate visitors and activity should be considered appropriate within the Downtown Core. Public uses consisting of primarily office functions should be treated like office land uses.

## Built Form

The built form of the Downtown Core should support and facilitate the function of the Core, which is to establish and maintain a place that serves as the social and civic core of the community. The built form of the Core should foster a walkable environment that attracts and encourages people to gather, walk and mingle. A continuous streetwalls and zero foot setbacks encourage fine granularity by increasing the density of doorways along a given segment of streetscape. However, alcoves and overhangs do allow for outdoor seating and places for pedestrians to linger in poor weather.

Building heights should not exceed three stories and be respectful of the existing structures. The Downtown Pattern Book should be used as a guide in designing buildings in the Core. Larger parking lots and decks should be located outside the Core with limited on-site parking accessed by alleyways in the rear of buildings. Eliminating existing drive-thru uses within the Core is a high priority objective of this Plan. Application of planning concepts such as triangulation should also be employed to facilitate placemaking.

# Downtown Edge

While the Core provides a place that has served as the social and civic heart of the community for more than 150 years, the Downtown Edge should be understood as a combination of (1) transit-oriented development (TOD) - a mixed-use residential and commercial area that seeks to leverage access to public transportation, and (2) an area of greater residential density to help provide economic sustainability to the Core. As with the Core, land use regulation and the built form should be subordinate to the purpose and intended function of the area.

## Land Uses

**Residential.** Residential development, generally of greater density than elsewhere in the Village, should be the predominant desired land use within the Downtown Edge. Within a particular development, a variety of mixed uses should be allowed if appropriate to facilitate the economic viability of such developments. Otherwise, uses that promote pedestrian traffic and / or triangulation with desired Core businesses should be encouraged to locate in the Core.

**Retail.** Retail uses should first be directed to the Downtown Core before developing within the Edge. Retail uses in the Edge should be focused near the Downtown Core. While retail, entertainment and restaurant uses should be most strongly encouraged in the Core, within particular Edge developments, a variety of mixed uses should be allowed if appropriate to facilitate the economic viability of such developments.

**Service.** Commercial service uses that generate frequent customers and contribute to the energy and activity in Downtown and on the sidewalk should be directed to the Downtown Core before developing within the Edge. Other types of commercial service uses should be considered appropriate in the Edge.

**Office.** Office uses should be encouraged as a component of mixed-use buildings within the Edge; however like residential, office uses on the ground floor should be permitted.

**Public Uses.** Public uses should be considered appropriate within the Edge.

## Built Form

The Downtown Edge is uniquely located adjacent to the Downtown Core with denser, commercial development and the Downtown Transition and residential neighborhoods with residential characteristics. The built form of the Downtown Edge should be generally consistent with transit-oriented development. As such, the location of edge properties should play a role in the built form. For those Edge properties nearer the core, buildings should exhibit core characteristics, such as larger buildings at, or near the sidewalk and front property lines and a continuous streetwall. For those Edge properties near the Downtown Transition and surrounding residential neighborhoods, buildings should exhibit these characteristics. Buildings may be larger but should include front and side setbacks to create open green space around the buildings. Parking in these areas should be provided on-street or in the rear of the buildings accessed by entry drives or side streets. Surface parking lots should follow the Village's landscaping and screening requirements.

# Downtown Transition

The areas outside of the Downtown Core and Edge but within the Downtown Study Area comprise the Downtown Transition area. This area plays an important role in helping transition between more intensive uses in the Downtown Core and Downtown Edge into the neighborhoods that surround Downtown.

## Land Uses

**Residential.** All types of residential uses are appropriate in the Downtown Transition Area.

**Retail.** Retail uses should not be encouraged in the Downtown Transition area. Retail uses should be directed to the Downtown Core and Edge.

**Service.** Commercial service uses that generate frequent customers should not be encouraged in the Downtown Transition area. Other types of commercial service uses with primarily an office function may be appropriate, but should be considered on a case-by-case basis.

**Office.** Low intensity and professional office uses, including lawyers, accountants, doctors, should be considered appropriate in the Downtown Transition area.

**Public Uses.** Public uses should be considered appropriate within the Downtown Transition area.

## Built Form

The built form of the Downtown Transition area should consist of buildings that are smaller than what is found in the Core and Edge subareas. These buildings should not have a street wall and should be setback from the front lot line in a manner that creates a front yard with some open space. The building should also be setback from side property lines to create a side yard. This subarea should be denser compared to the surrounding neighborhoods outside of the downtown, but should be respectful of the height of surrounding neighborhoods.



## Goal 3

Continue to revitalize Downtown as the symbolic "heart" of the community and enhance its role as the Village's primary mixed-use pedestrian environment.

### Objectives

- Continue to revitalize Downtown with a mixture of uses including commercial, office, restaurant, and residential.
- Follow Transit-Oriented Development (TOD) principles (embodied by a pedestrian orientation, incorporation of density and a focus on the transit infrastructure) when considering new development and improvements in the Downtown.
- Maintain Downtown as pedestrian-oriented area and a walkable shopping area that is unlike any other commercial area in the community.
- Promote new infill development in the Downtown area and encourage the consolidation of smaller development parcels where possible to foster larger, more coordinated commercial development opportunities.
- Review and update the Downtown Pattern Book and use as a guide/reference to review projects in the downtown focus area.
- Establish a regulatory framework, such as form-based codes, to work in conjunction with the Design and Development Guidelines to foster a desired and predictable built form in the Downtown.
- Zoning for the Downtown should be analyzed and amended if necessary to adequately accommodate appropriate new development and establish the desirable physical form of the Downtown.
- Ensure parking adequately supports businesses by conducting a circulation and parking needs assessment for Downtown and develop a plan for the continued provision of adequate parking in Downtown.
- Require development and redevelopment projects within the Downtown to provide detailed parking and traffic studies which plan for current and future parking demand, access and circulation.
- Promote and encourage shared parking arrangements and facilities wherever feasible to minimize the land area within Downtown dedicated to parking.
- Require Downtown development to be compatible with the scale and uses of the surrounding area and minimize and mitigate any negative impacts on adjacent land uses.
- Conduct a Downtown traffic study in order to assess issues and identify a solution for improving traffic flow.

# DEPARTMENT OF COMMUNITY DEVELOPMENT
# MEMO

**To:** Plan Commission
**From:** Stan Popovich, AICP
Director of Community Development
**Subject:** **16-PLC-0019, Downers Grove Comprehensive Plan Update**
**Date:** December 5, 2016

The Village Council created the Comprehensive Planning Ad Hoc Committee (CPC) to update the Village's 2011 Comprehensive Plan (Plan) and to develop a downtown regulatory framework based on the Plan's Downtown Focus Area. The CPC has completed work on the updated Plan and during their November 14, 2016 meeting, they recommended forwarding the Plan to the Plan Commission for their review.

Comprehensive Planning Ad Hoc Committee (CPC)
In March 2016, the Village Council formed the CPC to oversee the review and update to the Plan. The CPC was comprised of nine members from the Plan Commission, Architectural Design Review Board, Zoning Board of Appeals, Transportation and Parking Commission, Stormwater and Floodplain Oversight Committee, Downtown Downers Grove Management Corporation and the Downers Grove Economic Development Corporation. The Village hired Houseal Lavigne Associates, the same consultant that completed the 2011 Comprehensive Plan, to update the Plan.

CPC Meetings
The CPC met seven times between April and November 2016 to review and update the Plan. The CPC reviewed each section of the existing Plan and recommended updates to the Plan which were then incorporated into the Draft Plan. As part of this review, the CPC reviewed an updated Downtown Focus Area Plan and new focus area plans for 63rd Street and 75th Street.

The draft Downtown Focus Area Plan was reviewed by the Plan Commission on June 27. The recommendations from the CPC and the Plan Commission were forwarded to the Village Council. The Council reviewed the Downtown Focus Area Plan at their July 12 and October 4 meetings. The Council recommendations were then incorporated into the Draft Plan.

Significant Changes
To facilitate the review of the Draft Updated Plan, the chart below identifies the significant updates that occurred to the Plan.

| Section | Page # in document | Description |
|---|---|---|
| 1 | 8 | Changed first paragraph to reflect current conditions |
| 1 | 11 - 13 | Inserted summaries of plans that have been completed since the 2011 adoption |
| 1 | 14 - 19 | Updated demographic information |

| | | |
|---|---|---|
| 2 | 20 - 23 | Included new vision statement based on improvements since 2011 and the 2016 Comprehensive Planning Process |
| 3 | 26 | Updated Future Land Use Plan based on improvements since 2011 and the 2016 Comprehensive Planning Process |
| 4 | 39 | Added subsection regarding Historic Preservation |
| 4 | 42 - 43 | Updated policy recommendations, including new policy recommendations on green buildings and historic preservation |
| 5 | 50 | Removed paragraph regarding Sign Ordinance |
| 5 | 54 -55 | Updated policy recommendations, including new policy recommendation on historic preservation |
| 6 | 61 | Updated North-South Traffic Flow based on completion of Belmont Road underpass |
| 6 | 62 | Updated bicycle mobility and safety section |
| 6 | 65 | Updated sidewalk section |
| 6 | 66 | Updated parking section |
| 6 | 68-69 | Included new policy recommendations on electric cars, car sharing and bike sharing programs |
| 6 | 70-71 | Included new policy recommendations on grade separated pedestrian tunnel with Metra and a bike rack system |
| 7 | 73 | Updated Downers Grove Park District mission statement |
| 7 | 81 | Included new policy recommendations on rain gardens and the enhancement of the tree canopy |
| 8 | 84 - 85 | Updated School District plans |
| 8 | 88-89 | Updated facilities discussion to reflect current status |
| 8 | 92 | Updated facilities discussion to reflect current status |
| 9 | 102 - 103 | Revised catalyst sites based on recent developments |
| 9 | 104 - 113 | Revised Downtown Focus Area based on 2016 Comprehensive Planning Process |
| 9 | 116 - 117 | Revised catalyst sites based on recent developments |
| 9 | 118 - 121 | Revised Ogden Avenue so that it is no longer separated into east, middle and west sections. Catalyst sites revised based on recent developments. |
| 9 | 128 - 129 | Included new 63rd Street Key Focus Area |
| 9 | 130 - 131 | Included new 75th Street Key Focus Area |
| 10 | 137 - 143 | Added descriptions for various implementation funding sources and incentives |

Staff Recommendation

Staff recommends the Plan Commission discuss the updated sections of the Comprehensive Plan and offer comments. At the conclusion of the meeting, staff recommends the Plan Commission forward the Plan to the Village Council with a positive recommendation.

Attachments

CPC meeting minutes
Draft Plan

# DEPARTMENT OF COMMUNITY DEVELOPMENT
# MEMO

**To:** Plan Commission
**From:** Stan Popovich, AICP
Director of Community Development
**Subject:** **16-PLC-0019, Downers Grove Comprehensive Plan Update**
**Date:** January 9, 2017

At the December 5, 2016 Plan Commission meeting, Plan Commission members continued the petition to the January 9, 2017 meeting and requested additional information regarding the changes and updates to the Comprehensive Plan that the Comprehensive Planning Ad Hoc Committee (CPC) recommended. Staff has provided the following documents for your review:

- Draft meeting minutes from the November 14, 2016 CPC meeting
- 2017 Updated Comprehensive Plan
- Comparison document between the 2011 and 2017 Comprehensive Plans. The document:
  - Identifies all text and formatting changes
  - Does not identify graphic changes to the graphics
  - May show that text has been deleted on one page and the same text may appear as newly inserted text on the following pages even though no changes have been made. For example, the 'Forest Preserve District of DuPage County' text did not change from the 2011 version on page 73, yet it appears as new text on page 76 of the 2017 version because of the layout and page change.

Significant Changes

| Section | Page # in document | Description |
|---|---|---|
| 1 | 8 | Changed first paragraph to reflect current conditions |
| 1 | 11 - 13 | Inserted summaries of plans that have been completed since the 2011 adoption |
| 1 | 14 - 19 | Updated demographic information |
| 2 | 20 - 23 | Included new vision statement based on improvements since 2011 and the 2016 Comprehensive Planning Process |
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| 6 | 66 | Updated parking section |
| 6 | 68-69 | Included new policy recommendations on electric cars, car sharing and bike sharing programs |
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| 8 | 92 | Updated facilities discussion to reflect current status |
| 9 | 102 - 103 | Revised catalyst sites based on recent developments |
| 9 | 104 - 111 | Revised Downtown Focus Area based on 2016 Comprehensive Planning Process |
| 9 | 114 - 115 | Revised catalyst sites based on recent developments |
| 9 | 116 - 119 | Revised Ogden Avenue so that it is no longer separated into east, middle and west sections. Catalyst sites revised based on recent developments. |
| 9 | 126 – 127, 130 | Included new 63rd Street Key Focus Area |
| 9 | 128 – 129, 131 | Included new 75th Street Key Focus Area |
| 10 | 137 - 143 | Added descriptions for various implementation funding sources and incentives |

APPROVED 1/9/17

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING
PUBLIC HEARING

DECEMBER 5, 2016, 7:00 P.M.

Chairman Rickard called the December 5, 2016 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance. Staff announced that Mr. Cronin had submitted his letter of resignation.

**ROLL CALL**:

**PRESENT:** Chairman Rickard, Mr. Boyle, Ms. Gassen, Ms. Hogstrom, Ms. Johnson, Mr. Maurer, Mr. Thoman

**ABSENT:** None

**STAFF:** Stan Popovich, Director of Community Development; and Rebecca Leitschuh, Senior Planner

**VISITORS:** Charlotte and Byron Holtzen, 5226 Carpenter Street, Downers Grove; Mary Ann Badke, 5408 Carpenter Street, Downers Grove; Rich Kulovany, 6825 Camden, Downers Grove; Cindy and Christina Zaeske, 1130 Forest, Downers Grove; Ed Olsen, 5138 Lee, Downers Grove; Bill Chaubery, 1132 Curtiss 1-A, Downers Grove

**APPROVAL OF MINUTES**

**NOVEMBER 7, 2016 MINUTES – MOTION BY MR. THOMAN, SECONDED BY MS. HOGSTROM, TO APPROVE THE MINUTES AS PRESENTED. MOTION CARRIED BY VOICE VOTE OF 7-0. MS. JOHNSON ABSTAINED.**

**PUBLIC HEARINGS:**

Chairman Rickard explained the protocol for the public hearing and swore in those individuals that would be speaking on the petition below.

**FILE 16-PLC-0019**: A petition seeking review, comments and a positive recommendation to forward the Downers Grove Comprehensive Plan update to the Village Council. Should Council adopt the update, it will become the official plan for the Village as required by Section 1.12 of the Municipal Code. Village of Downers Grove, Petitioner.

Director of Community Development, Mr. Popovich, on behalf of the Village, summarized the significant updates to the Plan, as referenced in the table included in the Staff Memo dated December 5, 2016. Mr. Popovich introduced the changes by explaining the history of the Comprehensive Plan: The original 1965 Comprehensive Plan; a new, award-winning plan was adopted in 2011 based on significant community outreach in Total Community Development III; a

minor revision made in 2015. This too is an update, not a total re-writing. Five years is standard planning practice to update a comprehensive plan.

Mr. Popovich explained that Staff uses the plan on a daily basis, and that it is aspirational/visionary in nature to serve as a roadmap looking 15-20 years in the future. He explained that the plan does not set rules: that is the role of the zoning ordinance.

Mr. Popovich reviewed updates to the Plan:

Introduction: No significant changes

Section 1: Highlighted new plans since 2011, demographics updated (getting older and younger)

Section 2: Vision was a significant update (low impact design, additional tree canopy, multi-family and mixed use buildings, redeveloped commercial corridors, Ogden Avenue improvements)

Section 3: Land Use plan had minor modifications (map change in two locations and updated pictures)

Section 4: Add Historic preservation paragraphs, low intensity design, sidewalks updated (no longer have a sidewalk matrix), parkway trees improved, added historic preservation and parkway tree management policy recommendations

Mr. Thoman requested stronger language in Section 4 per parkway trees to not just replace, but actively seek out absent tree locations and place new trees.

Mr. Quirk, going back to Section 3, asked if the map change of the Future Land Use Map would stipulate a Zoning Map change. He expressed concern Meadowbrook Shopping Center and possibly limiting the current owner. Mr. Popovich responded that the plan would have room for interpretation to allow the owner to make use of their property.

Ms. Gassen said she felt the community was losing single family residential in a more affordable range, walkable to downtown. She requested to add language specific to “walk to town” or “proximity to town” in the Section 4 policy recommendations. Mr. Rickard cited the Downtown Focus Area and more form-based code in the Downtown Transition area regarding setbacks and yards.

Mr. Quirk asked a question whether Sears homes are protected, Mr. Popovich said not currently; that the Sears homes policy recommendation was from the 2011 plan and a way of drawing attention to the properties. Mr. Thoman participated in the 2011 ad-hoc committee and explained that it was identified for historical thematic districts. Mr. Maurer requested to change the reference to “Sears” homes as “kit homes.” Ms. Gassen requested to include language specific to continuing to identify ways to incentivize historic preservation.

Ms. Hogstrom requested to add more about trees as a method for stormwater mitigation and the mutual benefit. Also to encourage trees on private property. Mr. Thoman said trees on private property was a controversial topic five years prior. Used Wilmette as an example of a private land

tree ordinance. Ms. Hogstrom said she was not suggesting an ordinance, but something to encourage tree canopies on private property.

Ms. Hogstrom identified that improving access to the Forest Preserves, e.g., Hidden Lake, was discussed by the ad-hoc committee.

Mr. Popovich noted Section 5 included the elimination of the Sign Ordinance discussion, an update of 63rd Street to neighborhood commercial and added historic preservation as policy recommendation.

Mr. Boyle asked about revisiting downtown/commuter parking options. Mr. Popovich said there were past discussions about adding a parking deck north of the BNSF railroad tracks, but that with the carshare market developing, the idea was to wait and see how new markets may affect parking demand. Also, with the additional multi-family developments under construction, demand might change. Mr. Popovich said the bike plan was revisited and that design of a pedestrian underpath was discussed to cross the train tracks downtown.

Mr. Popovich provided updates on the following sections:

Section 6: Updated Belmont Road discussion, updated mobility discussion, updated maps, included discussions on new technologies, car & bike share, electric vehicles

Section 7: Not many changes. New Park District vision statement, updated maps, policy updates to include discussion on rain gardens and tree canopies.

Section 8: Updated school and village facility discussions.

Section 10 & Appendix: Added more descriptions of programs – Appendix was goals/objectives from TCD III.

Section 9: Focus Area Plans – There were five focus areas in 2011, seven now with the additions of 63rd Street & 75th Street. No significant changes were made to Belmont Ellsworth Focus Area. The Belmont Road underpass was added and former catalyst site #3 was developed so it was removed.

The Downtown Focus Area came before the Plan Commission in June for the Commission's review. The Commission's and Comprehensive Planning Committee's recommmedations were forwarded to the Village Council in July and October, with individual meetings with Council members in between. As a result, three functional subareas were developed. The Comprehensive Planning Committee is working on developing a regulatory framework for these three areas (rules and regulations). These would build off the Comprehensive Plan and set the rules for downtown development. The regulatory framework would come back to the Plan Commission in spring.

Some concept recommendations have been updated, including potentially historic buildings on the map. Catalyst sites were updated with some removed and some added. Ms. Gassen identified the catalyst sites needed renumbering (did not match maps). Ms. Gassen requested to add something specific to the historic blacksmith shop downtown. She also corrected the discrepancy of "neighborhood transition" versus "downtown transition." Mr. Quirk identified that the Downtown Transition district needed to extend east of Prospect, beyond the current development. Mr. Quirk

asked about the key concept specific to Rogers and Main, and asked for clarification on "auto oriented uses." Mr. Popovich explained it was describing drive-throughs and strip centers. Mr. Maurer asked if that use was more appropriate for Ogden. Mr. Popovich responded that the uses in the commercial building at Rogers and Main are appropriate uses for the DT district, however the building is incompatible with downtown guidelines as the building is setback from the street with parking along Main Street which does not create a streetwall.

Moving on, Mr. Popovich noted Butterfield Road Focus Area catalyst sites were updated. The Ogden Avenue Focus Area was combined (previously three areas, now one continuous corridor) and the catalyst sites were updated. Mr. Quirk asked about the future use of Packey Webb's current dealership location. Mr. Popovich replied the intention was to attract another dealership.

Fairview Focus Area had no significant changes with plans remaining the same.

The 63rd Street Focus Area is new. The Plan notes this corridor is not the most effective commercial corridor with a range of uses present including schools, single-family, multi-family, commercial, and churches. The Meadowbrook concept is to convert Meadowbrook to neighborhood commercial with multi-family residential.

The 75th Street Focus Area is new as well. This corridor includes commercial nodes with a Corridor Commercial designation and single-family and multi-family residential. New key concepts include reviewing the Knottingham Subdivision to provide more efficient services. The consultant developed a concept plan for redevelopment of the Grove Shopping Center into a lifestyle center. The Comprehensive Planning Committee suggested developing a concept with more big box and broken up a little with multi-family on west

Chairman Rickard opened up the meeting to public comment.

Mr. Rich Kulovany, 6825 Camden, Downers Grove, expressed the desire to see development applications earlier in the process saying the community finds out about a petition after much effort/money has already been invested. Mr. Kulovany referenced an email he forwarded to the board previously and recommended a design review board for citizen input before developers invest money to say if it does/does not "fit in." Mr. Kulovany said he and Ms. Gassen were invited to attend a Landmarks Illinois Suburban Alliance meeting in Glenview where form based code was discussed. They later called Trammell Crow, the developers in Glenview's revitalization development to ask about the process/review. He then listed six communities they contacted, passed around a copy of Wheaton's design guidelines as an example, and request a design review balance between Glenview (full public involvement) and Wheaton (staff implementation). He suggested the creation of an ad-hoc downtown design review board. Mr. Kulovany also suggested changing name of Architectural Design Review Board to include historic preservation in the name. Mr. Quirk asked if the downtown design review board would apply to all redevelopment in downtown, including businesses that can develop by right as this would create an additional layer of oversight. Mr. Kulovany responded that the downtown should move forward with form-based code alongside design professionals to determine guidelines. Mr. Popovich reminded the commission that according to the Illinois Open Meetings Act, board members cannot "respond all" to emails sent to the group. Mr. Popovich suggested adding language to the plan about considering a downtown design review board, to be further discussed by the Comprehensive Planning Ad Hoc committee. Mr. Quirk expressed concern that the creation of another board could enable others to interfere by

adding time and money to the process, a concern for current owners versus developers who have no existing investment in the properties. Mr. Kulovany said the first task of the downtown design review board could be to survey the downtown by professionals.

Ms. Cindy Zaeske, 1130 Forest, Downers Grove, was supportive of the downtown design review board. She said such a board could help keep the look of the town, and that she thought guidelines would not stop creativity, but would "challenge" it.

Ms. Christina Zaeske, 1130 Forest, Downers Grove, expressed her support for downtown design review/regulations. She said local modern development consisted of "drab boxes", in an "American assembly-line style."

Mr. Ed Olsen, 5138 Lee, Downers Grove, an architect of 40 years, moved to Downers Grove five years prior because of the community's "quaint" feeling. He was concerned about the "build-up" in the downtown, and "paving over" of green space and stormwater implications. He said the community should be able to dictate to developers an architects the desired design.

Mr. Popovich suggested that the Comprehensive Plan Ad-Hoc Committee would discuss the implementation plan in its next phase of review, and emphasized that this phase (the review of the comprehensive plan) was "aspirational" in purpose, not "implementation." Mr. Rickard said that the basics of design guidelines (e.g, height) were part of the zoning ordinance. He asked if the proposed design guidelines would be a separate plan or part of the comprehensive plan. Mr. Popovich said they were completely separate: that the implementation steps could be to propose changes to the zoning ordinance, and/or to hire a consultant to develop design guidelines.

Ms. Gassen said more time was needed to review the draft. Mr. Popovich said staff could provide hard copies of the comprehensive plan and highlight changes. Mr. Quirk asked if Plan Commission was required to make a recommendation, or just fulfilling a formality to review. Mr. Popovich said Plan Commission was required to review with a recommendation. Mr. Thoman proposed sending back the Downtown Focus Area section to the ad-hoc committee over concerns of design. Mr. Popovich said any proposed design regulations would be part of a two-step process, with the development of design guidelines as part of the second step: implementation. Ms. Gassen requested a redline copy of all changes to the comprehensive plan, the November Comprehensive Plan Ad-Hoc Committee meeting minutes, and a hard copy of the comprehensive plan update.

Mr. Rickard expressed support of looking into the creation of a downtown design review board. Ms. Leitschuh emphasized that historic preservation and design review guidelines have different intentions, and that design regulations do not guarantee the preservation of the existing building stock or feeling of a community. Mr. Maurer said he found the zoning ordinance to be the appropriate tool to foster new development (height, material, setback) per the communities desired characteristics. Ms. Gassen said she did not associate the design guidelines with historic preservation, but to evaluate "what we are replacing buildings with." She said it was not to prolong the process with developers, but to give feedback from the beginning, and create design guidelines with "teeth in them." She requested placing "for consideration" in the key concepts language to further nudge discussion around design guidelines. Mr. Boyle asked what would be the process to develop implementation steps. Mr. Popovich replied that the steps would be discussed first by the Comprehensive Plan Ad-Hoc Committee, then Plan Commission, then Village Council. Mr. Rickard asked how the group would create guidelines to "objectively" apply to downtown, and how

they could avoid subjective reviews which would be difficult to enforce with differing opinions. Mr. Maurer also expressed concern about objective versus subjective criteria. He warned against freezing the Village in a faux version of past and still not achieving the overall objective. He said progressive buildings can be complementary.

**WITH RESPECT TO FILE 16-PLC-0019, MR. THOMAN MADE A MOTION THAT THE PLAN COMMISSION CONTINUE THE PUBLIC HEARING UNTIL JANUARY 9TH, AFTER RECEIPT OF THE REQUESTED MATERIALS TO BE PROVIDED BY STAFF.**

**SECONDED BY MS. GASSEN. ROLL CALL:**

**AYE: MR. THOMAN, MS. GASSEN, MS. HOGSTROM, MR. MAURER, CHAIRPERSON RICKARD**
**NAY: MR. BOYLE, MS. JOHNSON, MR. QUIRK**

**MOTION PASSED. VOTE: 5-3**

**THE MEETING WAS ADJOURNED AT 9:30 P.M. ON MOTION BY MS. GASSEN, SECONDED BY MR. QUIRK. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 8:0.**

/s/ Rebecca Leitschuh

DRAFT

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING
PUBLIC HEARING

JANUARY 9, 2017, 7:00 P.M.

Chairman Rickard called the January 9, 2017 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance.

**ROLL CALL**:

**PRESENT:** Chairman Rickard, Mr. Boyle, Ms. Gassen, Ms. Hogstrom, Ms. Johnson, Mr. Maurer

**ABSENT:** Mr. Quirk

**STAFF:** Director of Community Development Stan Popovich; Senior Planner Rebecca Leitschuh

**VISITORS:** Mr. Rich Kulovany, 6825 Camden Rd., Downers Grove

**APPROVAL OF MINUTES**

**DECEMBER 5, 2016 MINUTES** – A change was noted on Page 4, 6th line up from bottom: delete the words "and site width" and insert the words "along side". At top of Page 5, last sentence of first paragraph: delete the words "Lacey Park Historic Preservationist" and revise the word "professional" to "professionals." **MOTION BY MS. GASSEN, SECONDED BY MS. JOHNSON, TO APPROVE THE MINUTES, AS REVISED. MOTION CARRIED BY VOICE VOTE OF 6-0.**

**PUBLIC HEARINGS:**

Chairman Rickard recalled the following public hearing was continued and remained open.

**FILE 16-PLC-0054:** (continued from December 5, 2016) The purpose of the request is to consider an update of the Downers Grove Comprehensive Plan, which, if adopted will become the official plan for the Village as required by Section 1.12 of the Municipal Code. Village of Downers Grove, Petitioner.

Chairman Rickard reported that he did submit written comments regarding the comprehensive plan. He explained his changes and the thoughts behind them:

Page 13 - under Past Plans and Studies, he thought it was important to add the 2008 Downtown Pattern Book that was created. Referring to his second sheet – he felt the verbiage better explained the general concept of the downtown and would be a better guide for decision-making in the future. Dialog followed regarding two last sentences and the act that they would probably be better located under "Key Concepts."

DRAFT

Within the Downtown focus area, other commissioners mentioned the importance of retaining some of the verbiage pertaining to the BNSF since it affected a significant portion of the downtown. Another commissioner cautioned where centralized garbage collections areas be located – specifically, a collection area located between the library and the retail to the east. Mr. Mauer pointed out this was a very busy location and it seemed to be an interesting area of development since the businesses located there were using the alley as their storefront. Staff concurred.

Continuing, the chairman summarized that his remaining comments focused on conveying the thought of the downtown area being a place and not just a series of buildings, suggesting that in the Built Form making use of an updated Downtown Pattern Book for developers to use as a reference guide.

Per a question, Chairman Rickard explained what he meant by the term "triangulation" when looking at the downtown, i.e., looking at the larger picture, and while Ms. Hogstrom was fine with the term, she suggested considering the audience that would be reviewing the Comprehensive Plan. Staff would review the term.

Mr. Maurer cautioned the use of the term "contemporary" since he did not want a developer to think the village was encouraging modern development/architecture in one area and historic in another area. While he stated there may be a "contemporary" movement, he suggested deleting the word where it appears before the words "transit oriented development."

Mr. Popovich then reviewed the history behind the development of the downtown pattern book for the commissioners.

Page 20 - Mr. Maurer asked staff to reconsider the word "retrospective.7"

Page 22 – Decide to use the words "the Downtown" or "Downtown" consistently.

Page 101 - A note points to a building located on Walnut Street regarding the screening of roof top mechanicals. Is there something significant here?

Page 105 – Clarify the need for surface parking for shoppers and the need for the parking deck use for commuters. Mr. Popovich explained the intent was to remove the commuters from the parking lot next to the train station and get them to utilize the parking deck while shoppers could then use the surface parking lot next to the train station. Mr. Maurer agreed with staff's statement but reiterated better clarification was needed.

Page 111 – Referring to the Downtown Edge, the middle column (yellow color), "Office" - Mr. Mauer asked for better clarification of whether "office usage" can be used on the ground floor of a residential building or is the village suggesting that in both cases that office and residential should be on the upper floors? The intent needed to be defined better.

Page 105 – Second bullet point – Ms. Hogstrom recommended verbiage strengthening the programming to create a sense of place in the downtown and to attract both residents and visitors to the downtown area.

DRAFT

As a general question, Mr. Boyle asked staff if it could promote the use of the bike path by commuters. Mr. Popovich indicated it could be added as a key concept and he could add it to the Downtown Focus Area Plan.

Page 69 – A question arose about the bullet point pertaining to the construction of a parking deck on the north side of the tracks. Mr. Popovich explained there had been discussion about creating a parking deck on the north side of the tracks for the commuters thereby relieving some of the congestion from those commuters who have to travel across the tracks to get to their vehicles. Mr. Popovich referenced the discussion of the parking deck (and potential locations) on Page 107. He and Ms. Leitschuh also commented on how ride-sharing will impact parking demand has yet to be seen.

Ms. Gassen commented staff for their work on the Comprehensive Plan as well as the chairman for reintroducing the Downtown Pattern Book. She encouraged the Comprehensive Plan Committee and/or the village council to review the pattern book as it applied to the Implementation section of the updated Comprehensive Plan.

Chairman Rickard invited the public to speak. No comments followed. The chairman closed the public hearing. Dialog followed on how to proceed forward. Personally, the chairman preferred going forward with all of the comments made tonight.

**WITH RESPECT TO FILE 16-PLC-0054, MS. GASSEN MADE A MOTION THAT THE PLAN COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL REGARDING THE UPDATE TO THE DOWNERS GROVE COMPREHENSIVE PLAN, INCLUDING COMMENTS DISCUSSED TONIGHT.**

**SECONDED BY MR. MAURER. ROLL CALL:**

**AYE: MS. GASSEN, MR. MAURER, MR. BOYLE, MS. HOGSTROM, MS. JOHNSON, CHAIRPERSON RICKARD**
**NAY: NONE**

**MOTION PASSED. VOTE: 6-0**

Mr. Popovich stated he will incorporate the comments made tonight and the goal will be to have the plan before the Village Council on February 7, 2017.

Per staff, no meeting was scheduled for January 23, 2017 but two meetings were planned for February. Staff was also working with the village attorney regarding board training.

**THE MEETING WAS ADJOURNED AT 8:42 P.M. ON MOTION BY MS. GASSEN, SECONDED BY MR. BOYLE. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

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/s/ Celeste K. Weilandt
(As transcribed by MP-3 audio)

Approved 05/04/16

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
APRIL 6, 2016 - 7:00 P.M.

Chairman Gorman called the April 6, 2016 meeting of the Downers Grove Comprehensive Planning Ad Hoc Committee meeting to order at 7:00 p.m.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, John Luka, Carine Acks, Ed Kalina, Irene Hogstrom, Mark Thoman, Jim Wilkinson, Marge Earl, Daiva Majauskas

**STAFF:** Community Development Dir. Stan Popovich and Management Analyst Megan Miles

**VISITORS:** Michael Cassa, President, Economic Development Corporation, 5159 Mochel, Downers Grove; Don Rickard, Chairman, Plan Commission; John Houseal, Devin Lavigne & Ian Tobin with Houseal Lavigne Associates

## COMPREHENSIVE PLANNING AD HOC COMMITTEE INTRODUCTION

The chairman invited members to introduce themselves. Community Development Dir. Stan Popovich discussed that this committee will be reviewing two projects over the next six months, including the Comprehensive Plan update and the Downtown zoning regulations. A review of the schedule followed. Once the Ad hoc committee has completed its work, recommendations will be forwarded to the Plan Commission for review and, ultimately, to the Village Council by December 2016. Agendas will be posted on-line.

## INTRODUCTION OF COMPREHENSIVE PLAN UPDATE

A. Introduction of objectives, roles and responsibilities, deliverables and schedule:
Dir. Popovich summarized that the goal of the committee is to provide a detailed update to the village's five-year Comprehensive Plan (Plan) update. Details followed. The committee will be also be reviewing 63rd and 75th Streets as new key focus areas to be added to the Plan.

B. Project initiation workshop: Mr. Devin Lavigne explained how he intended to bring the plan and its map forward for the members to review. A history on how the village's comprehensive plan came about was explained. A break down of the various chapters within the comprehensive plan followed. Mr. Lavigne discussed that the current comprehensive plan was recognized in 2012 by the American Planning Association in Illinois as the best plan in the state. Further explanation of the review process followed by Mr. Lavigne.

Mr. John Houseal explained there was a difference of putting together a comprehensive plan initially versus a plan update. He further explained how he envisioned the revisions to the document would be made, including the two new sub-areas. Members were encouraged to provide their input. Mr. Lavigne emphasized that this committee was a working group and he would be providing information to the members prior to the meeting in order for members to understand what would be discussed and to be a target for the meeting.

Mr. Devin Lavigne asked members for their input on how they liked the plan, where the plan could be revisited, and, if there were other themes to be considered. He and Director Popovich also emphasized the plan was more of a reference guide versus a book that was read cover to cover.

Members noted active transportation such as sidewalks, bike paths, and in general, easier access to different areas. Mr. Lavigne agreed this area needed to be reviewed since it had "emerged" over the past five years. It was suggested a review of the transitional nature of the downtown area, review of retail in the 63rd Street corridor (at the Woodward intersection). Further comments included that the plan could facilitate a more vibrant downtown area and the Ogden Avenue corridor. One member noted re-establishing the implementation steps that follow each of the chapters; and create a Low Density Office Research Management zoning classification for the downtown area in order for doctors or lawyers to relocate in such developments.

Mr. Houseal pointed out for members that zoning was not planning; zoning was a tool to implement planning recommendations, and these two areas would be tracked simultaneously because if a regulatory strategy were to be created for the village to follow, the downtown or some of its downtown districts would have to be defined and zoned differently but, at the same time, converge at some point.

Continuing the input, members also suggested:

- a review of pedestrian walkways over or under train stations
- consider the types of non-traditional businesses the village wants to attract
- the possibility of residential parking permits
- the review of the sign ordinance and a review of 63rd Street at the Meadowbrook Shopping Center
- review the Public Transportation chapter since PACE was updating its plan
- reviewing historic preservation since the village had new tools now
- review the plan in the context of why would someone want to move to the village, why would a resident want to stay in the village, why would a person shop in the village, why is the Village desirable?
- protecting the village's urban forests
- reviewing neighborhood sustainability/sense of place as the village modernizes
- keeping the plan as short as possible with numerous graphics but continue to honor the TCD3 report
- considering a branding plan to tie in various downtown areas
- reviewing zoning code as it relates to stormwater and lot coverage plan
- considering a use for Hidden Lake

The chairman summarized that he preferred to keep the information in the plan that the committee believed should remain, and discuss it thoroughly, as opposed to just pulling it out.

C. Public Comment: Chairman Gorman opened up the meeting to public comment.

Mr. Cassa encouraged the committee to take advantage of the Economic Development Commission. If the committee was going to designate a certain part of the village as a particular type of use, such as office or retail, Mr. Cassa suggested that the committee consider whether there was a demand for the use. Also, he recommended that the village consider attracting the Millennial workforce to the local economy and ensure they can live in the village, have transportation and enjoy leisure time. It was a top priority for other cities.

Mr. Luka agreed the ratio of renters to homeowners was much different than in the years 2007-2008 and Millennials were not interested in home ownership as much as prior generations. Millennials wanted nice amenities with night life and access. The resident believed there had to be a new thought process. He did like the village's comprehensive plan.

Discussion followed on the convergence of the Millennials and the Baby Boomers and how housing models will be changing in the future to encompass both demographics in vertical housing (multi-family) structures. Home ownership was not a priority for either of the two demographics. Ideas and conversation flowed on this topic.

## INTRODUCTION OF DOWNTOWN ZONING REVIEW

A. Introduction of objectives, roles and responsibilities, deliverables and schedule
&
B. Project initiation workshop:

Mr. Houseal reminded the committee that the village was parallel tracking a downtown regulatory strategy as well. The goal was to define the downtown better: what was the transition and what did it mean in terms of the sense of place of the transition area? Once that was defined, Mr. Houseal said it would be easier to draft a regulatory strategy to guide development that invests in the downtown.

Mr. Houseal proceeded to ask members for their input as to what they saw as issues to the downtown zoning uses, transitions, or development that has pushed the village to look at the downtown zoning, land uses, or built form currently. (Dir. Popovich provided a map of the downtown business zoning district and transition area for members to view.) Dialog followed that the committee will have to determine, through discussion, whether it wants one downtown district or possibly smaller individual districts, and look at the transitional zones between commercial and residential within the downtown districts. The City of Geneva was cited as an example of how it uses the downtown district and transitions from commercial to residential yet it defines the transitional zoning first.

Further discussion was raised on whether economic development gets suppressed in transitional areas so that something better and more useful to the community gets developed. Mr. Lavigne explained it was more of an appropriateness of character in certain areas. Details followed on how

he would define transitional zones and how he would define specific zones outside the transitional zone.

Turning the discussion back to members' input about the downtown area, Ms. Majauskas stated the downtown lacked "any sort of wow." It was uninviting and there was no vision. Other comments included the strip of land with industrial buildings on the south side of Rogers Street, between Maple and the downtown, impacted both the downtown and the Fairview/Maple area. The EDC plan recommended the consideration of multi-family or light office uses for the area. Overall, the area was unattractive.

It was then mentioned how various strategic zoning changes were made to the Village of LaGrange which eventually changed the downtown area completely in a successful way.

Mr. Lavigne summarized that members should focus on what will make the downtown better, what uses should exist, the character of the downtown, and to not focus on codes or regulations because his firm would draft those. Asked if staff kept an inventory of what businesses were working well and what businesses were moving into the new buildings, Mr. Popovich said that Linda Kunze with the Downtown Management Corporation would have that information.

Mr. Houseal encouraged members to walk or bike the downtown, and not drive, to get ideas, take notes, and get to know the areas. Conversation then led to the unattractiveness of the downtown alleys, parking garages, etc. (Dir. Popovich said he would provide pattern books to the members in the future.)

Mr. Houseal mentioned that members could contact him anytime through Mr. Popovich and, in turn, he would disseminate any information to the committee members.

Members were then asked to read Chapters 1 through 3 of the Comprehensive Plan and to hold off any discussion about the downtown zoning.

C. Public Comment: No comments.

**ADJOURNMENT**

**THE MEETING WAS ADJOURNED AT 8:42 P.M. ON MOTION BY MR. LUKA SECONDED BY MS. EARL. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 9-0.**

/s/ Celeste K. Weilandt
Celeste K. Weilandt
(As transcribed by MP-3 audio)

Approved 06/01/16

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
May 4, 2016 - 7:00 P.M.

Chairman Gorman called the May 4, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, Carine Acks, Marge Earl, Irene Hogstrom, John Luka, Mark Thoman, Jim Wilkinson

**ABSENT:** Ed Kalina, Daiva Majauskas

**STAFF:** Community Development Director Stan Popovich

**VISITORS:** Devin Lavigne and Ian Tobin with Houseal Lavigne Associates; Amy Gassen, 5320 Benton, Downers Grove; Don Rickard, 4735 Main St., Downer Grove; Gordon Goodman, 5834 Middaugh, Downers Grove; Linda Kunze, Downtown Management, Downers Grove; and Rick Kulovany, 6825 Camden Rd., Downers Grove

## APPROVAL OF MINUTES

**MINUTES OF APRIL 6, 2016, WERE APPROVED ON MOTION BY MR. THOMAN, SECONDED BY MS. HOGSTROM. MOTION CARRIED BY VOICE VOTE OF 7-0.**

## COMPREHENSIVE PLAN REVIEW

A. Chapter 1: Mr. Devin Lavigne explained how the plan was basically formatted from the original plan and mentioned the statistical numbers used in the plan were updated from the latest census. Asked if there were any questions about the demographic numbers, it was mentioned that it appeared the village was getting older and more wealthier and not many starter homes existed in the village. Dialog followed on the changes that were being noticed in the tables, i.e., the number of increased households, the aging population, and the lack of racial diversity in the village while the county grew in diversity. Asked whether the trends that have taken place over the past five years should be highlighted, Mr. Lavigne believed they should and stated the tables could be contrasted with the 2009 data, along with new text discussing the 2011 Comprehensive Plan and its five-year update process.

Page 10 - Past Plans and Studies – Mr. Lavigne will add the 2011 Comprehensive Plan, the 2011 Downtown Parking study, the 2015 Economic Development Plan to Enhance the Sales Tax Base, the 2015 Downers Economic Development Corporation Strategic Plan, the Zoning and Subdivision Ordinance adoptions and the updated 2015 Historic Preservation Ordinance. The studies will be added under the Background paragraph.

Vision Statement – The committee was asked whether there were new priorities that needed to be added. Changes for this section followed:

1. Add the five-year update to this section;

2. Page 20, the paragraph starting with the words, "continued reinvestment in residential neighborhoods…." add text about the new Preservation Ordinance and how it has lead to landmarking of historic properties. Add that the village is working to preserve historically significant structures;

3. Update the text under the Urban Forest to reflect the tree reinvestment that is taking place since the loss of the ash trees.

4. As a form of recognition, add verbiage about the various TCD-3 neighborhood study meetings that took place and include village staff, council members and citizens providing their input on issues of neighborhood safety, traffic issues, etc.;

5. In the paragraph that begins "Highly diverse and sustainable economic opportunities," add something about the influx of new residents in the downtown area and the residential opportunities in the downtown;

6. Revisit the Vision Statement one last time after the 63rd Street and 75th Street plans have been reviewed; and

7. Under Fairview Station -- which discusses the local transportation improvements – expand the text to include the new Pace bus routes. Mention that the station is in the process of being landmarked.

B. Chapter 2: See above.

C. Downtown Focus Area Plan: Mr. Lavigne explained how catalyst sites are sometimes incorporated into comprehensive plans and how they are defined. The village had nine catalyst sites identified (pg. 105). Members were asked to provide their input regarding the plan's catalyst sites.

1. Add text about a "well defined edge" of downtown as a key concept and clearly delineate it.

2. The development of Maple Avenue was discussed, noting it was a "reasonable transition" from higher density to lower density and could be used as a demarcation from the downtown area into the residential area.

Mr. Lavigne then read through Key Concepts and a general dialog followed regarding the various redevelopment sites that have come into the downtown and those that have left. The committee discussed redevelopment constraints, the need for more parking, specifically at the Tivoli parking lot, whether there was a demand for public plazas or more open space, such as a dog park. Dir. Popovich indicated there was no demand that he saw.

Leveraging a right-of-way in the downtown area was suggested as a way to gain parking due to the shortage of parking in general. Also mentioned by Mr. Thoman was the fact that a unified plan needed to be created to address five different garbage vendors.

Mr. Lavigne stated that an opportunity existed to pick up extra parking on Burlington Avenue with the existing parking lot being reconfigured to a one-way and to insert angled parking on Burlington with approximately 25 spaces.

Members, staff and the consultants discussed a number of ideas for the comprehensive plan, including the 48-unit apartment proposal for the 904-910 Curtiss site (Curtiss and Washington); using the space behind Village Hall for parking, expansion of the police station to come south toward Curtiss Street with the fleet maintenance portion to remain; and a grade separation for pedestrians to walk to the opposite of the railroad tracks. (pg. 103)

Lastly, someone suggested adding a striped bike route for the downtown.

Mr. Lavigne pointed out that the Downtown Plan mentioned to "prohibit new and redevelop existing non-pedestrian-oriented businesses" which, as he explained, basically resulted in removing drive-throughs and keeping those types of buildings in the corridors and not in the downtown area. One of the bays of a downtown bank was now being used for trash collection.

Mr. Popovich then discussed the U.S. Post Office stating that staff did not see any real issues with the mail trucks, but recommended reviewing the matter, possibly relocating the larger mail trucks somewhere else but keeping the retail aspect.

As far as considering "dedication of surface parking for shoppers and parking deck for commuters," Director Popovich said he would review the 2011 parking study to see if there was more discussion on the topic. Comments followed about a once-discussed Metra parking space exchange.

Other ideas that members expressed they wanted to see in the broad policy included increased bike racks on the peripheral edge of downtown; a unified garbage dumpster plan, a pedestrian grade separation and outdoor seating,

Catalyst sites were then reviewed. Sites to be added included the possibility of the Masonic Temple parking lot, the multi-family building south of that location, and locations for bike racks. A suggestion was made to review an empty strip of street next to the Tea Shop to become a dedicated dumpster area. Another suggestion was to encourage property owners north of the Moose Lodge to allow off-street access to the different parking areas versus having small fenced-off areas. One person recommended consideration in the zoning ordinance to change the special use for a drive-through facility to include each stall of the drive-through so that businesses do not use the un-used stalls for storing a dumpster or park cars etc.

Another catalyst site suggestion was the AT&T switching station parking lot since no one ever parked in its lot.

## PUBLIC COMMENT

The chairman opened up the meeting to public comment:

Mr. Rich Kulovany, 6825 Camden, suggested consideration for zoning that allows bed and breakfasts in transition areas. He recommended having more emphasis on historic properties and the village becoming a destination. He also asked to protect the transition areas and to address the causing factors that are leading to stormwater issues. As to parking, he agreed more parking was a real need in the downtown area.

Mr. Gordon Goodman, 5834 Middaugh, was pleased to see that the post office retail space was going to remain, citing the various activities that take place at those locations. He asked to consider the post office as a potential historical landmark. He recommended that the village have a policy in place so that the village's catalyst sites be developed intact and not cannibalized, citing Catalyst Site No. 13 (Curtiss & Washington) which had been ruined by the development. He agreed that the village should acquire properties that are developed in floodways/flood plains in order to address the village's surface water management issue and that the new comprehensive plan recognize this as an important initiative of the community and cooperate with the park district to manage the land as public land.

In closing, Director Popovich announced that the next meeting was scheduled for June 1st with the focus on the Downtown Focus Plan and Chapters 4 and 5.

## ADJOURNMENT

**THE MEETING WAS ADJOURNED AT 9:11 P.M. ON MOTION BY MR. LUKA, SECONDED BY MS. EARL. MOTION CARRIED BY VOICE VOTE OF 7-0.**

Respectfully submitted,
/s/ Celeste K. Weilandt
Celeste K. Weilandt
(As transcribed by MP-3 audio)

APPROVED 7/14/16

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
JUNE 1, 2016 - 7:00 P.M.

Chairman Gorman called the June 1, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:01 p.m. and led the meeting with the recital of the Pledge of Allegiance.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, Carine Acks, Marge Earl, Irene Hogstrom, Ed Kalina, John Luka (arrives 7:03 pm) , Daiva Majauskas, Mark Thoman, Jim Wilkinson

**STAFF:** Community Development Director Stan Popovich

**VISITORS:** Devin Lavigne with Houseal Lavigne Associates; Amy Gassen, 5320 Benton, Downers Grove; Don Rickard, 4735 Main St., Downer Grove; Rich Kulovany, 6825 Camden Rd., Downers Grove

## APPROVAL OF MINUTES – MAY 4, 2016

**MINUTES OF MAY 4, 2016, WERE APPROVED ON MOTION BY MR. THOMAN, SECONDED BY MS. HOGSTROM. MOTION CARRIED BY VOICE VOTE OF 7-0-1. (Majauskas abstains)**

## COMPREHENSIVE PLAN REVIEW

A. Downtown Focus Area Plan: Mr. Popovich explained that Houseal Lavigne reworked the Downtown Focus Area Plan with new drawings. Next steps were explained. (Mr. Luka arrives.)

Mr. Devin Lavigne provided a brief overview of how he and Director Popovich approached the issues discussed at the last meeting and how they were incorporated into the current plan being presented tonight.

Key concepts of the Downtown Sub-Area Plan were reviewed in detail which included 1) improving the way-finding system in the downtown area; 2) incorporating green infrastructure (permeable pavers, etc.) wherever opportunities exist; and 3) developing boundaries for the downtown transition area (by using the functional sub-area map identifying the Downtown Core, the Downtown Edge, and the Downtown Transition areas.).

In addition, Mr. Lavigne stated the following additions were added to the plan in response to previous committee comments: 1) the parking deck should include real-time counters identifying available parking spaces; 2) reinforce that the Downtown is the focal point of the community; 3) identify areas to incorporate a centralized, well-screened garbage area for the businesses in the Downtown Core area; 4) encourage outdoor seating for restaurants/streamline the permitting process; 5) identify opportunities to expand sidewalks/create plazas, where appropriate, utilizing existing setbacks on buildings; 6) promote bike parking on the perimeter of the downtown so cyclists become pedestrians in the downtown area; and 7) investigate the feasibility of constructing a grade-separated crossing near the Metra station, possibly using grants from the railroad, ICC, etc.

Director Popovich invited committee comments regarding the above key concepts.

Ms. Earl questioned the location of a recently approved downtown redevelopment site located at the intersection of Rogers Street and Prospect Avenue, and what sub-area it fell into, i.e., Downtown Transition? Downtown Core? After some discussion, Mr. Lavigne recommended that the committee modify the boundary of the Downtown Sub-Area to include the site.

Adding to the discussion, Mr. Lavigne reminded the committee there were two pieces to the scope of work for the project: an update to the comprehensive plan and also developing a regulatory strategy to the downtown. He explained how the sub-areas could be considered: in built form and in land uses. Examples followed for the Downtown Core, noting that at some point, the village could add language in the plan that addresses drive-throughs.

As a general comment, Ms. Majauskas voiced that the downtown was a “mish-mosh” of buildings with no vision for the downtown or to invite the community to walk the downtown. She cited examples of other communities that offered inviting elements to their downtowns. Other members shared how “flat” the signage was in the village’s downtown area and it was suggested that the Downtown Core sign ordinance or design guidelines be revisited to include such things as fenestration of buildings, use indoor rooms as an extension of outdoor rooms, etc. Design guidelines from other communities were further mentioned as well as getting input from the Downtown Management group.

Per a question, Mr. Lavigne explained the purpose for creating the three sub-areas was to set a table for a third zoning district in the downtown area and to change some of the zoning, which would improve the transition in some areas and develop the downtown area more intensely with minimal impact on adjacent neighborhoods. Asked if landscaping could accomplish some of that, Mr. Lavigne described how that could be addressed in Downtown Edge Sub-Area.

Overall, members voiced positive comments about the delineation of the three sub-areas but mentioned that a branding element could be beneficial for the entryways to the downtown. Dialog followed on how “fluid” the boundary lines were for each of the three downtown sub-areas and whether they could be revised in a few years should the economy pick up, wherein Mr. Lavigne indicated that the Downtown Edge sub-area would be available to pick up such developments.

The importance of on-street parking, through the eyes of the businesses, was then discussed. Businesses did want on-street parking in downtown Downers Grove. However, more dialog followed regarding the challenges of traveling to the downtown area, in general, the fact that vehicles were cutting through residential side streets to avoid the downtown, and the fact that no

"ring road" existed to get around the downtown. However, a comment was made that the village could not have it both ways – it either has to have a street that moves or it has to have a slower area where people can park and mingle. Comments followed that another parking deck might be in order since it could help with retail development north of the railroad tracks.

Ms. Earl recalled how the village previously discussed the idea of relocating the downtown train platform to where the village hall was currently located in order to alleviate some of the congested traffic in the downtown area, but she believed it was only moving the problem further down the track and would hurt the downtown area because no one would want to stop and shop in the downtown area. Some members believed the issue needed to be revisited again. A last comment was made by Chairman Gorman that a "T" intersection at the Washington Street crossing and tracks could be created instead of the current intersection, and thereby forcing commuters to travel around the downtown area via Washington Street rather than remain on Main Street.

Returning to the parking issue again and its turnover on the street, it was suggested to shorten some time restrictions in order to get those who park longer to use the parking deck or peripheral edge. Another suggestion was to insert language into the plan to encourage parking for Vespas/motorcycles.

Turning to the topic of catalyst sites, Mr. Lavigne walked through the changes made from the last meeting. Concern was raised that parking was being removed for the Main/Maple parking lot. However, Director Popovich pointed out that the lot was created as a temporary lot while the parking deck was being constructed and it was never intended to be permanent parking. Surplus parking existed on the south side.

It was then pointed out by Ms. Majauskas that she was seeing many smaller multi-family developments being constructed in the downtown area with only one parking space being allotted. She shared concern about the shortage of parking spaces. However, another member shared how some of the parking spaces in the Acadia were being purchased by outside individuals since some residents in the building did not want to pay for them and commuters wanted them. Further dialog followed regarding the lack of parking spaces and low parking ratios for the area in general.

Staff was also asked to work on the order of the sub-areas and key focus areas in the plan, for consistency purposes.

B. Chapter 4: Moving to Chapter 4, Mr. Lavigne summarized that the chapter focuses on the residential areas plan which encompasses all of the recommendations and policies related to residential land use. Questions were raised regarding the clarification of "unique character" and "identity" of housing stock and what those terms meant exactly. One member pointed out that while it was easy to talk about historic preservation, she questioned how it gets accomplished. Members shared one example of how that would occur. Another point raised was the fact that preservation becomes difficult when the value of the lot exceeds the value of the structure on the lot and it becomes a tear-down because of it.

Mr. Lavigne pointed out that other tools existed in the pattern book to promote housing diversity. However, one member explained that teardowns over 10 to 20 years would offer diversity anyway because people used different architects, liked different varieties of homes, etc. and so diversity would occur naturally over time.

After distinguishing the difference between diversity of housing stock as compared to diversity village-wide, Mr. Lavigne suggested inserting the word "community-wide" in front of the word "diversity." Members then began discussing various topics including those towns that limit the issuance of demolition permits, lot coverage, tree preservation, and towns that have restrictions for impervious surfaces.

Conversation followed whether the Residential Area section was the proper place to insert a stronger policy recommendation for private tree planting and tree planting on public rights-of-ways. Mr. Lavigne said he would review the name of the section. Someone suggested adding language that states parkway trees are for the public and a resident should not be allowed to veto its planting in the village's right-of-way.

On the topic of housing affordability, Ms. Earl pointed out that the idea of housing affordability had to be looked at from the regional perspective, noting that Downers Grove backed up to other communities that offered affordable housing. She also clarified that it was also a matter of what type of housing a person wanted. For example, a starter home in the village or a two-story home on a large lot located in Plainfield. It was also pointed out that affordable housing included rental property.

On the topic of cut-through traffic, test driving through neighborhoods was a concern and it was suggested to include some language about that in the plan.

Last minute comments included encouraging green building initiatives in residential areas.

C. Chapter 5: Deferred to next meeting.

## PUBLIC COMMENT

The chairman opened up the meeting to public comment:

Mr. Rich Kulovany, 6825 Camden, walked through his slide presentation as it related to the new historic preservation ordinance. He discussed many developers tear down historic homes because they want modern amenities and they justify the reason that it makes economic sense to tear down the home. However, Mr. Kulovany explained that people can purchase a home, renovate its interior, and landmark it as long as the front facade remains intact. He stated that the Friends of the Edward House would like to see language in the plan that promotes historic preservation, since there was not a large percentage of historic homes remaining in the village. In addition, he pointed out the benefits of keeping the older homes: the lumber is usually old growth hardwood, a foundation exists, and less construction mess and noise pollution occurs as compared to new construction.

Ms. Amy Gassen, 5320 Benton Avenue, commented that she has heard from old residents that they want to downsize, live in a one-story home, yet want a small garden and to be able to walk to the downtown. She asked that to be considered when providing residential options. As to limiting driveways to be impervious, her concern was that garages would be pushed to the front of the lot and she did not believe the village should encourage that.

No further public comment was received.

Regarding an earlier comment about lot coverage and impervious surfaces, a suggestion was made by a member that it may be beneficial to use a calculation of whichever is less. It was also pointed out that another benefit with rehabbing a historic home as opposed to razing it and constructing new, was that an owner would not have to pay an impact feet to the school district or the park district.

Due to the July 4th holiday, Director Popovich said he would send an email to everyone to see what next meeting date worked best.

**ADJOURNMENT**

**THE MEETING WAS ADJOURNED AT 9:10 P.M. ON MOTION BY MRS. EARL, SECONDED BY MR. LUKA. MOTION CARRIED BY VOICE VOTE OF 9-0.**

Respectfully submitted,
/s/ Celeste K. Weilandt
Celeste K. Weilandt
(As transcribed by MP-3 audio)

APPROVED 08/03/16

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
JULY 14, 2016 - 7:00 P.M.

Chairman Gorman called the July 14, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:01 p.m.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, Marge Earl, Irene Hogstrom, Ed Kalina, John Luka, Daiva Majauskas, Mark Thoman, Jim Wilkinson

**ABSENT:** Carine Acks

**STAFF:** Community Development Director Stan Popovich and Planner Rebecca Leitschuh

**VISITORS:** Devin Lavigne with Houseal Lavigne Associates; Amy Gassen, 5320 Benton, Downers Grove; Don Rickard, 4735 Main St., Downers Grove; Rich Kulovany, 6825 Camden Rd., Downers Grove

**APPROVAL OF MINUTES – JUNE 1, 2016**

**MINUTES OF MAY 4, 2016, WERE APPROVED ON MOTION BY MR. WILKINSON, SECONDED BY MS. HOGSTROM. MOTION CARRIED BY VOICE VOTE OF 8-0.**

**REVIEW COUNCIL DISCUSSION ON DOWNTOWN FOCUS AREA**

Mr. Popovich noted that the Ad Hoc committee discussed and forwarded its Downtown Focus Area Plan to the Village's Plan Commission meeting on June 27, 2016 and the Plan Commission, after discussion, decided to create a fourth sub-area in the downtown – the Center Area – with the recommendation that building heights be three to four stories versus the current 70 feet.
Mr. Popovich shared the discussion held at the July 12, 2016 Village Council meeting which, in summary, was that Council was more supportive of the Plan Commission's recommendation but the exact boundaries for the sub-area were yet to be determined by the council and no clear direction was provided to staff. Therefore, the discussion on the downtown development regulations was pulled from tonight's agenda and will be rescheduled to a future date, most likely the September meeting.

A gallery of photos of the downtown was placed on the overhead with Mr. Popovich explaining how the downtown changed over the past 20 years.

**COMPREHENSIVE PLAN REVIEW (Chapter 5)**

In prefacing the discussion for Chapter 5, Devin Lavigne with Houseal Lavigne Associates, asked for input on the following two corridors – commenting that the 75th Street corridor was very compact with a couple of malls, while the 63rd Street corridor was a mixture of residential and commercial. Mr. Lavigne proceeded to discuss the existing conditions for the two corridors listed below.

A. 63rd Street Charrette: Mr. Luka recalled he had mentioned earlier that the retailers were saying the western gateway to the village at 63rd Street and Woodward Avenue was not a major corridor and that the existing large retail center there was distressed, had significant amounts of parking, and included a variety of different uses. He suggested a change of use for the area to give developers an opportunity to construct mixed use or, as another alternative, shrink the retail space, add office, townhomes and/or rental units. The lot dimension was also a challenge there.

Suggestions included sprucing up the out-buildings, push the retail closer to the street and back fill it with rental units. Seven Bridges, on a smaller scale, was also discussed or possibly joining with the Village of Woodridge. Other suggestions included beautifying the corridor with parkway trees since there was a lack of them currently. A comment was made that there was some transition to a defined commercial look on the east side of Main Street and on the south side of 63rd Street.

For the unincorporated area on 63rd Street, Ms. Majauskas recommended the village trying to better control how the area gets developed or have some building codes in place, because to her, the county was more lenient as to what was allowed. Dialog followed that inserting townhomes or row homes fronting 63rd Street with some rear access would be better than some of the single-family homes along 63rd Street.

Chairman Gorman raised conversation that in the unincorporated areas where office use existed, there could be some lot consolidation to create larger parcels. The intersection was also signalized at Woodward. However, comments followed on the challenges that a proposed Walgreens experienced and, the fact that the developer eventually pulled the project.

Other observations included that the Green Knolls Center at Main and 63rd had a rear entrance for uses located in the basement of the mall. Someone mentioned taking some of the residential frontage and placing them into an "L" configuration. Other comments included that the entire shopping area had low appeal – it sat low and had poor visibility. Contrarily, others stated the CVS was the improvement for the site and the landscaping had been increased. Last comments included that the street was a challenge because the village did not control the land.

B. 75th Street Charrette: Mr. Popovich identified the area for discussion. General comments included the mall at the northwest corner of Lemont & 75th was challenged by the number of property owners (15 to 16 owners) and the fact that it sat too deep and there was a lack of cohesion of single ownership. Asked what could be done with that many owners, Mr. Lavigne stated the owners would have to be given incentives to redevelop the entire center with another developer. He thought a town center would be nice. Members cited the Promenade in Bolingbrook or a similar development, such as the new one in Burr Ridge, etc. as developments to consider .

Comments also followed that the value of the land and the houses around such developments had to have residents with disposable income for such developments and this site was very different. While Ms. Majauskas concurred, she added that if rental units were being placed above retail, the owners of those units may not support the retail and, therefore, more townhomes probably needed to be constructed instead. Hearing that this mall had similar square footage as the Promenade, Mr. Thoman suggested that a similar mall be created with a smaller version across the street. However, Mr. Lavigne stated that a residential component may have to be added to it, citing the Metropolis located in Indiana. Adding yet another comment, Ms. Earl pointed out the Randhurst Mall in Mt. Prospect did something similar with residential but now the mall was falling "flat" and there was not much interest in it.

Someone suggested inserting restaurants or bars to the area, wherein the conversation turned to the challenges of a restaurant located in a residential location. Ms. Majauskas reminded the committee that it had to consider what would draw people from other surrounding communities – "make it pretty, nice and interesting."

As to how the this area could be tackled, Mr. Lavigne explained it was suggested to staff to visualize it as a fully redeveloped, mix-use center, with some form of management association recommendation that would take care of the maintenance, unify the hours of operations, and coordinate efforts for snow removal, etc. He cited the property across the street as an example.

When asked what resources staff would have to assist in developing a landlord association as a first step, Mr. Popovich indicated the Economic Development Corporation (EDC) did reach out to the property owners prior but that staff could assist in the process as long as there was a vision for the long-term. Mr. Thoman then confirmed the committee would be recommending that the village create the vision and the EDC could approach the landlords. However, Ms. Earl cautioned members that redevelopment of the corner site would have to be careful so as not to cause the other corner to decline; others concurred.

Turning to the text of Section 5, a suggestion was made to update the text on page 48 with the new sign ordinance language; page 49 – mention branding under the Facade Improvement Program; simplify the gateway signs; remove the Downtown Downers Grove sign on Fairview since it was confusing; encourage the redevelopment of buildings within the malls to be located closer to the sidewalk (citing the Standard Market as an example), with parking in the rear. Mr. Lavigne proceeded to discuss the recommendation for using parking maximums versus minimum parking requirements, whereby half of the parking would be placed in front of the retail and the other half in the rear, as overflow, with stronger street orientation/placement. The committee agreed to include this topic in the comprehensive plan.

A question was raised by Ms. Earl as to whether the village should have a committee to review the architectural details of buildings that come in for redevelopment, or whether staff should be working with the applicant before he/she meets with the Plan Commission. Mr. Lavigne noted where the development guidelines were currently discussed in the comprehensive plan and recommended to develop design guidelines for other commercial areas apart from the downtown.

Chapter 6: On Page 60 – update the north/south traffic flow (Belmont/Metra); Page 61 – update the bicycle and pedestrian plan; Page 63 - confirm bike trails plan with county and public works; Page 66 -- update the Public Transit Plan. A suggestion was made to push for a code that

would allow legal bicycling on sidewalks but yielding to pedestrians, not including the Central Business District.

Per a question about the sidewalk completion program, Mr. Popovich indicated that the village completed the sidewalk matrix and now the village was going neighborhood by neighborhood or when residents requested a sidewalk. However, one member pointed out the matrix was not completed and the village "got into construction and switched gears to maintenance." Challenges of some sidewalks were discussed among various members, with the point being to complete the connections so pedestrians could navigate better. Page 65 – update the bus routes and remove mention of the shuttle; update Metra ridership numbers (if available).

Next, the discussion moved toward unused commuter parking spaces and having more accessibility for Vespas, motorcycles and smaller zip cars to promote small use vehicles. Someone recalled their suggestion for a potential pedway underpass at Main Street. A lengthy discussion followed regarding moving the Fairview station further east in order to allow the gates to go up and traffic continue over the railroad tracks.

Chapter 7: Page 73 – in reviewing the Hidden Lake map, someone brought up the idea of having a parking entrance/access off of Lacey or Finley which could become a community benefit and tie it into existing paths. A question arose about annexing Maple Grove Forest Preserve. Mr. Popovich stated he would forward the park maps to the park district to see if there were any updates that could be added and also update the DuPage County Regional Trail System map. Again, Ms. Majauskas emphasized the need for the village to plant more trees, shrubs and flowers to make the village attractive to people.

For stormwater control, a suggestion included planting natural wild flowers or creating natural areas in the parkways (with consideration of height). Page 80 – Ms. Hogstrom cautioned staff about the invasive Japanese Knotweed. Mr. Thoman recalled he brought up a prior discussion about having a mandatory parkway tree planting program and asked if language could be inserted into the comprehensive plan where the village is more proactive in replacing its tree canopy. Page 78 – Wooded Areas – add another paragraph about replacing parkway trees that are lost and give homeowners a variety of tree species to choose from. Another suggestion: continuously connect the chapters to the comprehensive plan; and stress the importance of the Belmont Prairie nature preserve (Nature Preserve Commission oversees).

Chapter 8: Mr. Popovich quickly reviewed the updates to Chapter 8. Page 89, under Public Works, the second paragraph discussing "stormwater" it was suggested to have the text in a more prominent place or role. Others thought the section should be moved into the Open Space and Natural Features but also mention such natural plantings as being good for the village's stormwater system. Asked if an entirely new section called "Environmental Issues" could be drafted, staff stated it was already addressed in Chapter 7 and the section could be re-named.

Dialog followed whether the village was still considering a Civic Center Plan, wherein Mr. Popovich mentioned that there was still dialog about it and it was a good idea to leave it in the plan but modify the paragraph with current ideas. Staff believed the term "Civic Center Campus" fit more appropriately since some of the buildings were separate from each other.

Per staff, the colors on Page 91 would be updated. Dialog followed on whether storm shelters should automatically be constructed after a weather-related event.

**PUBLIC COMMENT**

The chairman opened up the meeting to public comment: None received. (Mr. Thoman suggested to move public comment up earlier in the meeting due to the late hour.)

Chairman Gorman stated the next meeting will be August 3, 2016. Ms. Earl stated that when discussing the Key Focus Areas at the August 3rd meeting, that while specific sites are identified for redevelopment, she stated there were nothing identified on what the village wanted to save in the comprehensive plan, citing the village had already lost some significant buildings. Regarding the Fairview train station area, she also suggested to unify the street lights so the area looked like it was an activity area.

**ADJOURNMENT**

**THE MEETING WAS ADJOURNED AT 9:35 P.M. ON MOTION BY MR. LUKA, SECONDED BY MR. KALINA. MOTION CARRIED BY VOICE VOTE OF 8-0.**

Respectfully submitted,
/s/ Celeste K. Weilandt
(As transcribed by MP-3 audio)

Approved 10/05/16

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
AUGUST 3, 2016 - 7:00 P.M.

Chairman Gorman called the August 3, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:02 p.m. and led the meeting with the recital of the Pledge of Allegiance.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, Carine Acks, Irene Hogstrom, Ed Kalina, John Luka, Daiva Majauskas, Mark Thoman, Jim Wilkinson

**ABSENT:** Member Marge Earl

**STAFF:** Community Development Director Stan Popovich

**VISITORS:** Devin Lavigne and Ian Tobin with Houseal Lavigne Associates; Don Rickard, 4735 Main St., Downers Grove; Miles and Amy Boone, 117 2nd Street, Downers Grove

**APPROVAL OF MINUTES – JULY 14, 2016**

**MINUTES OF JULY 14, 2016 WERE APPROVED ON MOTION BY MR. KALINA, SECONDED BY MS. HOGSTROM. MOTION CARRIED BY VOICE VOTE OF 8-0.**

**COMPREHENSIVE PLAN REVIEW – (Section 3)**

Mr. Devin Lavigne, with Houseal Lavigne Associates, reported that this section pertains to the village's land use plan which describes the various land uses that are desired in the community and will be used to form zoning decisions. The plan acts as a policy guide. Mr. Lavigne stated he was looking for comments on the land use map and the various land use classifications, but more specifically, he asked members to closely review the Office and Corporate Campus classification, since there appeared to be a large surplus of empty corporate office space/office buildings along the east/west tollway. However, it was pointed out by one member that the occupancy rate for corporate office space was over 93% in Downers Grove and there was going to be more development coming, seeing that the east/west corridor at I-88 and I-355 was the most sought after corridor for office space.

General discussion followed that Downers Grove's stock of office buildings was newer and more compatible for tech firms than some of the older buildings located in Oak Brook and elsewhere.

Asked if there was going to be a "Downtown Center" area identified on the land use map, Mr. Popovich explained that due to a council member vacancy and the matter being held off at the village council level, this matter would not be discussed until September. However, staff envisioned that the center would remain as Downtown Mixed Use and then refer back to the Sub-Area Plan for a specific map.

Adding to the discussion about the Downtown and the idea that Millennials seem to prefer housing with a lot of "amenities", Ms. Majauskas stated she did not see a lot of amenities in the downtown area, i.e., shoe stores, bars, or hip cafes and asked how the village planned to attract that specific demographic to move into the four buildings planned for the Downtown plan when those amenities were not being offered. She emphasized that the village needed a reason for those Millennials to come to the downtown versus them traveling to other vibrant towns such as Oak Park or Naperville. She cited examples.

Mr. Thoman commented that the transit-oriented development aspect was problematic for the village in that most of the existing buses were commuter buses to the train or to/from Joliet to Yorktown. He still voiced his thoughts that although people liked to consider the village urban development, it was still a suburb. He preferred to see stronger language in the Downtown Commercial Mixed Use area speak about compatible heights and compatible vistas to attract the single-home buyer "who wants to believe they're still living in Mayberry."

Still, other comments followed that HUD released a recent report on the housing ownership percentage which dropped to a 51-year low, or approximately 40% of the U.S. population renting its housing and the village should not ignore that. It was pointed out that suburbs that had high ownership ratios with medium to high household income, and included five-, six- or seven-story rental units in the downtown, included such communities as Wheaton, Arlington Heights, and Mt. Prospect. However Mr. Thoman pointed out that the seven-story buildings in Wheaton were located on the ring of the downtown.

Conversation was raised that the village had to consider a 50/50 housing stock, adapt to it, and consider the new millennium, which included Millennials, middle agers and seniors, all living within a building (aging in place). Dialog continued that the amenities had to be available to draw the residents; however, dialog also followed that "amenities" was a broad term and what did it really include, i.e., access to the city, forest preserve system, bike routes, etc.? Other comments followed that the village eventually would have to find out what works and what does not, within the next two years when all the units come on-line.

Asked if there were anymore issues with the sections of the land use plan, comments included:

- clarification of a small parcel near the corner of Ogden Avenue and Downers Drive (south side of Ogden, northeast of the park site; pg. 26), which staff identified as a water tower, i.e., identified as a "utility".
- Did the committee want to distinguish a different kind of mixed use around the Belmont Station? (Staff felt it would be good to keep it as a long-term goal.)
- Add language about the cottage industry, i.e., a small brewery was mentioned.
- Should language be added to the definition of Office/Corporate Campus – reconfigure the area and expand the envelope at the corner of Warrenville and Belmont/Finley Rd. to make

it more adaptable for 21st century corporate headquarters or commercial properties, where the layout is open, no cubicles, high traffic and there is an increased parking ratio rather than the typical four and one-half spaces per 1,000 square feet? (Staff mentioned that the language should mention that new office development should keep up with the trends in development and trends in employee density.)

- Should there be language to encourage and allow energy/water/wind efficient buildings to be constructed? (Members favored that suggestion.)
- Regarding a building located at Fairview Station (Maple and Fairview Avenues) that is designated as Mixed Use, would there be additional mixed use around the station? (Staff suggested reconciling the paragraph.)
- Referring to an area along Warren Avenue between the railroad tracks and Warren is it confirmed as all Light Intensity Office?

## PUBLIC COMMENT

The chairman invited the public to speak. No comments followed.

## COMPREHENSIVE PLAN REVIEW (Section 9)

Belmont / Ellsworth – Mr. Lavigne walked through the changes for this focus area. Per a question on what a "unified streetscape" meant, Mr. Lavigne offered to show some photographs or cross-section of the street. Continuing, he stated that with the underpass improvement and because more traffic was traveling that way, opportunities for lot consolidation existed which could draw investors to the area. He asked to think about expanding the area into the current residential area to allow other mixed uses, in general. However, Ms. Majauskas suggested not dividing up the area and possibly keeping the area multi-family and not necessarily retail, as she did not see retail as a big draw. She also saw the area as a cut-through. Mr. Lavigne explained the reasoning behind the two cul-de-sacs depicted in the plan, i.e., access restrictions, or possibly using a round-in or right-out design.

Staff discussed with Mr. Lavigne the idea of adding new graphics and possibly an overlay regarding the potential for corporate campuses along Maple as well as something around the mixed-use at the Belmont Station. A question was also raised regarding the unincorporated area behind the golf course up to Ogden Avenue.

Butterfield Road – Mr. Lavigne reviewed the changes for this focus area – adding pedestrian/bike accommodations and crosswalks, to the area. The Red Roof Inn would remain but be moved into Catalyst Site 21. It was suggested to promote more hospitality businesses near the Red Roof Inn. Someone pointed out that the proposed train line running along I-88 to Highland Avenue, as discussed in concept by CMAP, was missing. Mr. Lavigne would confirm if the train extension was in CMAP's vision.

Ogden Avenue – Ms. Majauskas voiced concern that there were a number of issues associated with Ogden Avenue, such as the various sizes/ shapes of the lots, the buildings were much older, and petitioners were constantly asking for zoning changes. Consolidating the lots would improve the street so that larger buildings could be placed on the lots. A solution would be to establish a minimum lot size and grandfather the older lots. Good examples within the village were cited,

especially examples of commercial expansion into residential neighbors throughout the corridor. Mr. Popovich recalled elsewhere in the plan there was mention of expanding the lot depth of Ogden Avenue and, while it was a good idea to consolidate the smaller lots, the village had to still support the businesses that existed. Other challenges were discussed as well as a discussion about reducing the number of curb cuts on Ogden Avenue. Ms. Hogstrom saw an opportunity to add "street" trees on Ogden Avenue, which would beautify Ogden.

Staff proceeded to discuss the various catalyst sites (west end of Ogden) that had activity on them: Site 23, Site 27, and Site 26. Since Catalyst Site 32 on the east end of Ogden was developed with Fresh Thyme, Mr. Popovich suggested moving the catalyst sites kitty-corner to the northeast corner of Florence and Ogden (the former Downers Grove Yamaha) since there appeared to be some interest in redeveloping the block. Asked what the committee wanted to keep as Site 31: Luxury Motors development or Five Guys development, or both, the committee, after a short dialog, agreed that Five Guys development should be removed. Dialog then turned to having gateway signage on the east end, possibly utilizing the area behind Panera.

Fairview – Mr. Lavigne spoke about this site as a neighborhood center with a different feel. Gateway features were pointed out. Member comments included: 1) adding some "fun" restaurants to the area versus the Belmont corridor; 2) when some of the old industrial uses move out, opportunity existed to redevelop the area; and 3) make the area more walkable/bike-friendly.

Also mentioned by the chair was the suggestion to eliminate the at-grade crossing at Maple. However, he preferred that a traffic study be done first. Adding to the Maple Avenue dialog, Mr. Lavigne described how he wanted to eliminate the high-speed cut-through for the area using a deliberate left turn at Douglas and Rogers Streets so that a square footage opportunity becomes available for new development. However, there was concern raised that much traffic would be utilizing that left turn and that the village would have to look at making Fairview and, possibly Main, as through-streets. Flooding issues in the nearby parking lot (NW corner of tracks on Fairview) were then expressed. Additional members acknowledged the same problem. At the same time, it was also pointed out by someone that the area may have been designed to collect rain and that businesses on the east side needed that parking.

Per a question, Mr. Popovich indicated that staff was receiving calls on the empty gas station site located at Fairview Avenue and 2nd Street and the Perma-Seal site.

## PUBLIC COMMENT

The chairman opened up the meeting to public comment regarding the above topics.

Miles and Amy Boone, 117 Second Street, own buildings 1519 through 1523 Fairview and asked for staff's clarification about the Comprehensive Plan's "suggested use" for redevelopment concepts and whether they were just being discussed or were going occur, wherein Mr. Popovich explained it was a concept currently, citing an example. Ms. Boone stated the two of them just purchased the building six weeks ago and no one discussed this plan with them. She and her husband had a plan and were moving ahead with their plan for the building. Mr. Popovich stated there was nothing stopping them from renovating their existing building and the plan was basically a vision for the area.

Ms. Boone shared what the plan was for her building and just wanted to express concern that they did not want to spend more money on improvements if the village had a different plan for their property. She asked for staff to explain what the process was should there be changes to the plan, to which staff explained the comprehensive plan further detail.

Ms. Boone was asked to share what businesses she had in her building and what she envisioned for the area, to which she responded that the tenants included a blind shop, ICL (Illinois Right to Life), a Pilates studio, and a chiropractor (weight loss). The upper story would house a photography co-op with an art gallery and painters. Long-term she would like to see a coffee shop/restaurant with Tobias especially during the summer where they can incorporate live music with an art show – like a cultural event. Mr. Boone concurred, stating that much foot traffic and train traffic already walked the area.

Staff agreed that the Boone's were great property owners and that they could get the other property owners involved and excited about redevelopment of their properties. Ms. Majauskas proceeded to shared some of the small garden shopping districts she saw near Tulane University in New Orleans. She agreed Fairview would be "perfect" for the area.

**COMPREHENSIVE PLAN REVIEW (Section 10)**

Mr. Lavigne recalled for the members that the text regarding the Implementation chapter, discussing available funding sources, would be returned and better described. Details followed on what would be added and "bulked up" in the text. Also noted by Mr. Lavigne was that rather than the village have an Action Agenda (like many communities) the village would not because it was difficult, as the consultant, to choose the village's priorities. Therefore, Mr. Lavigne recommended upon adoption of the comprehensive plan, that the village form an implementation committee or subcommittee to determine the village's priorities and funding sources, based on what was being discussed at this committee.

On that note, Mr. Popovich mentioned to the members that Village Council establishes its high priority action items on a two-year schedule and the review of this plan was one of those updates. He pointed out that there will be an update to the zoning map to take place after this ad hoc committee completes its charge in order to update those areas that were annexed into the village and some to match up zoning.

Continuing, Ms. Hogstrom and Mr. Thoman recommended adding language in the Public Communication/Outreach section to mention that the village uses social media to update residents on various projects as well as videos promoting outreach to the community. Mr. Popovich

commented on some of the videos that have been completed to date and which could be added to the section.

On another brief matter, Mr. Popovich discussed what the next steps were for the subcommittee since Commissioner Olsen left the village council. He would follow up the comprehensive plan review schedule with Mr. Lavigne, commenting that the goal was to complete this plan by the end of the year. Mr. Lavigne thought it could still be accomplished. Staff would update the members.

**COMPREHENSIVE PLAN REVIEW – PREVIOUSLY DISCUSSED SECTIONS**

Members were then asked if they wanted to add additional information to the previously discussed section that they may have forgotten.

Referring to the map on page 26, a member mentioned that the large green space in the NW corner was an underutilized parcel wherein it was mentioned that it was owned by the forest preserve but that it should have an access off of Finley or Lacey. Someone also pointed out that nearby was a Low Intensity Office zoned next to a Office Corporate Campus parcel which would give access to Hidden Lake and Morton Arboretum from that side. Staff added that it could be zoned Office Corporate Campus with the developer, as part of the development, provide access for the parking.

Dialog was also raised regarding an area in the village's planning area and staff needing to work with the forest preserve on who owns the site and whether the owner would want the access or not.

**PUBLIC COMMENT** - None.

Staff would confirm with members whether a September meeting would take place.

**ADJOURNMENT**

**THE MEETING WAS ADJOURNED AT 9:20 P.M. ON MOTION BY MR. LUKA, SECONDED BY MS. ACKS. MOTION CARRIED BY VOICE VOTE OF 8-0.**

Respectfully submitted,
/s/ Celeste K. Weilandt
(As transcribed by MP-3 audio)

Approved 11/14/16

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
OCTOBER 5, 2016 - 7:00 P.M.

Chairman Gorman called the October 5, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, Carine Acks, Irene Hogstrom, Ed Kalina, John Luka, Mark Thoman, Jim Wilkinson

**ABSENT:** Member Daiva Majauskas

**STAFF:** Community Development Director Stan Popovich

**VISITORS:** Devin Lavigne and Ian Tobin with Houseal Lavigne Associates

**APPROVAL OF MINUTES – AUGUST 3, 2016**

**MINUTES OF AUGUST 3, 2016 WERE APPROVED ON MOTION BY MR. LUKA, SECONDED BY MR. THOMAN. MOTION CARRIED BY VOICE VOTE OF 7-0.**

**REVIEW UPDATED COMPREHENSIVE PLAN– (Introduction; Sections, 1-3)**

Director Popovich prefaced the discussion by explaining that Sections 1 through 3 will be reviewed as word changes and following next month with text and illustrations in the final format. He asked members to provide input. The chairman announced that the public would have an opportunity to speak numerous times throughout the meeting.

SECTION 1
Demographic Profile – Someone asked where the increase in income figure ($75,000 per year) came from and whether it was due to having an older population. Mr. Lavigne offered to follow-up with the background data.

A question followed regarding the bike and pedestrian plan and whether the comprehensive plan allowed bikes on sidewalks but yielding to pedestrians. Mr. Popovich explained the bike and pedestrian plan was removed because staff was concerned about safety on shared sidewalks and preferred that it not be included

Mr. Devin Lavigne, with Houseal Lavigne Associates, explained some of the challenges with shared sidewalks while others voiced that a balance was needed.

SECTION 2

Mr. Lavigne indicated the section "Vision for the Future" was discussed more in depth in the plan and invoked a bit more excitement to the "story." Comments included that verbiage be added about the village's strong sense of community and pride and having enhanced entryways identifying Downers Grove and its major developments.

SECTION 3

Mr. Popovich pointed out some of the changes under Section 3. No other input followed.

**PUBLIC COMMENT –** None.

**REVIEW OF UPDATED COMPREHENSIVE PLAN REVIEW (Sects. 4-8)**

SECTION 4

Mr. Popovich mentioned the largest changes in Section 4 fell under Neighborhood Character and being sensitive and respectful to architectural diversity and historic preservation. The topics of CLG and tax freeze programs also fell under the section. A change was recommended to add the word "voluntary" to preservation, i.e., "facilitate the voluntary preservation…" Someone recalled that this committee did not discuss the preservation workbook/manual, wherein Mr. Lavigne explained that at the back of the plan there was mention that a guide or tool should be created or developed…. which could be used for residents (and developers) to make smarter decisions regarding tear downs and in-fills and how their homes could best fit into the neighborhood -- more of an education tool. Examples followed, with Mr. Lavigne explaining it was a guide book and not a regulatory book.

Comments followed that the village did not want stock housing lining up the street and that a home should fit in with the character of the neighborhood. Recommendation No. 5 of the Residential Policy Guide was then referenced.

Dir. Popovich recalled that initially this topic may have come about with the tear-downs in older historic areas. He suggested adding to the last sentence something about being in the "historic core of downtown" versus "all throughout town". Mr. Lavigne reminded the members the intent was to educate and not regulate; he would rework the verbiage into the sentence and soften Recommendation No. 5 to match what was talked about in the text. This paragraph would also encompass a person doing extensive remodeling.

Regarding the paragraph discussing cut-through traffic (pg. 34 digital version), the sentence that discusses "automobile dealerships along Ogden Avenue" -- someone suggested adding the word "local" and deleting the word "along." And to add the words, "and conducting."

Turning to Policy Recommendations addressing stormwater mitigation, Ms. Hogstrom asked if there could be verbiage to encourage more tree preservation and tree planting. Mr. Popovich would add "preservation" to the second sentence.

SECTION 5

Under Stormwater Management, it was suggested to add "lot coverage requirement" in this section.

Someone asked whether the preference for first floor retail/dining was addressed in the downtown area, wherein Mr. Popovich explained there was no focus area plan for downtown for review tonight because it was just discussed last night at the village council level; however, he would provide an update on the Council discussion later in the meeting.

SECTION 6

Regarding the earlier topic of bikes and pedestrians sharing sidewalks in the downtown area, Chairman Gorman proceeded to discuss Lombard's code where he works, as it relates to bikes and pedestrians. He recommended not striking out the entire bike/pedestrian section, noting that the village's code can state that cyclists have to yield to pedestrians outside the Central Business District. Discussion then followed on the various types of cyclists that would probably use the sidewalks – children and those who ride leisurely. Hard-core cyclists would prefer to ride faster and would probably use the main arterial roads. Dir. Popovich relayed that he would speak with staff and the bike plan group and review the text again to see if there was a compromise for the comprehensive plan.

SECTION 7 – None.

SECTION 8

Under School District 58, someone asked what the word "adequate" really meant to which both Dir. Popovich and Mr. Lavigne said it was the district's term. A couple of members recommended using a different word; staff would review.

Focus Area Plan

Belmont/Ellsworth – Messrs. Lavigne and Popovich walked through the changes made in this focus area (mainly the graphics). Mr. Wilkinson recommended that staff add in this focus area the village's traffic study which included the golf course up to Ogden Avenue in the residential area.

Butterfield – Catalyst Site C4 will include the Red Roof Inn property. Regarding the elimination the of Downers Drive on-ramp if westbound access is provided at Highland Avenue, one member saw the on-ramp as an amenity and said it would be a benefit to the businesses versus removing it. Staff believed the intent was to consider a full access at Highland Avenue.

Mr. Lavigne also mentioned that he added the exploration of connections to Hidden Lake Forest Preserve in this focus area. Dialog followed regarding the Arboretum's restoration project that was occurring in that area as well.

Catalyst site (pg. 130) – Staff to re-arrange the paragraphs.

Ogden Avenue – Mr. Lavigne shared how the entire corridor was reviewed and the "notes" that were added.

Catalyst Sites – D7 was currently under development and members agreed to remove it from the plan. It was noted that D3 was added.

A review of the east side of the Ogden Avenue corridor followed, noting the CarX should be removed from Catalyst Site D11.

Mr. Lavigne mentioned that he added introduction paragraphs to the entire section as well as added a land use map. He was thinking of expanding on the key concepts. Examples followed. Dir. Popovich voiced support for expanding the key concepts.

Fairview – Mr. Lavigne recalled there was mention of the Maple Avenue realignment so the text was kept in the plan. Dir. Popovich believed it could remain. Businesses that were relocating to or from the area were discussed.

63rd Street – This focus area was newly added. Mr. Lavigne explained there was discussion about the overall commercial viability at the west end of this area. It included Catalyst Site F1 being split with frontage on 63rd remaining retail while the south half could be converted to multi-family residential. Mr. Lavigne said if the committee supported it, he would bring back the plan with a potential development concept that would show townhomes, keeping outlots along 63rd Street and adding a frontage road to connect the two and then include a site for a use like a pharmacy. Mr. Lavigne further discussed a segment between Woodward and Springside where residential uses were backing up to 63rd Street and that is the preferred development pattern.

Key concepts remained the same with only the suggestion of adding a TIF district to the Meadowbrook Center. Adding a gateway sign to the community, connecting residential areas to the shopping area, and adding sidewalks were also added to the paragraph. Consideration for multi-family uses behind Meadowbrook was another recommendation in the plan. Mr. Lavigne stated the plan now encouraged more horseshoe driveways on residential properties to improve safety and access. For the east end, he stated that a number of areas could be beautified. Dir. Popovich believed the Chase Bank location was a good site to use as a beautification example because of its landscaping and shared driveways with Jewel.

Mr. Thoman asked if stronger language about parkway trees could be added for the 63rd Street segment, starting at Brookbank and heading west, with staff possibly working with the county on an intergovernmental agreement regarding same.

Members spoke about the Meadowbrook Shopping Center and how it was a development of the past. The empty lot made if feel like the businesses located there were not very good. Dir. Popovich proceeded to draw a concept plan for the site that was discussed previously. Mr. Lavigne added that a couple of recommendations were included in the section just to show what could be included on the site and how to connect the nearby residential with commercial uses.

75th Street – Mr. Lavigne idenitifed the one catalyst site for 75th as being the Grove Shopping Center, which was challenged by ownership. However, there were ideas that included a TIF district, parcel assembly, gateway signs at both ends of the corridor, and making improvements to pedestrian crossings and connections to county trails. Details followed. He recommended using the Kimco Mall, located on the east side of Lemont Road, as an example for good landscaping. Dialog then followed regarding the 3-D rendering that was to be depicted – it would be a multi-family development with retail, similar to the Bolingbrook Promenade, with height being considered due to the nearby residential uses.

Lastly, Mr. Lavigne mentioned the need to work with the Village of Darien to explore the implications of fully annexing the Knottingham subdivision into either community for efficiency purposes.

Dir. Popovich distributed copies of the Council discussed Downtown Focus Area Plan, recalling that during the past summer the Comprehensive Plan Ad Hoc Committee developed some sub-areas for the village's downtown. It was reviewed by the Plan Commission which had recommended creating four sub areas. Village Council reviewed this topic in July and had more areas of discussion. Per Dir. Popovich, staff eventually met with individual council members from July through September to discuss their ideas. All comments were consolidated and staff came up with three main areas – the Downtown Corridor, the Downtown Edge, and the Neighborhood Transition Area. Details of each area were explained by Director Popovich.

From that meeting, two areas that council members recommended to be removed from the Downtown Focus Area Plan included four single-family properties on the north side of Gilbert Avenue just immediately west of Forest Avenue (to go back to Residential Focus Plan) and an older apartment building on the far east side, just south of this site (to go back to Residential Focus Plan). The building fronted Maple Avenue but was more oriented north and south.

Dir. Popovich said he would review this matter with Mr. Lavigne, whose team would put the above in a similar format in the comprehensive plan and present it at the next meeting.

Drawing to a close, Dir. Popovich stated that in November he hoped to present to the committee a complete plan and receive a recommendation to the Plan Commission, followed by Council in January. Staff would also be presenting and discussing the Downtown Development Regulation at the next three meetings with a recommendation from this committee in January to the Plan Commission and then to Council in March.

A comment was made by Ms. Acks that a six-story building could potentially be built at Washington and Rogers to which staff confirmed a tall building could based on the Downtown Focus Area Plan. Staff has spoken in the past with interested parties who had looked at three-story apartment buildings at the location. Ms. Acks questioned staff why the site could not be identified as Downtown Edge. Dir. Popovich indicated this matter was discussed last night at the Council meeting.

Ms. Acks and other members shared their concerns about the potential for a six-story building being constructed at the corner of Washington and Rogers – whether residential or commercial. Mr. Popovich discussed some of the challenges of the site, including the parking and the grade change. Ms. Acks stated that development should slope down as one gets closer to

residential areas; others felt the same way. Someone voiced that six stories was too tall yet three stories was not enough. Staff would relay the committee's concerns on this matter.

The schedule of meetings was briefly discussed. Dir. Popovich said he would send out an email regarding alternate meeting dates for November and January.

SECTION 9 – None.

SECTION 10

Staff stated the zoning ordinance reference was updated in this section.

**PUBLIC COMMENT**- None

**ADJOURNMENT**

**THE MEETING WAS ADJOURNED AT 9:10 P.M. ON MOTION BY MR. LUKA, SECONDED BY MR. KALINA. MOTION CARRIED BY VOICE VOTE OF 7-0.**

Respectfully submitted,
/s/ Celeste K. Weilandt
(As transcribed by MP-3 audio)

Approved 01/16/17

VILLAGE OF DOWNERS GROVE

COMPREHENSIVE PLANNING AD HOC COMMITTEE MEETING

VILLAGE HALL COMMITTEE ROOM
801 BURLINGTON AVENUE
NOVEMBER 14, 2016 - 7:00 P.M.

Chairman Gorman called the November 14, 2016 meeting of the Downers Grove Comprehensive Plan Ad Hoc Committee meeting to order at 7:03 p.m. and led the meeting with the recital of the Pledge of Allegiance.

**ROLL CALL**:

**PRESENT:** Chairman Dave Gorman, Irene Hogstrom, Ed Kalina, John Luka, Daiva Majauskas (7:05 p.m.) Jim Wilkinson

**ABSENT:** Member**s** Carine Acks and Mark Thoman

**STAFF:** Community Development Director Stan Popovich

**VISITORS:** Devin Lavigne, John Houseal with Houseal Lavigne Associates; Don Rickard, 4735 Main St., Downers Grove; Amy Gassen, 5320 Benton, Downers Grove; Willis Johnson, 603 Rogers, Downers Grove; Dave Weiher; Bill Chalberg.

## APPROVAL OF MINUTES – OCTOBER 5, 2016

**MINUTES OF OCTOBER 5, 2016 WERE APPROVED ON MOTION BY MR. KALINA, SECONDED BY MR. WILKINSON. MOTION CARRIED BY VOICE VOTE OF 5-0.**

## REVIEW/RECOMMENDATION OF DRAFT UPDATED COMPREHENSIVE PLAN

63rd Street - Director Popovich acknowledged the concept sketches for 63rd Street and 75th Street that were distributed, noting they will be inserted behind their respective discussions in the comprehensive plan.

Mr. Devin Lavigne, with Houseal Lavigne Associates, reported that the Meadowbrook sketches of the buildings would be detailed out better aesthetically; details followed of how that would be done. Per a question, Mr. Lavigne reminded the members that there was consensus that the intersection could not sustain commercial development due to traffic counts, the nearby interchange, and the mall receiving marginal commercial uses. He could not confirm at this time what type of multi-family uses would be designated for the site. A suggestion was made that more convenience/retail space could be added down Woodward Avenue, for conceptual purposes. A question followed as to when the zoning would change, i.e., now or when a developer steps in. Staff clarified further.

75th Street – Mr. Lavigne explained the location for this site will be slightly larger than the Bolingbrook Promenade and follow the lifestyle center similar to Deer Park where smaller retail is closer to the street for walking and taking advantage of the site off of the interstate. Details followed on how the illustration would reflect improved landscaping. Concern was raised that if a couple of anchor stores could not be retained, would there be another alternative, possibly having residential in the rear? Other comments followed that this intersection had poor traffic signals, walking from the east edge of the development to the west edge was not probable and it was not an attractive complex. Dialog followed that the rendering lacked the depiction of the pedestrian atmosphere that lifestyle centers generate.

Mr. Popovich suggested inserting some graphics to better define that pedestrian "feel."

Concern was raised that this location was in-between the size of Yorktown and the Promenade and the location was too close to every other anchor and so if the right anchor was not drawn in, it could be an issue conceptually. Ideas floated around as to how to draw in certain retailers and the overall challenges of retail in general.

Mr. Lavigne discussed that he could decrease the amount of retail square footage, orientate the site differently, thereby bringing in another product such as residential off to the side or rear of the site. Again, ideas flowed and discussions of lifestyle centers and their goal -- to get pedestrians walking on-site -- followed. As a last point, Ms. Hogstrom pointed out that certain lifestyle centers (Deer Park, Geneva Commons) included high-end stores which the village was lacking.

Mr. Popovich referenced the key changes in his memo.

Page 38 – Referring to the tools/programs that the village should offer its residents who seek to renovate their homes, etc., someone recalled there was discussion by this group about a design manual being created but that the committee's consensus was that it would "educate rather than regulate new construction." This topic should be added/emphasized on page 42.

Page 62 – Regarding the discussion about bicycle mobility and safety on sidewalks, there was recollection that information stating that bicycles were allowed on sidewalks per state law but it was based on yielding to pedestrians and not allowing riders in the Central Business District. In response, Mr. Popovich indicated that staff was not comfortable inserting this section into the comprehensive plan and pointed out that the comprehensive plan was a guiding document and not a regulatory document. The chairman asked for member input on this matter.

Ms. Majauskas voiced that she, as a bike rider, believed that bikes should be allowed to ride on sidewalks, citing the safety concerns if they were not and citing 55th Street as an example of a dangerous street when traveling on bike. However, through further conversation and confirming that it was already legal to ride bikes on sidewalks, members agreed that language should exist in the plan to encourage bike riding, which staff pointed out that it did and would continue to do so.

## PUBLIC COMMENT

Mr. Bill Chalberg, Downers Grove Bicycle Club, relayed that the City of Chicago allows children age 12 and younger to ride on sidewalks given their experience. He explained the issue with riding on sidewalks was people backing out of driveways and not seeing the cyclist. He suggested

obtaining some research and having riders ride on the sidewalk in the same direction as the traffic flow.

The chairman stated the preference was to allow safe bike riding off of the sidewalk where possible.

Regarding the topic of bike parking, Mr. Chalberg asked the committee to consider adding locations to park one's bike. Ms. Majauskas disagreed on adding more locations to park bikes.

Mr. Chalberg believed the riding of bikes in the street versus sidewalks was a personal preference.

The chairman entertained a motion to forward the comprehensive plan onto the Plan Commission for review and consideration.

**MOTION BY MR. LUCA TO FORWARD THE COMPREHENSIVE PLAN TO THE PLAN COMMISSION. SECONDED BY MR. KALINA.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

## INTRODUCTION OF DOWNTOWN REGULATORY FRAMEWORK DISCUSSION

Director Popovich brought the committee up to speed regarding the Downtown Regulatory framework and how the framework, using various tools, achieves the Comprehensive Plan's vision for the downtown.

Mr. John Houseal, with Houseal Lavigne Associates, explained the committee may not achieve all of the text amendment language that would be adopted and placed into the code, but instead achieve different things for different areas of the downtown, as the plan defines and recommends for each of the three different districts in the downtown area. A review of the three areas (districts), as defined in the plan, were reviewed: 1) Downtown Core; 2) Downtown Edge, and 3) the Downtown Transition. Mr. Houseal explained the goal is to have a template for each of the areas which explains what the village is trying to achieve by the comprehensive plan. Each of the respective areas were reviewed by Mr. Houseal, who asked for input and final sign-off:

No comments on the three districts were voiced by the committee members.

Mr. Houseal proceeded to summarize the positives and negatives of the various zoning techniques that were available to achieve the goals of each of the three downtown districts, as referenced above: Euclidian (traditional zoning); Form-based code (regulated); Conditional Zoning; Design Guidelines (not regulated) and use through a Planned Unit Development (PUD) (regulated and usually has three triggers for the process).

Mr. Popovich shared the types of developments within the village that usually triggered the PUD process, i.e., mostly the mix of uses and not necessarily the location or size of the development in the downtown area. Outside the Downtown District, however, he stated the larger developments with multiple buildings, such as the hospital, Midwestern University and the Esplanade, were PUDs.

Mr. Houseal reminded the committee that they had to consider what they wanted to achieve for each of the three districts, given the tools they had, and provide a balance between controlled aesthetics versus property rights. Considering a question on the possibility of having two separate areas for the Downtown Edge (DE) district, Mr. Houseal believed that going forward there could be two districts within the Downttown Edge district, as well as two districts for the Downtown Transition district and then one set of standards for the Downtown Core, but he offered to hear comments from the other members.

Asked if the village was trying to encourage consolidation, was the village content with development being developed within the lot lines, or was there a better/worse technique the village wanted, Mr. Popovich explained that the issue with the Core was that the lots were small and unless the lots were consolidated, not many large developments would occur, especially between Burlington and Curtiss. But, that was not to say that there were past consolidations in the Core area. In the Edge area, Mr. Popovich explained that the lots were larger and offered more opportunity. He was of the belief that the village should plan for both.

Mr. Houseal stated he was not concerned about consolidations in the Core area because they would be regulated most strictly by built form. However, in the Edge or Transition areas, there could be the potential for very large developments through consolidation and so he cautioned Mr. Popovich about that. Mr. Houseal supported the idea of the two sub-areas for the Downtown Edge area but questioned where would the village locate a six-story building where there was not much room to work with. Mr. Popovich recalled the discussion was that the height could go up to six-stories but that more greenspace had to be added to mitigate the impact. And, as one moved more north to the Downtown area, development should move closer to the 0-foot lot line with no open space.

Discussing PUD versus as-of-right, Mr. Houseal asked if the village had concern in any of the areas of development where the village should have a say or review before a permit is issued. The committee then began discussing other villages that either had a design review overlay district or a PUD overlay district with Mr. Popovich sharing that the village never had a design review overlay district in the past and the village's philosophy was similar to Mr. Houseal's philosophy, i.e., to partner with the developers to get a good product. The difference between an overlay and a PUD was explained to the committee by Mr. Houseal.

Positive comments followed that the village's downtown had become a different look over the past 10 years, with a nice mix, and the little bit of freedom it had, was done well. Mr. Popovich shared that most of the downtown development had been through PUDs or design guidelines (generic) that were somewhat flexible and reviewed by staff. Again, Mr. Houseal stated that he did not believe it was in the best interest for villages to dictate architectural design and he proceeded to cite how different communities reviewed their plans. However, Ms. Hogstrom pointed out that by the time a plan comes to the Plan Commission it is too late to make comments on how a project looks. Mr. Houseal indicated that he can review the village's PUD process to find out if pre-conferences are held with staff or the board prior to a public hearing.

Mr. Popovich stated that staff does meet with developers to review the design guidelines in place and asks them to demonstrate how the guidelines will be met. Architects are also on staff. Asked if there was something not working, based on the zoning and procedures already in place, someone mentioned that a very tall building was coming on-line and the mere fact that it was something new

or different in the village. Conversation then followed regarding modern buildings, improved materials, EIFS, etc. being used in the construction industry today as compared to years ago.

Asked if the village wanted to allow as-of-right review in any of the three downtown districts, Mr. Popovich believed the village did not have a desire to have a PUD for all development and believed some triggers had to exist but they needed to be defined, such as over a certain height or certain uses. He believed owners should still be able to come to the village if they wanted to renovate their buildings/facades without having to go through a due process. He was open to hearing otherwise.

Mr. Houseal suggested that rather than having a Downtown Transition 1 or 2 that the village have one district with specific setbacks, up to four stories, as-of-right, and anything above it had to be a PUD. The developer had to convince the village that the development was appropriate but it also allowed the village and developer to work collaboratively together for a better product.

Conversation followed regarding the various types of downtown developments occurring in the communities of Elmhurst, Des Plaines, Arlington Heights and Oak Park.

Asking another question, Mr. Houseal asked the committee if a development was three stories tall in the Downtown Edge district, was the committee comfortable having the Transition district as four-stories, as-of-right, and anything above that was a PUD. Mr. Houseal supported this because it made sense and the fact that the village was stating it was willing to go up to six stories implied it wanted something taller in the area. Others agreed and discussed the reasons why – the value of the downtown becomes much greater, to renovate the older buildings will become more expensive to developers, and the village wants to encourage that by allowing developers to construct upwards. On the other hand, dialog followed that the limiting factor on how tall buildings can be will depend on the parking, which will be the defining factor.

Asked if there were water issues underground, Mr. Popovich was not aware of any currently.

Taking in the comments, Mr. Houseal summarized his take-away was to have a minimally invasive regulatory framework and to create an environment that would allow reasonable, as-of right, and not burdensome procedures. He would only put in place guidelines and procedures to ensure those projects "out of the norm" get reviewed.

However, Mr. Popovich clarified that the issue, among staff, was the realization that a building could be constructed up to 70 feet in height and when it was acknowledged, the village realized it did not want that, which was how the Core district came about. The village was trying to protect the "Mayberry" part of town and not impinge upon it. Mr. Popovich believed how the village regulated the Core to keep the small town feel of downtown was important and how the village allowed for the economics behind it to work on the transition.

Mr. Houseal encouraged the village to develop some guidelines for the Core, Transition and Edge districts and then consider if it wanted to put in place some form of regulatory procedure to trigger the review or, to sit down with a developer and discuss it.

Discussion of relaxing the parking requirements followed with Mr. Houseal stating the 1.4 parking ratio was in keeping with the more progressive end of urban settings in suburban communities and

if a developer were to come in with a different figure, he would have to explain his/her case through a PUD or rezoning. Staff confirmed that was how it was done by the village currently.

Mr. Houseal closed the discussion by clarifying that zoning was not planning; it was a tool to implement planning. He would draft some framework language and return with a draft, reminding the committee that the draft will discuss the approach the village wants to take versus the actual amendment language.

Clarification followed that the setbacks should still be considered in the Downtown Edge 1 and 2 districts and then the height anywhere triggers the PUD. Graphics would be provided. Concern was raised by Ms. Majauskas who hoped to see a written draft since she believed that "the rules were only as good as the people behind them" and that staff could change over time and the village's vision get lost. She cited the Village of Lisle as an example. Mr. Houseal discussed otherwise, stating that if the language is well written it can be interpreted even if staff turns over. No ambiguity would exist.

Asked whether Mr. Houseal or staff were using any of the remaining five zoning techniques or a compilation of them in other forms, Mr. Houseal explained that he still had to address the challenge of staff administering a zoning ordinance and reviewing the village's current zoning ordinance. It would not be replaced in its entirety but tweaked where necessary since staff and the development community were currently using it. The goal was to make it user-friendly and fair to all parties using it.

## PUBLIC COMMENT

The chairman invited public comment. None followed.

Staff confirmed the next meeting was scheduled for December 7, 2016.

## ADJOURNMENT

**THE MEETING WAS ADJOURNED AT 9:10 P.M. ON MOTION BY MR. KALINA, SECONDED BY MR. LUCA. MOTION CARRIED BY VOICE VOTE OF 6-0.**

Respectfully submitted,
/s/ Celeste K. Weilandt
(As transcribed by MP-3 audio)

## Comprehensive Plan

## Council comments and proposed revisions

| Section | Page | Heading | Comment |
|---|---|---|---|
| 2 | 21 | Right most column | Modify to read " ... the urban canopy is dense collection of diverse tree species and is once again flourishing. ..." |
| 2 | 21 | Right most column | Modify to read "... natural water infiltration processes) and requirements that new single family homes create no negative stormwater impacts to adjacent properties have helped mitigate ..." |
| 3 | 28 | Downtown Commercial / Mixed-Use | Modify 1st paragraph to read "Downtown Downers Grove is characterized by a mix of commercial service, commercial retail, office, entertainment ... " |
| 4 | 38 | Neighborhood Character | After the 1st paragraph insert the following text: 'Many of the neighborhoods near the Downtown are attractive to residents due to their proximity to the train station. The Village should continue to explore opportunities to minimize the number of conflicts between pedestrians, bicyclists, automobiles and trains." |
| 4 | 39 | Permitting Process | Remove this section from the plan |
| 4 | 40 | Cut Through Traffic | Modify 2nd paragraph to read "A combination of signage, traffic enforcement, physical changes and traffic management measures ..." |
| 4 | 43 | Right most column | Revise 3rd bullet to read ' Continue to replace the parkway trees that have been removed to ensure a healthy, complete and diverse urban tree canopy. Install new parkway trees where no parkway trees currently exist, regardless of the consent of the adjacent property owner. The diverse tree canopy should be expanded to the greatest practical extent. " |