

VILLAGE OF DOWNERS GROVE
Report for the Village
7/1/2025

SUBJECT:	SUBMITTED BY:
1807 Butterfield Road – PUD Amendment and Special Use	Stan Popovich, AICP Director of Community Development

SYNOPSIS

The petitioner is requesting approval of a Planned Unit Development (PUD) Amendment to Planned Unit Development #31, Esplanade at Locust Point and a Special Use to build a credit union building with a drive-through.

STRATEGIC PLAN ALIGNMENT

The goals for 2023-2025 include *Strong, Diverse Local Economy*.

FISCAL IMPACT

N/A

RECOMMENDATION

UPDATE & RECOMMENDATION

This item was discussed at the June 17, 2025 Village Council meeting. Staff recommends approval on the July 1, 2025 Active Agenda per the Planning and Zoning Commission's unanimous 7:0 positive recommendation. The Planning and Zoning Commission found that the proposal is an appropriate use in the district, compatible with the Comprehensive Plan and meets all standards for approval of a Special Use found in Section 28.12.050 of the Municipal Code and a PUD amendment found in Section 28.12.040 of the Municipal Code.

BACKGROUND

Property Information and Zoning Request

The applicant is requesting approval of an amendment to Planned Unit Development #31 and a Special Use to allow the construction of a credit union building with a drive through at 1807 Butterfield Road. The 1.38 acre property, located at the northeast corner of Lacey Road and Esplanade Road, is zoned O-R-M/PUD #31, Office-Research-Manufacturing/Planned Unit Development.

The petitioner is proposing to improve the subject property by constructing a 5,000 square foot credit union building that will be served by two drive through lanes, with a bypass lane on the east side of the building. The parking lot will include a total of 18 parking spaces, with bike racks positioned along the interior sidewalk in the south street yard. The building will be served by pedestrian connections to Esplanade Road

to the west and Lacey Road to the south. No additional curb cuts will be provided to the site, as the development proposes to use the existing shared access drive serving Cooper's Hawk Restaurant, located immediately east of the subject property.

Compliance with the Comprehensive Plan

The Future Land Use Plan designates the site as Office Corporate Campus. The Comprehensive Plan notes that investment should occur in the Finley Road/Butterfield Road area to improve the aesthetics and function of regional commercial uses, and to attract new retailers to the area. The Butterfield Focus Area Plan calls for development focused on attracting a regional customer base as well as providing services to the substantial daytime population. Additionally, the proposal leverages the unique location of the focus area adjacent to two highways.

Compliance with the Zoning Ordinance

The property is zoned O-R-M/PUD, Office-Research-Manufacturing/Planned Unit Development #31. The proposed development complies with all bulk requirements as summarized in the Planning and Zoning Commission Staff Report.

Public Comment

There were no public comments.

ATTACHMENTS

Aerial Map

Ordinances

Staff Report with attachments dated June 2, 2025

Draft Minutes of the Planning & Zoning Commission Hearing dated June 2, 2025

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Village Attorney **DATE:** July 1, 2025
(Name)

RECOMMENDATION FROM: Planning & Zoning Commission **FILE REF:** 25-PZC-0013
(Board or Department)

NATURE OF ACTION: **STEPS NEEDED TO IMPLEMENT ACTION:**

<u>X</u> Ordinance	Motion to adopt "AN ORDINANCE AUTHORIZING A SPECIAL USE FOR 1807 BUTTERFIELD ROAD TO PERMIT A DRIVE-THROUGH", as presented.
<u> </u> Resolution	
<u> </u> Motion	
<u> </u> Other	



SUMMARY OF ITEM:

Adoption of this ordinance shall authorize a special use to permit a drive-through at 1807 Butterfield Road.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____**AN ORDINANCE AUTHORIZING A SPECIAL USE FOR
1807 BUTTERFIELD ROAD TO PERMIT A DRIVE-THROUGH**

WHEREAS, the following described property, to wit:

THAT PART OF OUTLOT 2 IN ESPLANADE ASSESSMENT PLAT NO. 1 OF PART OF THE SOUTHWEST 1/4 OF SECTION 30 AND THE NORTHWEST 1/4 OF SECTION 31, TOWNSHIP 39 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST ¼ OF SECTION 25 AND THE NORTHEAST 1/4 OF SECTION 36, TOWNSHIP 39 NORTH, RANGE 10, EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 9, 1990 AS DOCUMENT NO. R90-I53511, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID OUTLOT 2: THENCE SOUTH 06 DEGREES 43 MINUTES 45 SECONDS WEST ALONG THE EASTERLY LINE OF SAID OUTLOT 2, 536.99 FEET TO THE SOUTHEAST CORNER OF SAID OUTLOT 2; THENCE NORTHWESTERLY, ALONG THE SOUTH LINE OF SAID OUTLOT 2, SAID LINE ALSO BEING THE NORTHERLY LINE OF RELOCATED LACEY ROAD ACCORDING TO THE PLAT OF DEDICATION RECORDED JUNE 28, 1988 AS DOCUMENT NO. R88-68705, BEING A CURVED LINE CONVEX NORTHEASTERLY AND HAVING A RADIUS OF 550.00 FEET, AN ARC DISTANCE OF 179.12 FEET TO A POINT OF COMPOUND CURVATURE (THE CHORD OF SAID ARC BEARS NORTH 45 DEGREES 19 MINUTES 09 SECONDS WEST, 178.33 FEET); THENCE NORTH WESTERLY ALONG THE SOUTHERLY LINE OF SAID OUTLOT 2, BEING A CURVED LINE CONVEX NORTHEASTERLY, HAVING A RADIUS OF 750.00 FEET AND BEING TANGENT TO SAID LAST DESCRIBED CURVED LINE AT SAID LAST DESCRIBED POINT, AN ARC DISTANCE OF 135.64 FEET TO A POINT OF BEGINNING (THE CHORD OF SAID ARC BEARS NORTH 59 DEGREES 49 MINUTES 48 SECONDS WEST, 135.45 FEET); THENCE CONTINUING ALONG SAID LAST DESCRIBED CURVED LINE CONVEX NORTHEASTERLY, HAVING A RADIUS OF 750.00 FEET AN ARC DISTANCE OF 227.65 FEET (THE CHORD OF SAID ARC BEARS NORTH 73 DEGREES 42 MINUTES 51 SECONDS WEST, 228.98 FEET); THENCE NORTH 39 DEGREES 42 MINUTES 32 SECONDS WEST, 36.74 FEET; THENCE NORTH 03 DEGREES 03 MINUTES 00 SECONDS EAST, 196.77 FEET TO THE SOUTHERLY LINE OF BUTTERFIELD ROAD, SAID SOUTHERLY LINE BEING 100.00 FEET, AS MEASURED AT RIGHT ANGLES, SOUTH OF AND PARALLEL WITH THE PRESENT CENTER LINE OF FEDERAL AID ROUTE 131; THENCE EASTERLY ALONG SAID SOUTHERLY LINE, BEING A CURVED LINE CONVEX SOUTHERLY, HAVING A RADIUS OF 1 1559.19 FEET, AND BEING 100.00 FEET, AS MEASURED RADially, SOUTH OF AND CONCENTRIC WITH SAID CENTER LINE OF FA. ROUTE 131, AN ARC DISTANCE OF 226.72 FEET (THE CHORD OF SAID ARC BEARS NORTH 85 DEGREES 09 MINUTES 46 SECONDS EAST, 226.72 FEET); THENCE SOUTH 00 DEGREES 57 MINUTES 23 SECONDS EAST, 307.58 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 1807 Butterfield Road, Downers Grove, IL 60515
PIN: 06-30-304-003

(hereinafter referred to as the "Property") is presently zoned in the "ORM/PD #31, Office-Research-Manufacturing/Planned Unit Development #31" under the Comprehensive Zoning Ordinance of the

Village of Downers Grove; and

WHEREAS, the owner of the Property has filed with the Planning and Zoning Commission, a written petition conforming to the requirements of the Zoning Ordinance, requesting that a Special Use per Section 28.12.050 of the Zoning Ordinance be granted to allow a drive-through.

WHEREAS, such petition was referred to the Planning and Zoning Commission of the Village of Downers Grove, and said Planning and Zoning Commission has given the required public notice, has conducted a public hearing for the petition on June 2, 2025 and has made its findings and recommendations, all in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove; and,

WHEREAS, the Planning and Zoning Commission has recommended approval of the Special Use, subject to certain conditions; and,

WHEREAS, the Village Council finds that the evidence presented in support of said petition, as stated in the aforesaid findings and recommendations of the Planning and Zoning Commission, is such as to establish the following:

(1) that the proposed use is expressly authorized as a special use in the district in which it is to be located;

(2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;

(3) that the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;

(4) that the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows:

SECTION 1. That Special Use of the Property is hereby granted to allow a drive-through.

SECTION 2. This approval is subject to the following conditions:

1. The Planned Unit Development Amendment and Special Use shall substantially conform to the staff report dated June 2, 2025; and drawings prepared by Axiom Consultants, LLC submitted on 5/14/25, except as such plans may be modified to conform to the Village codes and ordinances.

SECTION 3. The above conditions are hereby made part of the terms under which the Special Use is granted. Violation of any or all of such conditions shall be deemed a violation of the Village of Downers Grove Zoning Ordinance, the penalty for which may include, but is not limited to, a fine and/or revocation of the Special Use granted herein.

SECTION 4. It is the Petitioner's obligation to maintain compliance with all applicable Federal, State, County and Village laws, ordinances, regulations, and policies.

SECTION 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Mayor

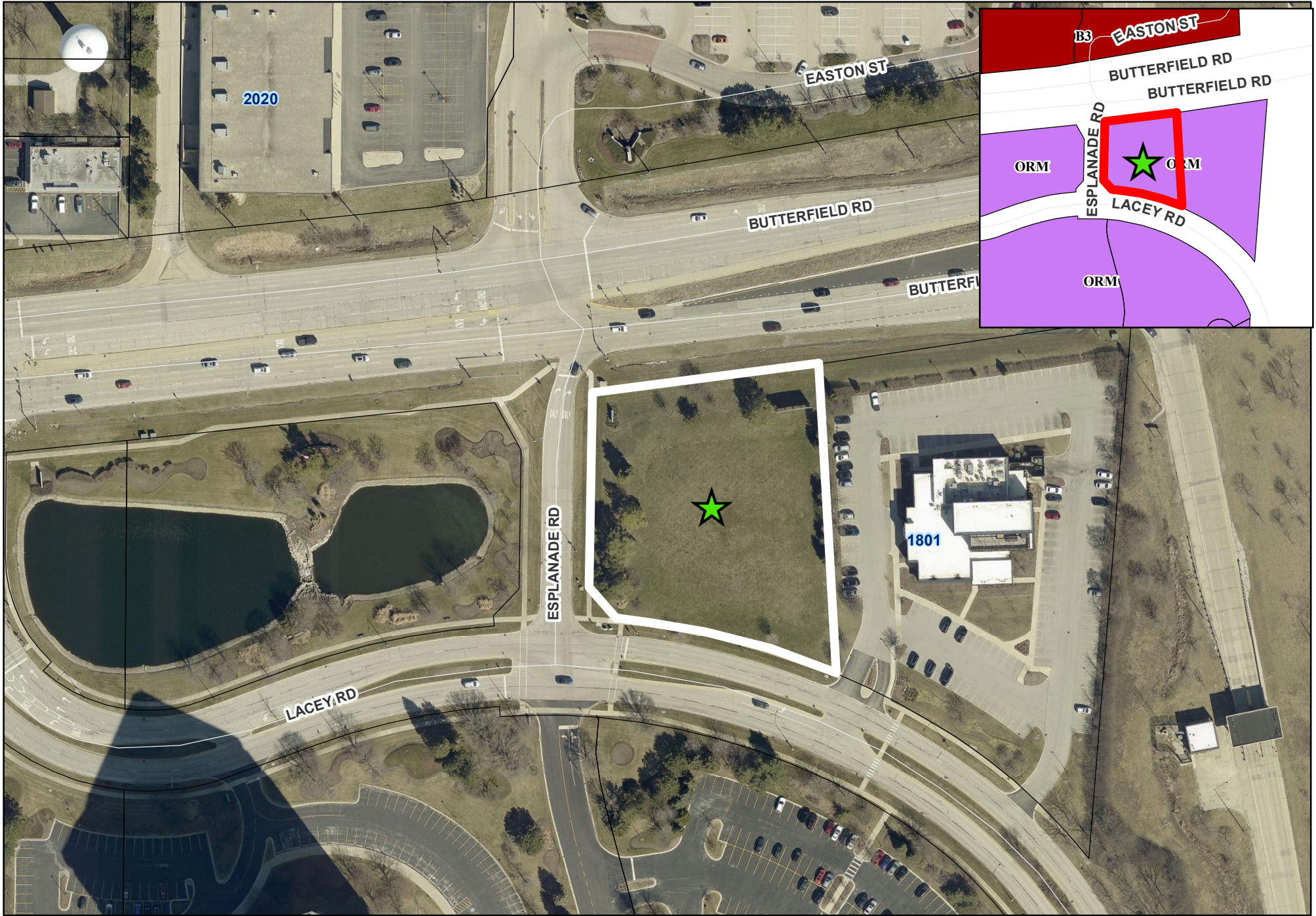
Passed:

Published:

Attest: _____

Village Clerk

I:\mw\ord.25\SU-1807-Butterfield-25-PZC-0013



N

0

75

150

Feet

1807 Butterfield Road - Location Map

Subject Property

★

Site Location



VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLANNING & ZONING COMMISSION
JUNE 2, 2025 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
25-PZC-0013 1807 Butterfield Road	Planned Unit Development Amendment and Special Use	Carter Moran Planner

REQUEST

The petitioner is requesting approval of a Special Use and a Planned Unit Development amendment to Planned Unit Development #31, Esplanade at Locust Point to build a new single-story credit union with a drive through.

NOTICE

The application has been filed in conformance with applicable procedural and public notice requirements.

GENERAL INFORMATION

PETITIONER: Axiom Consultants, LLC
300 S Clinton Street, Suite 200
Iowa City, IA 52240

OWNER: Hamilton Partners, Inc.
300 Park Boulevard, Unit 201
Itasca, IL 60143

PROPERTY INFORMATION

EXISTING ZONING: O-R-M/P.D. #31, Office-Research-Manufacturing/ Planned Unit Development #31

EXISTING LAND USE: Vacant

PROPERTY SIZE: 1.38 Acres

PIN: 06-30-304-003

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
East:	O-R-M, Office-Research-Manufacturing/PD #31	Office Corporate Campus
West:	O-R-M, Office-Research-Manufacturing/PD #31	Office Corporate Campus
North:	B-3, General Services and Highway Business	Regional Commercial
South:	O-R-M, Office-Research-Manufacturing/PD #31	Office Corporate Campus

ANALYSIS

SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Project Narrative
2. Approval Criteria
3. Plat of Survey
4. Site Plan
5. Engineering Plans
6. Landscape Plans
7. Photometric Plan
8. Elevations
9. PUD #31 Site Plan
10. Signage Plan
11. Traffic Impact Study
12. Stormwater Report

PROJECT DESCRIPTION

The petitioner is proposing to construct a new single-story credit union building northeast of the intersection of Lacey Road and Esplanade Road. The credit union will be located on the vacant 1.38-acre lot, immediately west of Cooper's Hawk Restaurant within the Esplanade at Locust Point. The property is zoned O-R-M/P.U.D. #31, Office-Research-Manufacturing/ Planned Unit Development #31. The petitioner is requesting:

- A Special Use to permit the construction of drive through
- A Planned Unit Development Amendment to permit the construction of a credit union

Currently, the Esplanade at Locust Point PUD #31 includes approximately 2.1 million square feet of office space including office buildings at 1902 and 2001 Butterfield Road, as well as 3250 and 3450 Lacey Road. The PUD also includes the DoubleTree Suites Hotel, Cooper's Hawk Restaurant, Midwestern University, and various other office headquarters and tenants.

PUD #31 was approved in 1990 with a master site development plan that identified a variety of office buildings, open space, and transportation and roadway improvements. The PUD has been amended several times since 1990 to allow for a variety of building layouts, developments, and uses. In 2023, the Village approved a PUD amendment for a 297-unit apartment development located north of Woodcreek Drive, though construction has yet to commence. It should be noted that for the subject property, the lot has been conceived as a bank use since 2003 as part of the master site development plan.

The proposed 5,000 square foot credit union will be served by two drive through lanes, with a bypass lane on the east side of the building. The proposed building will be clad with cream-colored stone masonry mostly facing the south, west, and east lot lines. Faux-wood paneling is interspersed with floor-to-ceiling windows accentuating the west building entrance and north building facade. A patio screened by five-foot aluminum panels extends from the south side of the building. The two drive through lanes are covered by a black aluminum composite canopy. Glass storefront doors are used for the building's main entrance. The parking lot will include a total of 18 parking spaces, with bike racks positioned along the interior sidewalk in the south street yard. The building will be served by pedestrian connections to Esplanade Road to the west and Lacey Road to the south.

A two-way access drive connected to the driveway currently serving Cooper's Hawk Restaurant at 1801 Butterfield Road will be constructed for the proposed development. No additional curb cuts will be provided to the site. With respect to the drive-through facility, the petitioner is proposing two drive through lanes with a bypass lane. Vehicles utilizing the drive through facility will enter from the parking area to the south and proceed north to the east side of the building in a counter clockwise movement pattern around the building.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Future Land Use Plan designates the site as Office Corporate Campus. Moreover, the Comprehensive Plan identifies the future land use of the Esplanade as a continuing commercial development.

The Butterfield Focus Area Plan states that:

- Development and redevelopment should be focused on attracting a regional customer base as well as providing services, retail, and entertainment to the substantial daytime population.
- Leverage the unique location of this focus area adjacent to two highways to attract new retail and office tenants.

The Comprehensive Plan also notes the following:

- Reinvestment should occur in the Finley Road/Butterfield Road area to improve the aesthetics and function of regional commercial uses.
- Reinvestment will assist in retaining current businesses while also attracting new retailers and restaurants.

COMPLIANCE WITH ZONING ORDINANCE

The property is zoned O-R-M/PUD, Office-Research-Manufacturing/Planned Unit Development #31. The proposal includes a request for a Planned Unit Development Amendment and Special Use to allow for the construction of a credit union facility served by drive through lanes. The bulk requirements of the proposed development in the O-R-M/PUD zoning district are summarized in the following table:

1807 Butterfield Rd	Required	Proposed
South Setback (Street Yard – Lacey Road)	35 ft.	60 ft.
East Setback (Side Yard)	10 ft.	71 ft.
West Setback (Street Yard – Esplanade Road)	35 ft.	73 ft.
North Setback (Street Yard – Butterfield Road)	35 ft.	66 ft.
Floor Area Ratio	1.00	0.08
Building Height	140 ft.	20 ft.

SIGNAGE

Signage within the Esplanade PUD is governed by a master sign plan. The petitioner is proposing two wall signs, to be mounted on the north and west building facades. One new monument sign is proposed along Lacey Road. Additionally, one directional sign is placed within the interior of the development. The offsite sign, previously approved in 2018, for Cooper's Hawk on the northwest corner of the lot will remain unchanged as part of this development. Signage is not proposed as part of this petition, and all signage proposed for the development will comply with the Zoning Ordinance requirements and the Esplanade master sign plan through a separate sign permit application.

ENGINEERING/PUBLIC IMPROVEMENTS

Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs) and must meet the detention requirements for the subdivision. This additional volume will be provided in two basins located beneath the west and south landscaped areas of the lot. The current proposal will be reviewed for compliance with the Stormwater Ordinance during the building permit review.

As required by the Zoning Ordinance, pedestrian connections will be provided to Esplanade Road and Lacey Road. New gas, water service, and sanitary sewer service lines will be connected to nearby existing utility lines. The Downers Grove Sanitary District conceptually approved the request for sanitary service to this development.

TRAFFIC AND PARKING

A two-way access drive connected to the driveway currently serving Cooper's Hawk Restaurant at 1801 Butterfield Road will be constructed for the proposed development. Cross-access to this driveway is provided by a previously recorded plat of easement. The proposed driveway, to be constructed by the petitioner, connects to the part of 1801 Butterfield Road located within the easement.

A traffic impact study for the proposed development was completed by HR Green. The study examined the existing and future traffic conditions based on the impact of proposed development. The proposed development is projected to generate slightly higher inbound and outbound trips during peak hours than current conditions. A traffic impact study found that the traffic generated by the development can be accommodated by the existing area roadway system.

Lastly, the proposed development will provide 18 parking spaces, satisfying the Village's parking requirement of 18 parking spaces. Additionally, the eight provided stacking lanes satisfy the requirement of four stacking spaces per drive through lane for financial service uses. The petitioners have also provided two bike racks south of the building, which satisfies the Village's bicycle parking requirements.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposed development and determined that sufficient access to and around the site is provided for emergency vehicles. The driveway around the building provides sufficient access around the property as needed. The building will be required to include a fire alarm and sprinkler system that meet the Village's regulations.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting the public hearing sign on the property and publishing a legal notice in the *Daily Herald*. Staff did not receive any questions from the public.

STANDARDS OF APPROVAL

The petitioner is requesting a Planned Unit Development Amendment to PUD #31, and a Special Use for a drive-thru in the O-R-M, Office-Research-Manufacturing zoning district. The review and approval criteria for each request are listed below. The petitioner has submitted a project narrative, as well as a response to the PUD Amendment and Special Use review criteria that attempt to address the standards of approval. The Planning & Zoning Commission should consider the petitioner's documentation, the staff report, and the discussion at the Planning & Zoning Commission meeting in determining whether the standards for approval have been met.

Section 28.12.040.C.5 Planned Unit Developments – Review and Approval Criteria

The decision to amend the zoning map to approve a PUD development plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision-making bodies must consider at least the following factors:

- a. The zoning map amendment review and approval criteria of Sec. 12.030.I.*
- b. Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
- c. Whether PUD development plan complies with the PUD overlay district provisions of Sec. 4.030.*
- d. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
- e. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Section 28.12.050(h) Special Uses –Approval Criteria

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is consistent with and in substantial compliance with all Village Council policies and plans, including, but not limited to, the Comprehensive Plan and the Downtown Design Guidelines and that the applicant has presented evidence to support each of the following conclusions:

- (1) that the proposed use is expressly authorized as a special use in the district in which it is to be located;*
- (2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community;*
- (3) that the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood;*
- (4) that the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.*

DRAFT MOTION

Staff will provide a recommendation at the June 2nd meeting. Should the Planning & Zoning Commission find that the request meets the standards of approval for a Planned Unit Development Amendment and Special Use, staff has prepared a draft motion that the Planning & Zoning Commission may make for the recommended approval of 25-PZC-0013:

Based on the petitioner's submittal, the staff report and the testimony presented, I find that the petitioner has met the standards of approval for a Special Use and Planned Unit Development #31 Amendment as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 25-PZC-0013, subject to the following conditions:

1. The Planned Unit Development Amendment and Special Use shall substantially conform to the staff report; and drawings prepared by Axiom Consultants, LLC submitted on 5/14/25, except as such plans may be modified to conform to the Village codes and ordinances.

25-PZC-0013; 1807 Butterfield Road
June 2, 2025

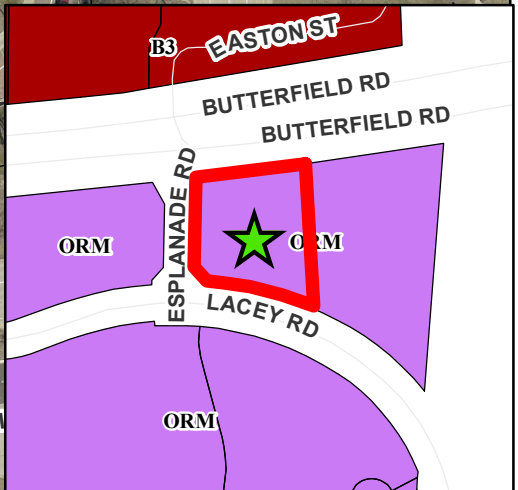
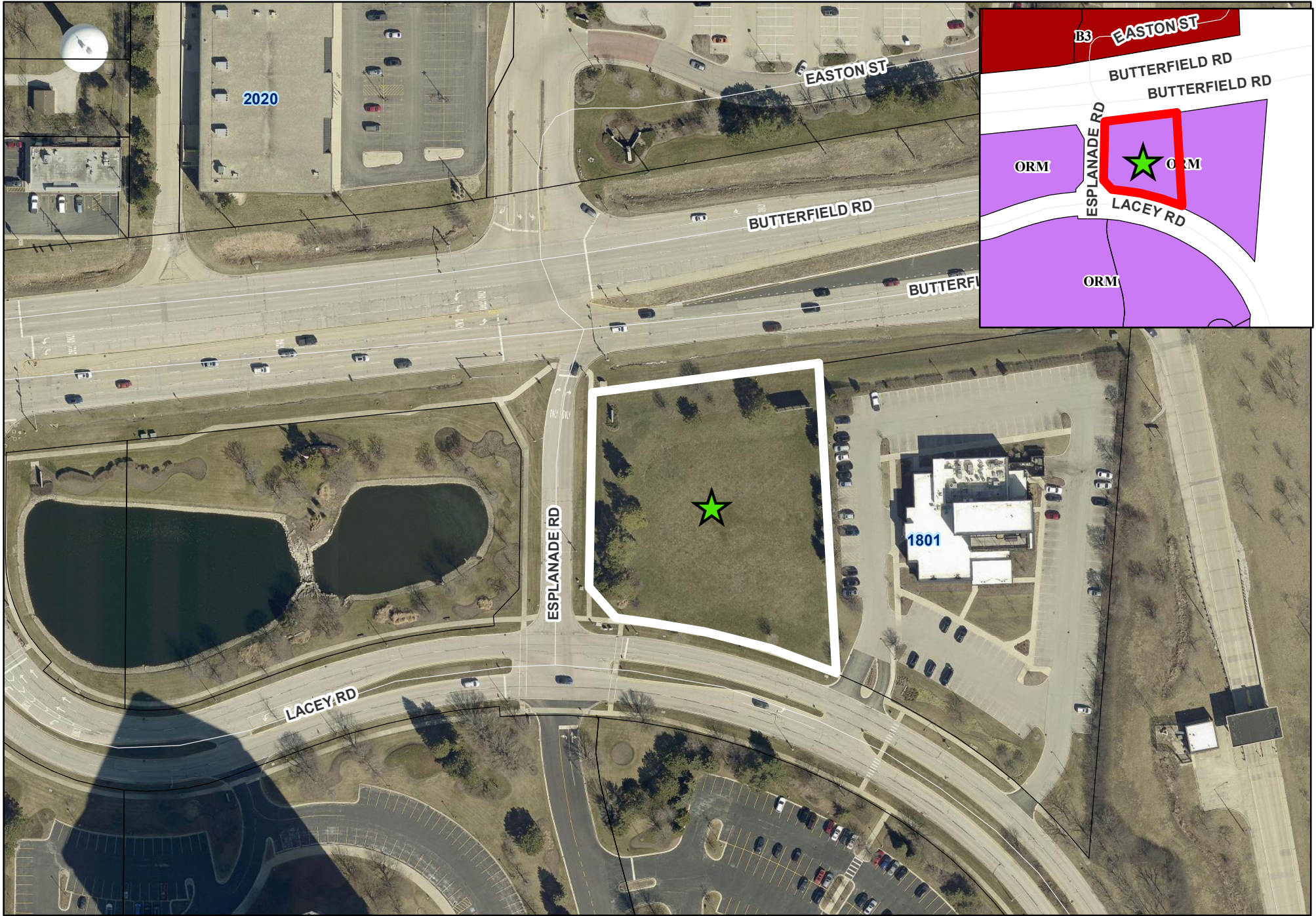
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Staff Report Approved By:

A handwritten signature in black ink, appearing to read 'Stan J. Popovich', written over a horizontal line.

Stanley J. Popovich, AICP
Director of Community Development

SP:fl
-att



GREENSTATE CREDIT UNION

Esplanade Place – 1807 Butterfield Road

Downer's Grove, IL

4.22.2025

PROJECT NARRATIVE

The most recent branch for GreenState Credit Union (GSCU) is proposed as their 7th branch located in Illinois. Overall GSCU runs nearly forty branches across Illinois, Iowa, and Nebraska. This branch comprises a single story commercial/financial office which will serve the Downer's Grove community and beyond. This branch is slated to replace the current Westmont facility.

This ~5,000 square foot branch can house 12-13 full time employees and provides personal and commercial banking services, residential mortgages, wealth management, insurance, and more.

The exterior includes a walk up night deposit box at the primary entry point (facing Lacey Road) and a pair of drive-thru ITM locations on the East side of the property. The ITM locations are covered by a canopy which matches the finish of the building but it separate from the building itself (not physically connected.) The exterior of the building is constructed of very high quality finishes including stone masonry, parklex natural wood siding, commercial storefront aluminum windows and a large section of curtain wall glass frontage along the highest visibility roads to the West and North. Decorative metal elements comprise smaller portions of the exterior. Lighting on the exterior is designed for minimal light pollution per City standards and achieves zero spillover at property edges. The LED lighting of the parking lot areas, entry points to the building, and the ITM drive thru achieve secure levels of lighting for safety.

The interior is constructed of incredibly high quality materials and features a bright and open floorplan, very inviting to members. The interior perimeter rooms, as well as the central conference room in the building core, are constructed with Falk Built glass and aluminum walls. High quality LED lighting, quality wood casework, professional grade furniture systems, top grade painted drywall interiors, natural wood window sills, and high end blackout window treatments finish out much of the interior.

The branch will occupy Parcel 06-30-304-003 of "The Esplanade at Locust Point" development – PUD #31, approved in 1990.

ABOUT GREENSTATE CREDIT UNION

Organized in 1938, GreenState Credit Union is a member-owned financial cooperative with \$11 billion in assets and more than 450,000 members. We proudly serve residents in the western Chicago suburbs and the surrounding communities with 5 area branches.

At GreenState, we are committed to strengthening our communities and improving the lives of our members through financial education and community giveback. This year we will volunteer more than 6,000 hours and donate over \$2.5 million dollars to support the local organizations and charities that help our communities thrive. We provide financial education for area schools and businesses to help residents grow and make smart money decisions.

Our "members first" philosophy has led to a national rank by independent research firm Callahan & Associates for Return of Member (ROM). This measures how effectively a financial institution returns its profits back to members with better rates on deposits and loans. For 10 years, GreenState's ROM rank has consistently been in the top 1% up against more than 9,225 banks and credit unions nationwide.

We take care of our staff for the work they do for our members and the community. GreenState has been recognized as a Top Workplace USA for 2024. Things like interest free student loans, CEO chat sessions, rally days, sabbaticals, and free lunch Fridays have made the work atmosphere not only fun, but also a place where new ideas are encouraged and shared.



Special Uses

Review and Approval Criteria

Form #PZC2

Address of Project Site: 1807 Butterfield Road, Downers Grove, IL

A detailed response to all of the standards shall be provided, specifying how each standard is or is not met.

Section 28.12.050.H. Approval Criteria (Special Uses)

No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is consistent with and in substantial compliance with all Village Council policies and plans, including, but not limited to, the Comprehensive Plan and the Downtown Design Guidelines and that the applicant has presented evidence to support each of the following conclusions:

1. That the proposed use is expressly authorized as a Special Use in the district in which it is to be located.

The proposed use is that of a credit union (financial institute) which fits within the Special Use criteria as defined by the district and as depicted in the Esplanade Master Plan.

2. That the proposed use will not, in the particular case, be detrimental to the health, safety, or general welfare of the community.

With the use being a financial institute, there are no concerns or risks associated with the health, safety, or general welfare of the community. We feel that GreenState Credit Union (GSCU) will only add value to this community and district.

3. That the proposed use will not be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

As historically shown, and recently proven through various new GSCU facilities, the proposed new credit union will be a high-end building as it relates to architectural and engineering design standards and facade. GSCU uses staff and/or hired services to maintain their grounds and keep their facility at a high value.

4. That the establishment of the special use will not impede the normal and orderly development and improvement of adjacent property for uses permitted in the district.

The proposed special use of a financial institute will not have any adverse effect on the surrounding and adjacent properties. This facility has controlled traffic, standard hours of service, and fits within the additional uses within the district.



Planned Unit Development

Form #PZC1

Review and Approval Criteria

Address of Project Site: 1807 Butterfield Road, Downers Grove, IL

A detailed response to all of the standards shall be provided, specifying how each standard is or is not met.

Section 28.12.040.C.6. Review and Approval Criteria (Planned Unit Development)

The decision to amend the zoning map to approve a PUD plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision making bodies must consider at least the following factors:

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.
See the analysis of zoning map amendment review and approval criteria in separate document.
2. Whether the proposed PUD plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.

The proposed PUD plan, which incorporates the addition of a financial institute, is in line with the Comprehensive Plan and Master Plan for this district which depicts a bank at this same location.

3. Whether PUD plan complies with the PUD overlay district provisions of Sec. 4.030.
The proposed PUD amendment would result in the construction of a financial institution that provides a service to the community and meets the needs of different age groups and household types. The proposed amendment would also further overlay district objectives of achieving diversity and creativity in the use of land which responds to changing social, economic and market conditions, and locating near or within a residential setting.
4. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.
The proposed PUD amendment would result in several public benefits that are equal to those that would have resulted from development of the subject property under the existing PUD ordinance. These include a high-quality and aesthetically pleasing building that results in no negative impact on area school districts, has a positive fiscal impact for the Village, and generates daytime population which will support other Village restaurants and businesses.
5. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

The applicant is prepared to work with the Plan Commission, the Village Council and Village staff on including terms and conditions in a PUD amendment which will protect the interests of existing and future Esplanade occupants and the general public.

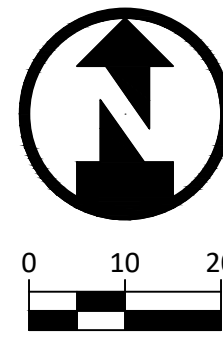


- (A) PROPOSED HMA PAVEMENT. SEE DETAIL #1, SHEET C-400.
- (B) PROPOSED PCC PAVEMENT. SEE DETAILS #2 & #3, SHEET C-400.
- (C) PROPOSED 6' SIDEWALK WITH INTEGRAL CURB. SEE DETAIL #6, SHEET C-600.
- (D) PROPOSED ADA PARKING STALL WITH ADA PARKING SIGN. SEE DETAILS #2 & #3, SHEET C-600.
- (E) PROPOSED STAIRS. SEE SHEETS C-400 & C-601 FOR DETAILS.
- (F) PROPOSED SIGN LOCATION. SIGN MUST BE LOCATED 25' FROM EAST LOT LINE AND 10' FROM STREET ROW PER VILLAGE OF DOWNERS GROVE CODE.
- (G) PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
- (H) PROPOSED ITM WITH ASSOCIATED BOLLARDS. SEE SHEET E-501 FOR DETAILS.
- (I) PROPOSED BOLLARD. SEE DETAIL #1, SHEET C-600.
- (J) PROPOSED BIKE RACKS. SEE CIVIL SPECS FOR DETAILS.
- (K) PROPOSED PRIVACY SCREEN. SEE ARCHITECTURAL PLANS FOR DETAILS.
- (#) PROPOSED PARKING STALL COUNT.

UTILITY PLAN KEYNOTES:

- ① PROPOSED TRANSFORMER LOCATION. TRANSFORMER PAD TO BE 6.5' x 6.5'. SEE SHEET E-502 FOR DETAILS. FINAL ELECTRICAL ROUTING TO BE DETERMINED BY FRANCHISE UTILITY CONTRACTOR.
- ② PROPOSED ±30 LF OF 4" SUBDRAIN TO CONNECT TO ROOF DRAIN. RUN AT MIN. 1.00%. CONTRACTOR TO CONNECT TO UNDERGROUND STORAGE SYSTEM PER DETAILS ON SHEET C-201. .
- ③ CONTRACTOR TO CONNECT TO EXISTING 12" WATER MAIN. INSTALL ±151 LF OF 6" CLASS 52 DIP WATER MAIN TO PROPOSED BUILDING WITH 6" GATE VALVES AS SHOWN. WATER MAIN TO BE INSTALLED PER VILLAGE OF DOWNS GROVE WATER MAIN STANDARDS. PROVIDE MINIMUM 5.5' BURY. CONTRACTOR TO PROVIDE WATER MAIN FITTINGS AS NECESSARY TO ROUTE FROM EXISTING MAIN TO BUILDING. REFER TO FINAL PLUMBING SHEETS FOR CONNECTION OF WATER SERVICE TO BUILDING.
- ④ PROPOSED 6"x6" MJ TEE AND ±7 LF (TEE TO HYDRANT) OF 6" CLASS 52 DIP WATER MAIN. CONTRACTOR TO PROVIDE 6" GATE VALVE BETWEEN TEE AND HYDRANT AS SHOWN. WATER MAIN TO BE INSTALLED PER VILLAGE OF DOWNS GROVE WATER MAIN STANDARDS. PROVIDE MINIMUM 5.5' BURY.
- ⑤ CONNECT TO EXISTING SANITARY MANHOLE. INSTALL ±93 LF OF 6" SANITARY SERVICE AT MIN. 1.00% SLOPE. INSTALL SANITARY CLEANOUTS AT BENDS. CONTRACTOR TO VERIFY DEPTH OF EXISTING SANITARY OUTFLOW PIPE PRIOR TO MANHOLE CONNECTION. INVERT ELEV @ BUILDING = 756.50.
- ⑥ PROPOSED SITE LIGHTING. SEE SHEET CE-101 FOR DETAILS.
- ⑦ PROPOSED FDC.
- ⑧ 3/4" GAS LINE. REFER TO M-101 FOR DETAILS. FINAL ROUTING TO BE DETERMINED BY UTILITY CONTRACTOR.
- ⑨ PROPOSED STORM INVERT ELEVATION AT CROSSING = 755.06
MAXIMUM SANITARY TOP OF PIPE ELEVATION = 754.39
CONTRACTOR TO MAINTAIN A MINIMUM 6" CLEARANCE BETWEEN PIPES.
- ⑩ PROPOSED 54x23 WEST UNDERGROUND STORMWATER STORAGE. SEE SHEET C-201 FOR DETAILS.
- ⑪ PROPOSED 74x37 SOUTH UNDERGROUND STORMWATER STORAGE. SEE SHEET C-202 FOR DETAILS.

PIPE ID	STRUCTURE US	STRUCTURE DS	INVERT US	INVERT DS	LENGTH (FEET)	SLOPE	SIZE (IN)	NOTES
PR-101.0	101.0	PIPE STUB	752.27	751.59	35	2.00%	12	RCP
PR-101.1	ADS OUT WEST	101.0	754.31	753.60	36	2.00%	12	HDPE
PR-102.0	ADS OUT SOUTH	101.0	754.31	753.99	17	2.00%	12	HDPE
PR-104.0	104.0	ADS IN SOUTH	754.84	754.31	27	2.00%	12	HDPE
PR-105.0	105.0	104.0	755.84	754.94	46	2.00%	12	HDPE



DOWNERS GROVE BRANCH

DOWNERS GROVE, IL

GREENSTATE CREDIT UNION

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VILLAGE REVIEW

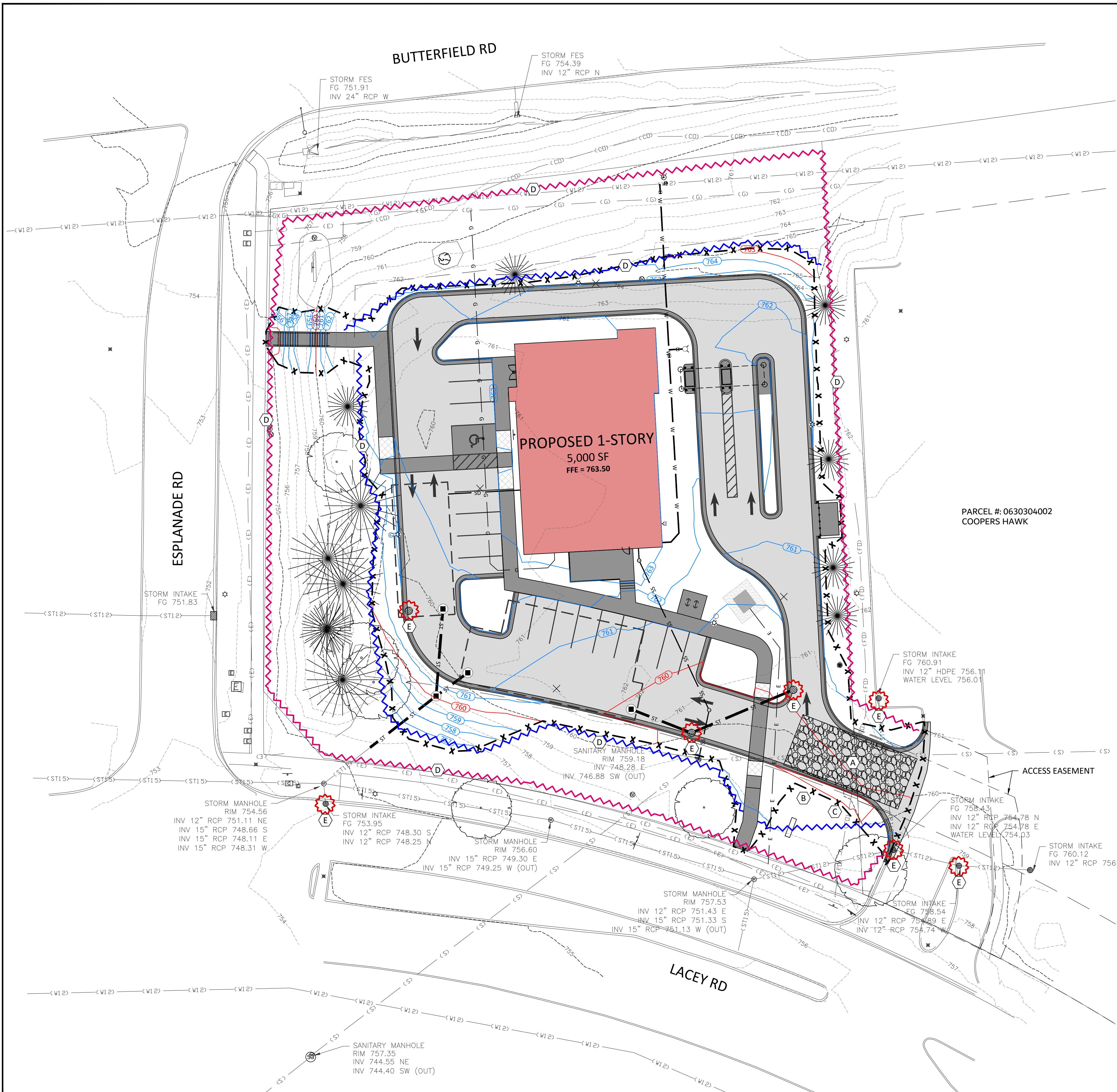
[illegible]

DESIGNED BY	MA
DETAILED BY	JN
CHECKED BY	BB
PROJECT NO.	10208-10037
SHEET NAME	

SITE AND UTILITY PLAN

C-200

NOT FOR CONSTRUCTION



INITIAL EROSION CONTROL LEGEND

- SILT FENCE
INSTALL PRIOR TO CONSTRUCTION
- SILT FENCE
INSTALL ONCE MASS GRADING IS COMPLETE
- CONSTRUCTION ENTRANCE
- INLET PROTECTION
- GRADING LIMITS

KEY NOTES

- INSTALL STABILIZED CONSTRUCTION ENTRANCE PER IL-630. 1100 SF OF AREA.
- PROVIDE SANITATION FACILITY (PORTABLE RESTROOM) AND PORTABLE DUMPSTER. BOTH MUST BE PLACED MIN. 5' FROM THE PROPERTY LINE. DUMPSTER MUST BE BY CONSTRUCTION ENTRANCE.
- PROVIDE CONCRETE WASHOUT PER IUM-654.
- INSTALL SILT FENCE PER IUM-620A.
- INSTALL INLET PROTECTION PER IUM-561D.

NOTES:

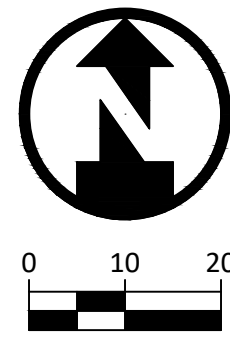
- SEE SHEET C-001 FOR GRADING & EROSION CONTROL GENERAL NOTES.
- PROPOSED CONTOURS ARE TO FINISHED GRADE FOR ALL SURFACE TYPES. SURFACE TYPES EXAMPLES INCLUDE TOP OF PAVEMENT, TOP OF LANDSCAPE SURFACING MULCH OR ROCK, OR TOP OF FINISHED LAWN SODDED OR MULCHED.
- CONTRACTOR TO COORDINATE WITH ENGINEER OF RECORD REGARDING DATA PREPARATION DETAILS OF DESIGN SURFACE INFORMATION.
- PROVIDE EROSION CONTROL AS NEEDED AROUND AREAS WHERE EXCAVATION IS PERFORMED FOR UTILITY CONNECTIONS.
- REFER TO GEOTECHNICAL REPORT BY CGMT FROM 04/07/2025.

STORMWATER POLLUTION PREVENTION:

SITE AREA: THE SITE IS APPROXIMATELY 1.38 ACRES OF WHICH 0.96 ACRES WILL BE DISTURBED BY CONSTRUCTION ACTIVITIES.

DISTURBED AREA IS NEAR 1.00 ACRE. A STORMWATER RUNOFF PERMIT WILL BE OBTAINED.

RECEIVING WATERS: THE DEVELOPMENT SITE WILL DRAIN THROUGH VILLAGE STORM SEWER TO THE EAST BRANCH DUPAGE RIVER.



DOWNERS GROVE BRANCH

DOWNERS GROVE, IL

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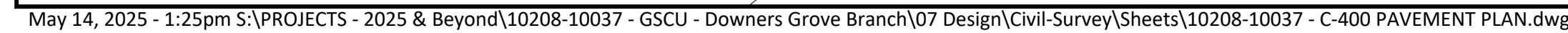
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DESCRIPTION	DATE
RTC-1	05-14-2025

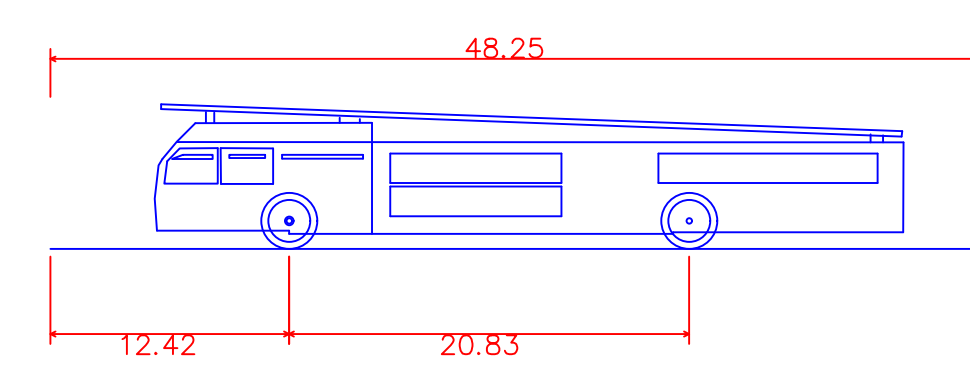
DESIGNED BY	MA
DETAILED BY	JN
CHECKED BY	BB
PROJECT NO.	10208-10037
SHEET NAME	

GRADING AND
EROSION
CONTROL PLAN

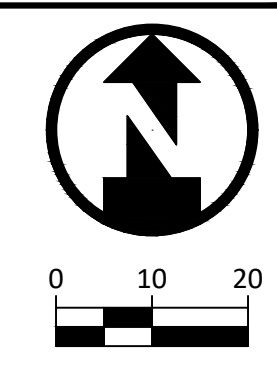
C-300

NOT FOR CONSTRUCTION





Downers Grove Fire Truck	
Overall Length	48.250ft
Overall Width	8.330ft
Overall Body Height	7.229ft
Min Body Ground Clearance	0.779ft
Track Width	8.330ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°



DOWNERS GROVE BRANCH

DOWNERS GROVE, IL

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PROJECT NO.	10208-10037
SHEET NAME	

FIRE PROTECTION ACCESS PLAN

C-500

NOT FOR CONSTRUCTION



1. THE ELECTRICAL WORK SHALL BE INSTALLED IN ACCORDANCE WITH NEC 2017 AND ALL APPLICABLE LOCAL CODES.
2. CONTRACTOR SHALL FURNISH, INSTALL AND CONNECT ALL MATERIAL AND EQUIPMENT FOR THIS WORK UNLESS OTHERWISE NOTED.
3. ELECTRICAL CONTRACTOR TO VERIFY AVAILABLE VOLTAGE PRIOR TO ORDERING MATERIAL.
4. CONTROLS ARE NOT PROVIDED AS PART OF THIS WORK. COORDINATE EXTERIOR LIGHTING CONTROLS WITH ENGINEER/CONTRACTOR FOR BUILDING.
5. INSTALL CONDUIT AND CONDUCTORS TO EACH FIXTURE, TYPE AND SIZE DEPENDS ON AVAILABLE VOLTAGE. CONFIRM AVAILABLE VOLTAGE WITH ENGINEER.
6. FIXTURES TO BE PROVIDED WITH INTEGRAL SENSING TO DIM LIGHTS DOWN TO 30% AT DUSK. FIXTURES SHALL RETURN TO FULL BRIGHTNESS UPON MOTION DETECTED BY SENSOR.
7. SEE SHEET CE-102 FOR ADDITIONAL SITE LIGHTING DETAILS.



ORDERING NOTES	
1. Not available with finishes.	10. When combined with the E21, E210, or E2B option, normal luminaires (non-emergency) can be used as a normal power sensing device for nearby nLight AIR devices and luminaires with EM emergency options.
2. Replace with applicable RAL number and finish when ready to order. See RAL BROCHURE for available color options. Not available with emergency battery pack options.	11. For use with different reflector finish only (i.e. AR, PR, WTR, GR options). Not applicable with WR (white reflector) or FL (flagless) option.
3. Not available with emergency battery pack options.	12. For use with different reflector finish only (i.e. AR, PR, WTR, GR options). Not applicable with BR (black reflector) or FL (flagless) option.
4. Supplied with factory installed step down transformer. Max 5000LM.	13. Fixture begins at 80% light level. Must be specified with NLT or NLTR. Only available with E210 and E21 drivers.
5. Not available with nLight.	14. 12,000LM max with EL or nLight® options, 5,000LM max with Luton drivers combined with EL. Not available with ELR, HAO, or EXAB, or any nLight® AIR dimming options.
6. Specify voltage.	15. Only available 5000LM - 15,000LM with eLdLED drivers.
7. ER for use with generator supply power. Will require an emergency hot feed and normal hot feed.	
8. Not available DALI or DMX drivers. Not available with CP or N80 options. Not recommended for metal ceiling installations.	

EV06-OPEN | GOTHAM ARCHITECTURAL DOWNLIGHTING | 1400 Lester Road Conyers, GA 30012 | P 800-705-SERV (7378) | gothamlighting.com
page 2 of 8 | © 2014-2024 Acuity Brands Lighting Inc. All Rights Reserved. Rev. 10/10/24 Specifications subject to change without notice.

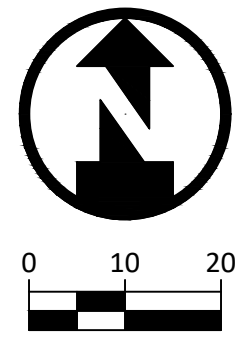


1 F1: AREA LUMINAIRE
MANUFACTURER: LITHONIA
MODEL #: DSXO LED P5 50K 70CRI T2M HS
MOUNTING: 20"
POLE: SQUARE
LUMENS: 10,572
WATTAGE: 90W

TOTAL SITE ACREAGE: 1.38 AC (60,000 SF)
 PROPOSE BUILDING: 0.11 AC (5,000 SF)

NET ACREAGE: 1.27 AC (55,000 SF)
 LUMENS PER NET ACRE (1.27) = 63,0063 LUMENS

AVERAGE: 0.7 FC
 MAXIMUM: 33.2 FC
 MINIMUM: 0.0 FC
 RMS AVG/MIN: 0.5 FC



DOWNERS GROVE BRANCH

DOWNERS GROVE, IL

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VILLAGE REVIEW

DATE	04-22-2025
DESCRIPTION	DATE
RTC-1	05-14-2025

DESIGNED BY	MA
DETAILED BY	JN
CHECKED BY	BB
PROJECT NO.	10208-10037
SHEET NAME	

SITE LIGHTING & PHOTOMETRIC PLAN

CE-101

NOT FOR CONSTRUCTION



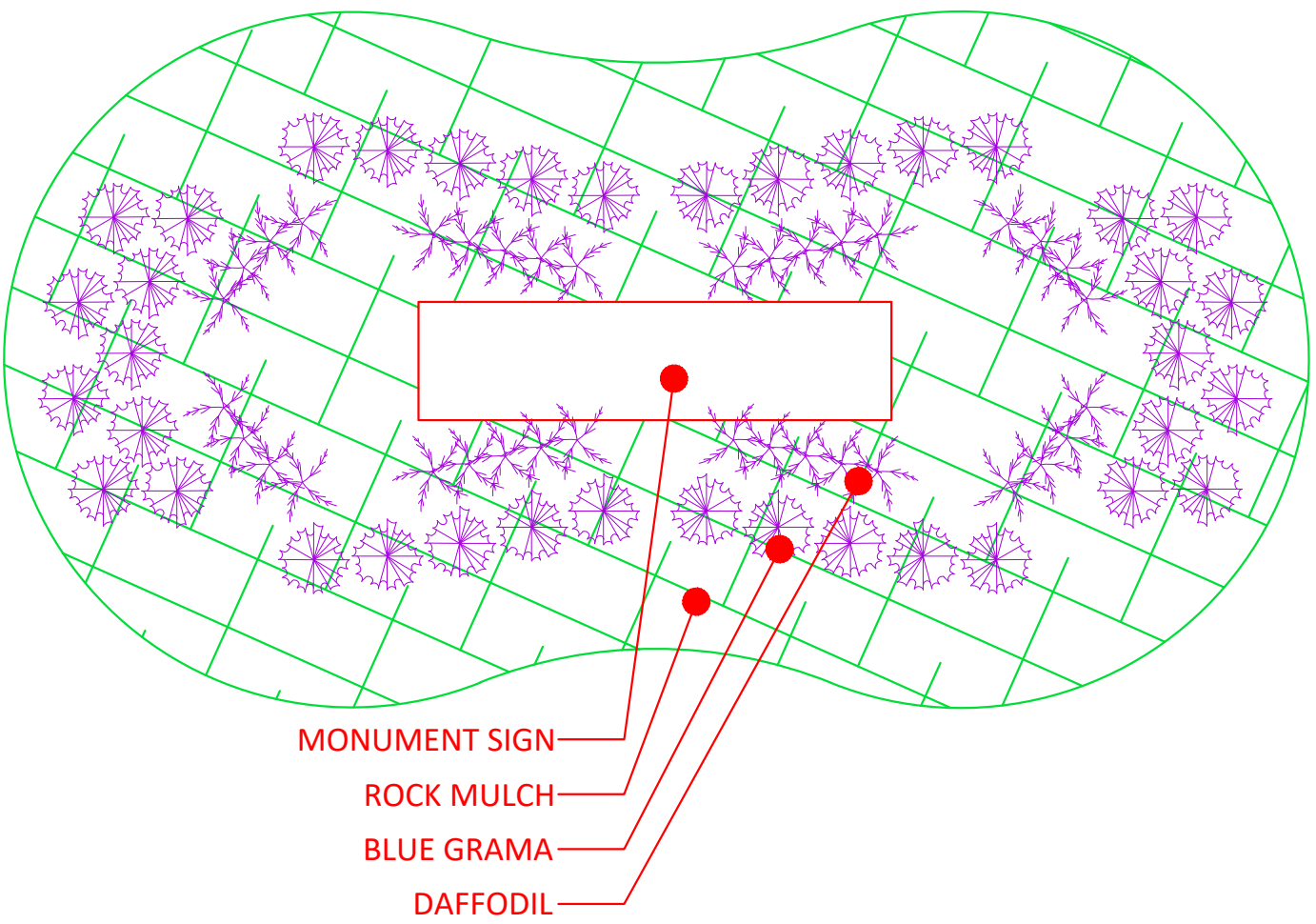
NOTES:

1. ALL DISTURBED AREAS NOT SHOWN AS PAVEMENT OR MULCH ARE TO BE SODDED.

LANDSCAPE LEGEND

- PERMANENT SOD
HARDWOOD MULCH
CONDUIT FOR IRRIGATION. SEE SHEET C-002 FOR IRRIGATION NOTES.

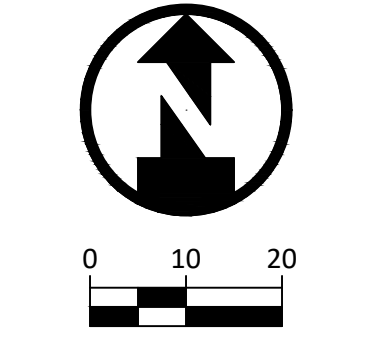
ID	SYMBOL	QTY.	BOTANICAL/COMMON NAME	MAT. SIZE	ROOT	SPACING	NOTES
DECIDUOUS TREES							
AM		2	Alnus maritima SEASIDE ALDER	25' H X 20' W	BB	SEE PLAN	MIN. OF 1.5" TRUNK DIAMETER AT 6" ABOVE GRADE
AA		2	Amelanchier Arborea SERVICEBERRY	15' H X 15' W	BB	SEE PLAN	MIN. OF 1.5" TRUNK DIAMETER AT 6" ABOVE GRADE
FS		3	Fagus sylvatica EUROPEAN BEECH	60' H X 50' W	BB	SEE PLAN	MIN. OF 2.5" TRUNK DIAMETER AT 6" ABOVE GRADE
CONIFEROUS TREES							
PK		1	Pinus koraiensis KOREAN PINE	50' H X 35' W	BB	SEE PLAN	MIN. OF 4' HEIGHT WHEN PLANTED
CONIFEROUS SHRUBS							
TM		16	Taxus x media 'Densiformis' DENSE SPREADING YEW	3'-4' H X 4'-6' W	2 GAL.	SEE PLAN	MIN. OF 36" HEIGHT WHEN PLANTED
TO		8	Thuja occidentalis 'Holmstrup' HOLMSTRUP EASTERN ARBORVITAE	5'-7' H X 2'-3' W	3 GAL.	3'-5' O.C.	MIN. OF 36" HEIGHT WHEN PLANTED
ORNAMENTAL GRASSES/FORBS							
BG		38	Bouteloua gracilis BLUE GRAMA	1'-2' H X 1'-2' W	1 GAL.	SEE PLAN	MIN. OF 6" HEIGHT WHEN PLANTED
ND		36	Narcissus DAFFODIL	0.5'-2' H X 0.5'-1' W	BULB	SEE PLAN	
SH		23	Sporobolus heterolepis PRAIRIE DROPSEED	2'-3' H X 2'-3' W	1 GAL.	2' O.C.	MIN. OF 12" HEIGHT WHEN PLANTED
ALL PLANTS NURSERY MATCHED, QUALITY SPECIMEN; PLANS SHALL SUPERCEDE PLANT COUNTS							



MONUMENT SIGN PLANTING DETAIL

NOT TO SCALE

1



DOWNERS GROVE BRANCH
DOWNERS GROVE, IL
GREENSTATE CREDIT UNION

ISSUED FOR	
VILLAGE REVIEW	
DATE	04-22-2025
DESCRIPTION	DATE
RTC-1	05-14-2025
DESIGNED BY	MA
DETAILED BY	JN
CHECKED BY	BB
PROJECT NO.	10208-10037
SHEET NAME	
LANDSCAPE PLAN	

NOT FOR CONSTRUCTION

L-100

ISSUED FOR

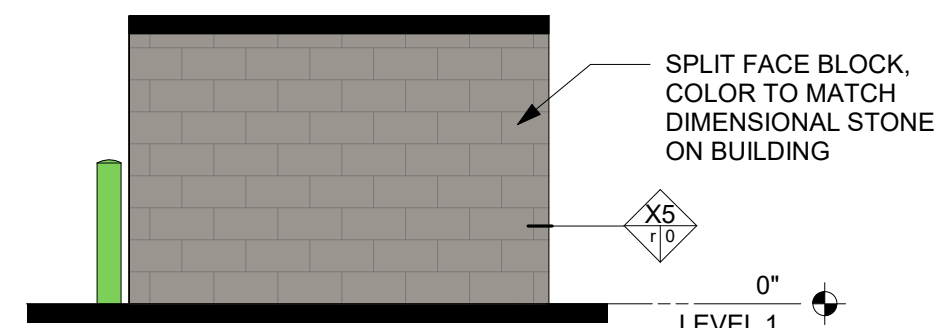
P&Z SUBMITTAL

DATE	05/14/2025
DESCRIPTION	DATE

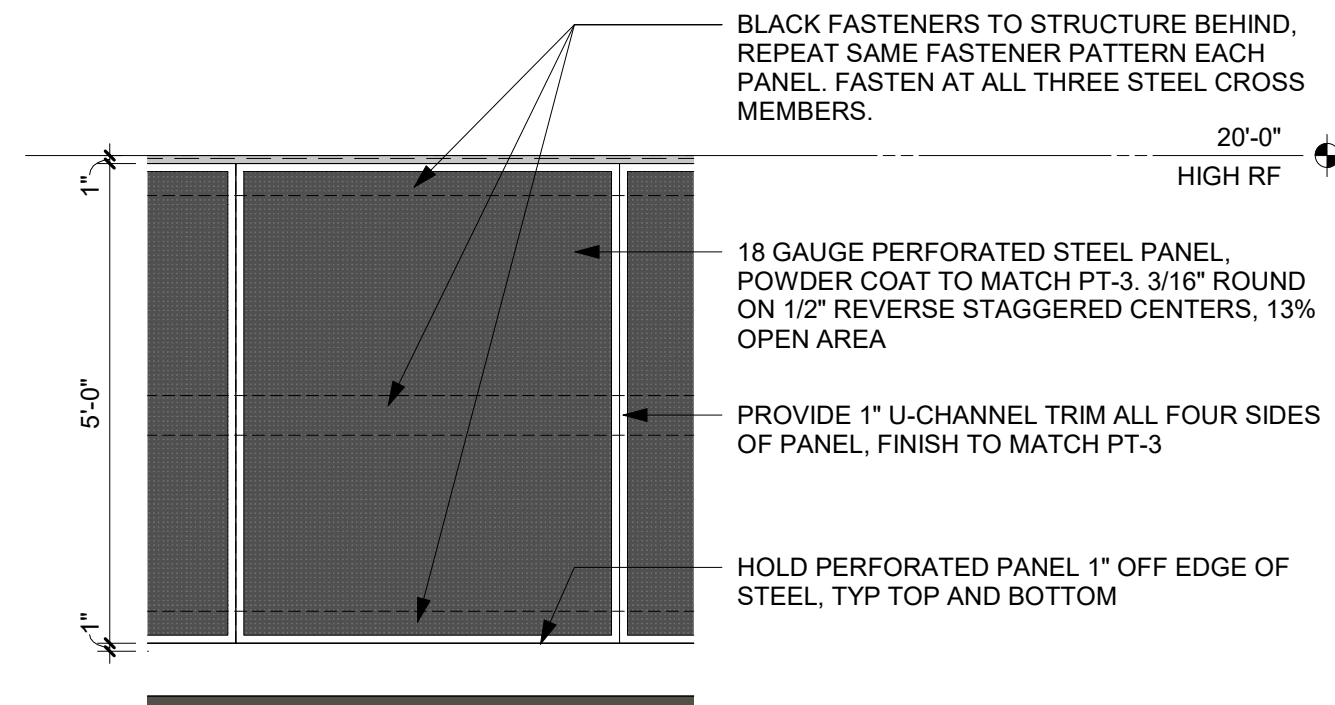
DRAWN BY	SMD
CHECKED BY	SMD
PROJECT NO.	25811000

SHEET NAME
EXTERIOR ELEVATIONS

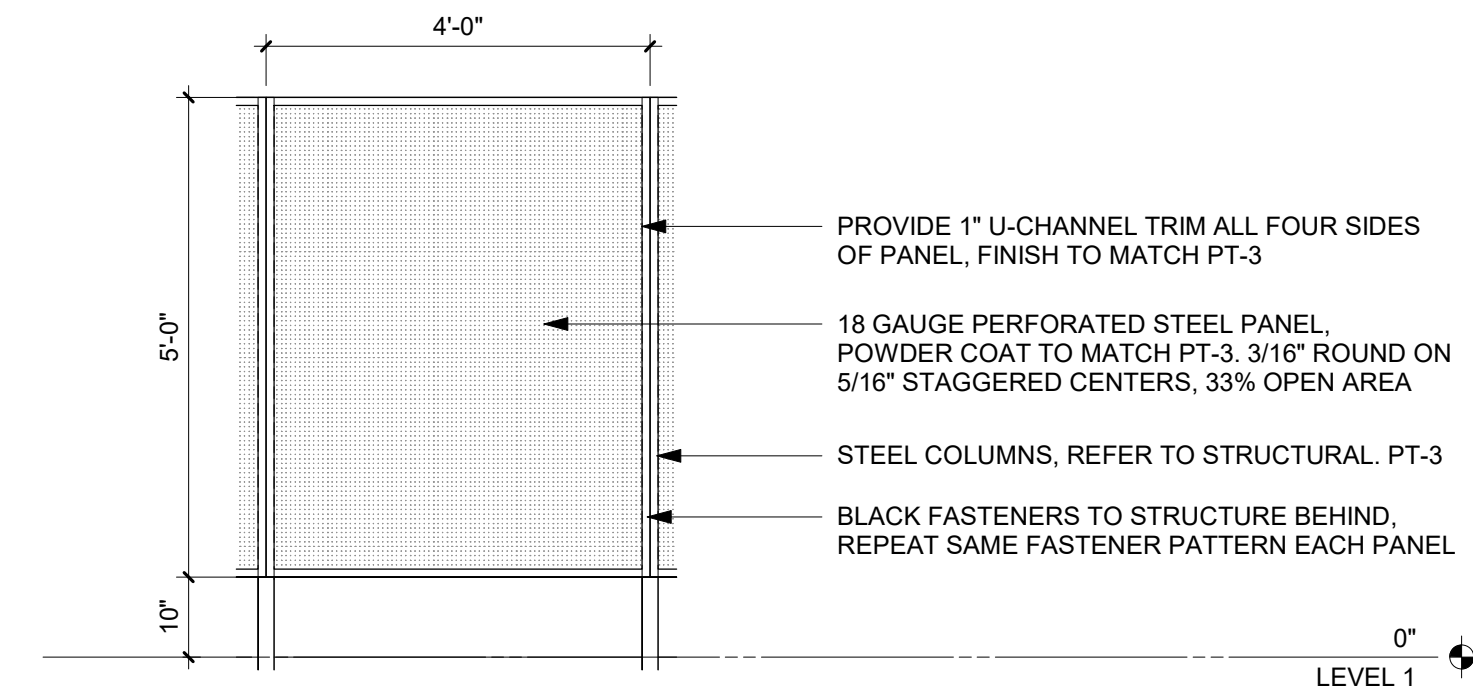
A-201



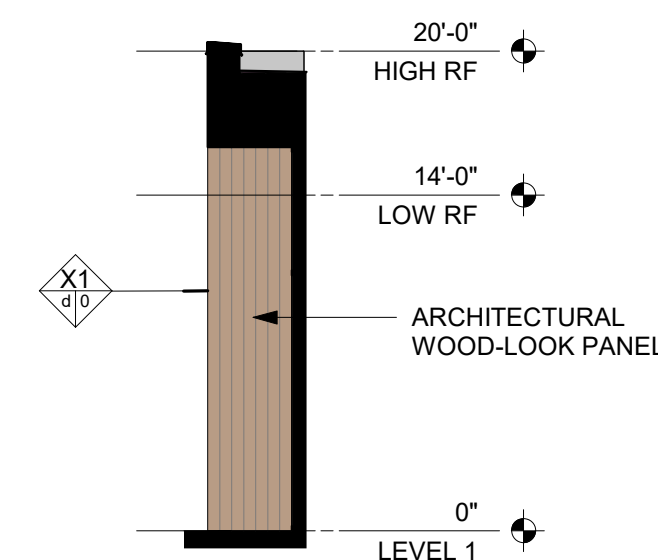
10 TYP. WALL AT DUMPSTER ENCLOSURE
1/4" = 1'-0"



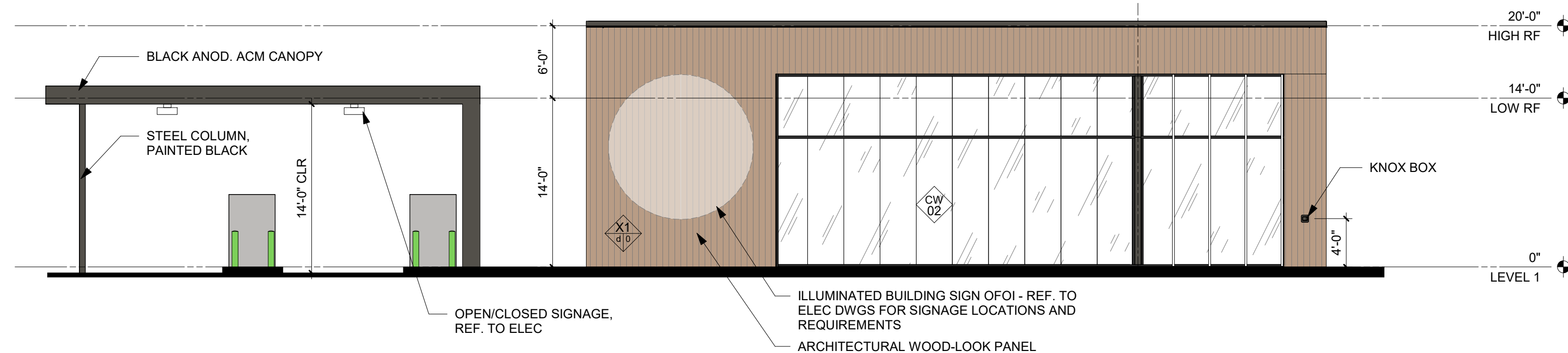
9 TYP PERFORATED PANEL AT ROOF SCREEN
1/2" = 1'-0"



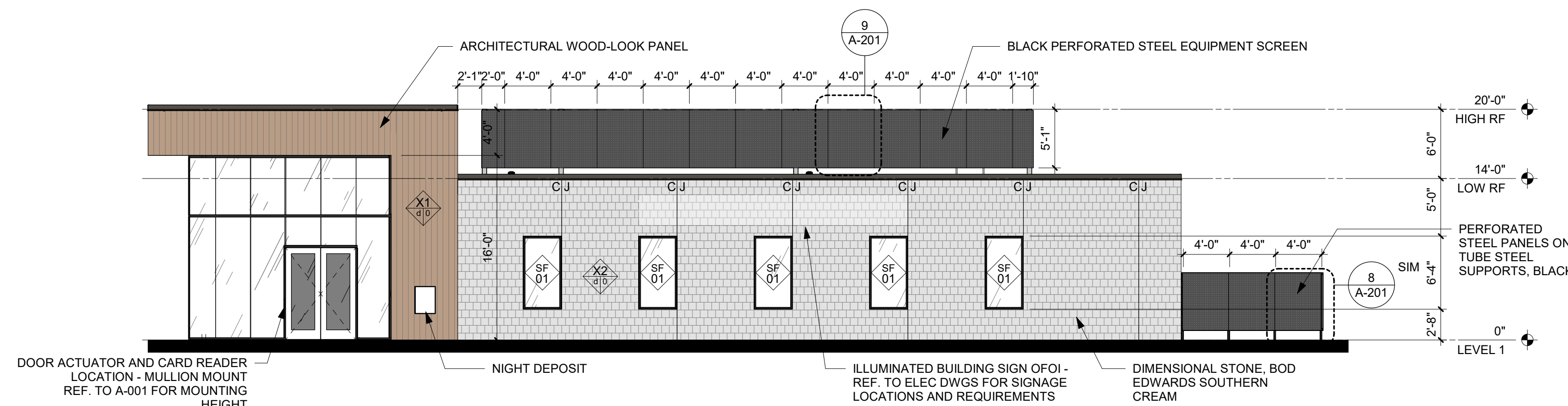
8 TYP. PERFORATED PANEL AT PATIO
1/2" = 1'-0"



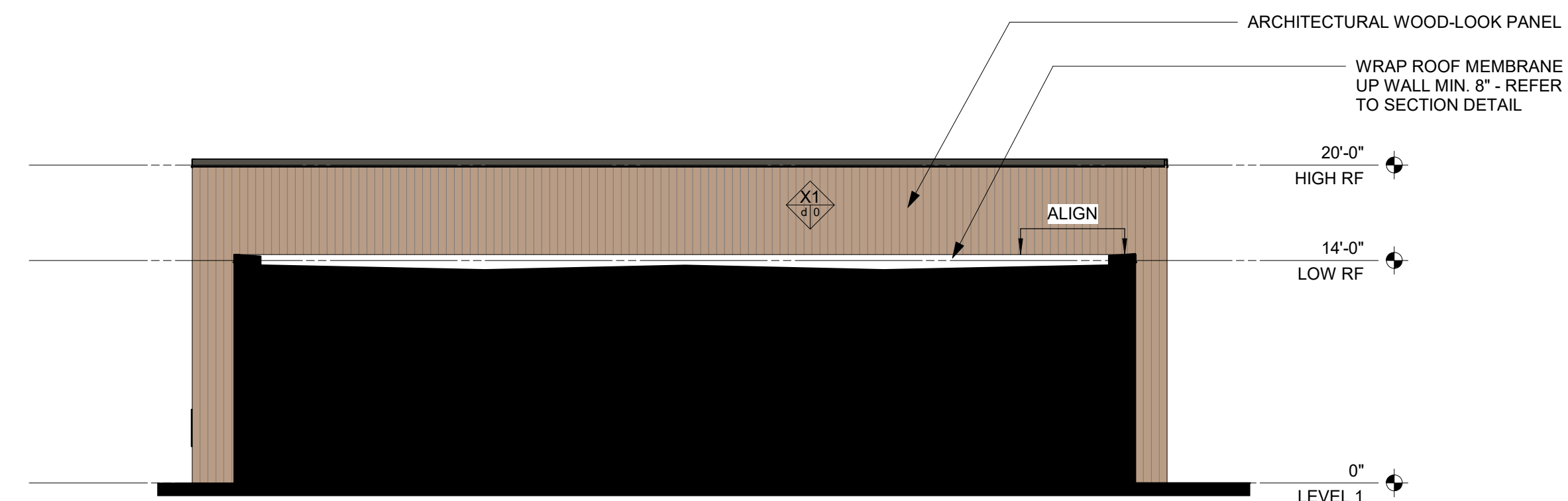
7 WEST AT ALCOVE
1/8" = 1'-0"



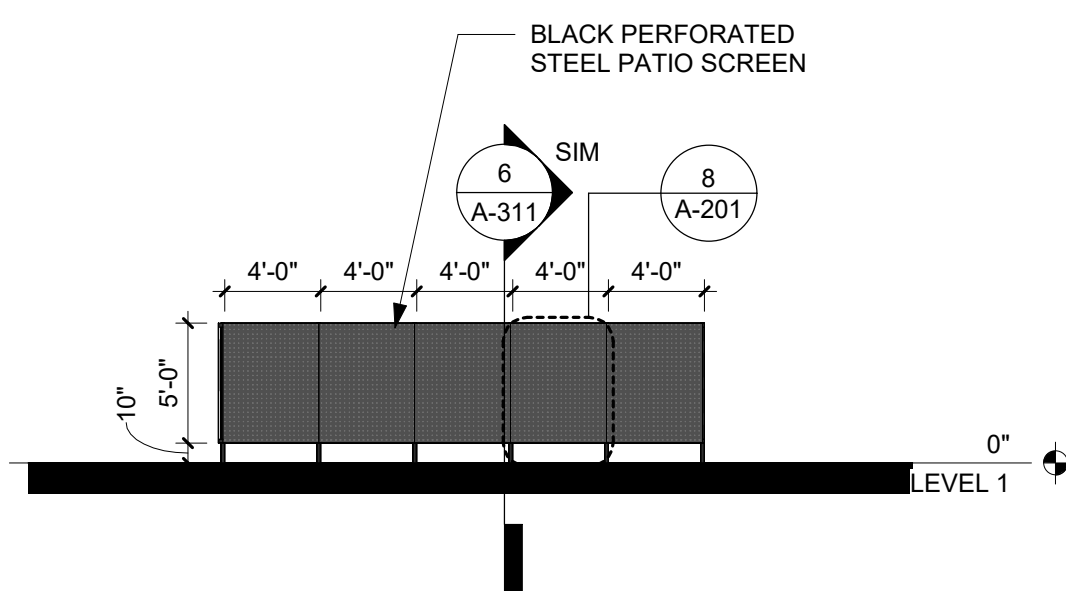
6 NORTH ELEVATION
1/8" = 1'-0"



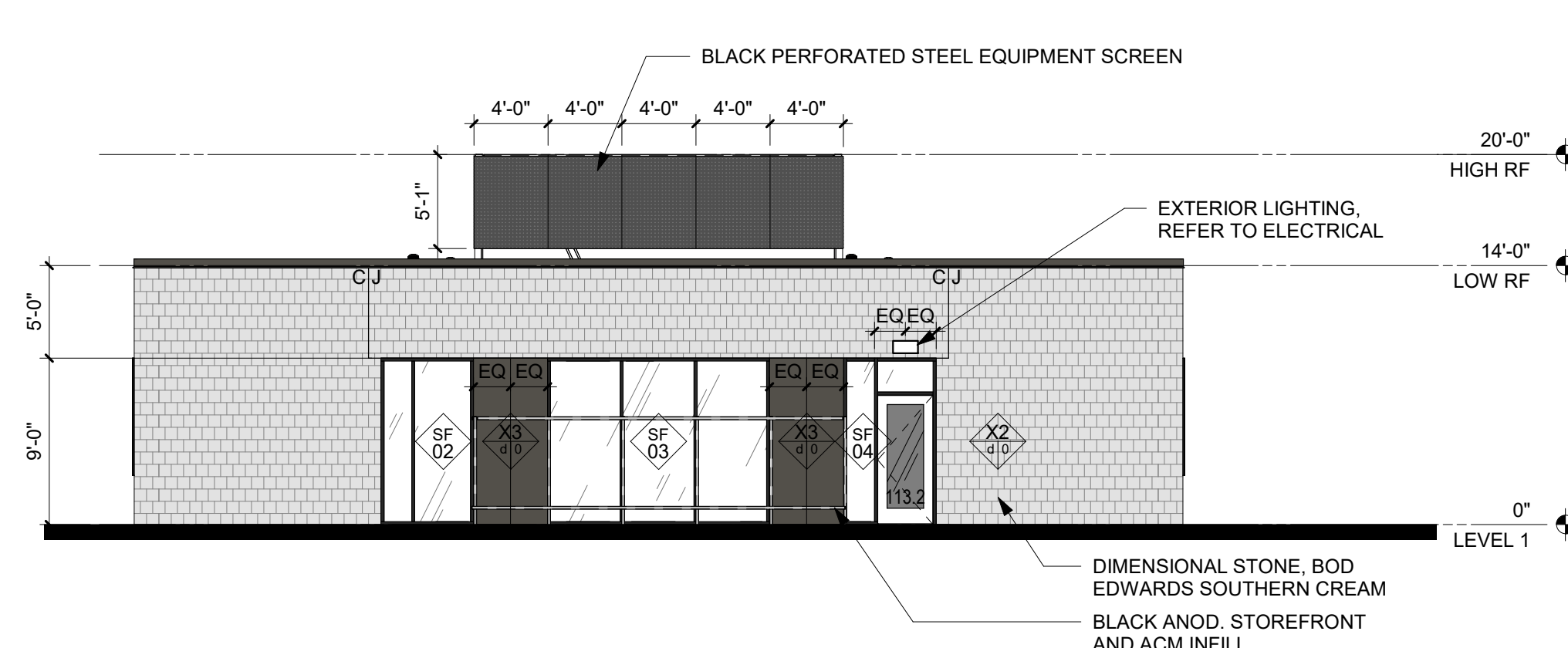
5 WEST ELEVATION
1/8" = 1'-0"



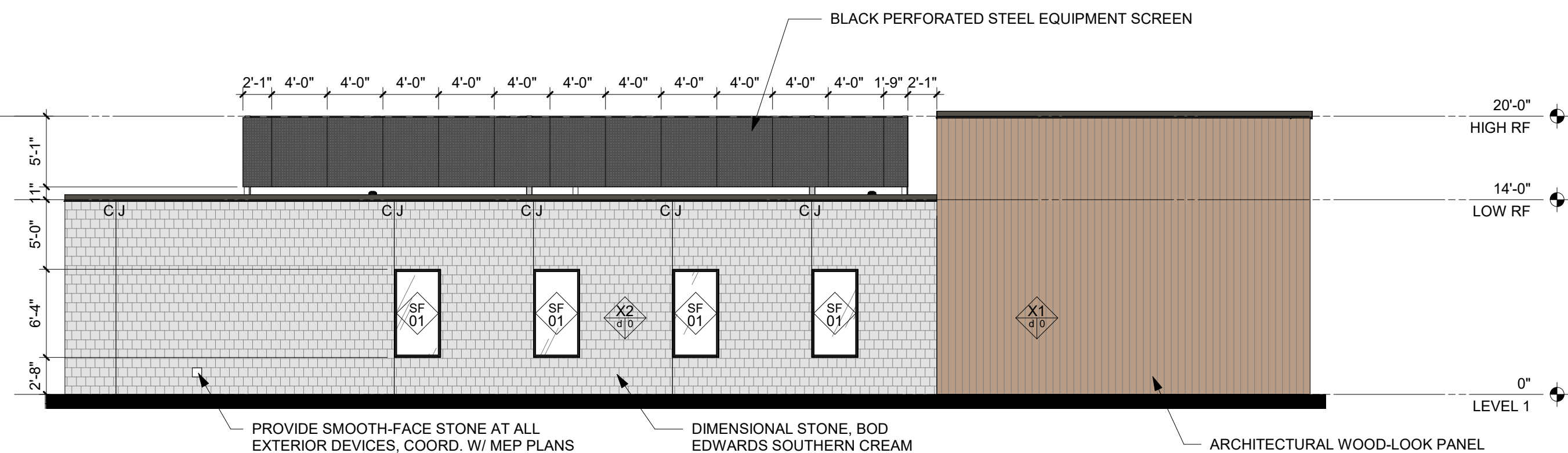
4 SOUTH ELEVATION 01
1/8" = 1'-0"



3 SOUTH AT SCREEN
1/8" = 1'-0"



2 SOUTH ELEVATION 02
1/8" = 1'-0"



1 EAST ELEVATION
1/8" = 1'-0"



*ESPLANADE PUD DATA SUMMARY

PARCEL "A-1", "A-2" & "A-3"

SITE AREA	2,217,216 SF
EXISTING BLDG FLOOR AREA	
BUILDING FLOOR AREAS (GROSS F.A.R.)	
2001 BUTTERFIELD	639,906 SF
3131 WOODCREEK DRIVE	80,181
1901 BUTTERFIELD	296,312
3250 LACEY ROAD	188,802
COOPER'S HAWK	11,400
(1) BANK	5,000
SUBTOTAL EXISTING BUILDING FLOOR AREA	1,221,601

PARCEL "A" (Proposed Esplanade Place Apts. and Future Office Bldg Phase)

FUTURE BLDG FLOOR AREA	
ESPLANADE PLACE APARTMENTS/ CLUB	348,000 SF
(2) FUTURE OFFICE BUILDINGS	846,000
(2) FUTURE RESTAURANTS	10,000
SUBTOTAL FUTURE BUILDING FLOOR AREA	1,204,000 SF
SUBTOTAL EXISTING AND FUTURE FL AREA	2,420,601 SF 109% (1.09 FAR)
EXISTING AND FUTURE FLOOR AREA PER	
06/03/2011 MASTER PLAN UPDATE	2,670,196 SF
UNUTILIZED FLOOR AREA (SF)	249,595
BUILT-UP FOOTPRINT	612,303 SF 27.62%
PAVED AREA	591,394 26.67%
OPEN SPACE	
LANDSCAPED "GREEN" OPEN AREA	910,106 41.05%
WATER ELEMENTS	104,201 4.70%
SUBTOTAL OPEN SPACE	1,014,307 45.75%

PARCEL "B"

SITE AREA	1,918,464 SF
BUILDING FLOOR AREA	
FUTURE MWU BUILDING	185,000
3300 WOODCREEK DRIVE (ASGE)	41,822
3450 LACEY ROAD (MWU)	190,087
3500 LACEY ROAD	658,370
3400 LACEY ROAD (DAY CARE CENTER)	10,800
SUBTOTAL BUILDING FLOOR AREA	1,086,079 56.61% (.57 FAR)
BUILT-UP FOOTPRINT	461,215 SF 24.04%
PAVED AREA	313,856 16.36%
OPEN SPACE	
LANDSCAPED "GREEN" OPEN AREAS	721,935 37.63%
WATER ELEMENTS	421,458 21.97%
SUBTOTAL OPEN SPACE-PARCEL "B"	1,143,393 59.60%

HOTEL PARCEL - DOUBLETREE HOTEL

SITE AREA	308,011 SF
SUBTOTAL BUILDING FLOOR AREA	204,976 66.55% (.67 FAR)
BUILT-UP FOOTPRINT	39,648 12.87%
PAVED AREA	174,383 56.62%
OPEN SPACE	
LANDSCAPED "GREEN" OPEN AREAS	93,980 30.51%
WATER ELEMENTS	0 0.00%
SUBTOTAL OPEN SPACE	93,980 30.51%

ESPLANADE PUD TOTALS

PUD LAND AREA	5,268,760 SF
LAND AREA (SITE AREA) EXCLUDING LAND ASSOCIATED WITH BUTTERFIELD, LACEY & WOOD CREEK ROADS	4,443,691 SF
BUILDING FLOOR AREA (GROSS F.A.R.)	3,734,885 SF 84.05% (.84 FAR)
BUILT-UP FOOTPRINT	1,104,958 SF 24.87%
PAVED AREA	1,079,633 SF 24.30%
OPEN SPACE	
LANDSCAPED "GREEN" OPEN AREAS	1,733,441 SF 39.01%
WATER ELEMENTS	525,659 SF 11.83%
TOTAL OPEN SPACE	2,259,100 SF 50.84%

PARKING SUMMARY
EXISTING PARCEL "A-1", "A-2" & "A-3"

	REQUIRED	PROVIDED / PROPOSED
2001 BUTTERFIELD ROAD	1,600 CARS @ 2.5/1,000	1,600 CARS
3131 WOODCREEK DRIVE	160 CARS @ 2/1,000	113 CARS
1901 BUTTERFIELD	174 CARS @ 2.5/1,000	741 CARS
3250 LACEY ROAD	472 CARS @ 2.5/1,000	472 CARS
COOPER'S HAWK	148 CARS @ 10/1,000	148 CARS
BANK	18 CARS @ 3.5/1,000	18 CARS
SUBTOTAL A1, A2, A3	3,139 CARS	3,092 CARS

PARCEL "A"

	REQUIRED	PROVIDED / PROPOSED
ESPLANADE PLACE APARTMENTS	594 CARS 2.0 CARS/UNIT	490
OFFICE BUILDING ONE	1,755 CARS @ 2.5/1,000	1795
OFFICE BUILDING TWO	360 CARS @ 2.5/1,000	410
RESTAURANT	100 CARS @ 10/1,000	100
SUBTOTAL FUTURE A	2,809 CARS	2,795

PARCEL "B"

	REQUIRED	PROVIDED / PROPOSED
FUTURE MWU BUILDING	388 CARS @ 2.5/1,000	471 CARS
3300 WOODCREEK DRIVE (ASGE)	98 CARS @ 2.5/1,000	142 CARS
3450 LACEY ROAD (MWU)	901 CARS @ 2.67/1,000	889 CARS
3500 LACEY ROAD	1,846 CARS @ 2.5/1,000	1,846 CARS
3400 LACEY ROAD (DAY CARE C'TER)	36 CARS @ 3.3/1,000	51 CARS
SUBTOTAL B	3,069 CARS	3199 CARS
SUBTOTAL - DOUBLETREE HOTEL	422 CARS @ 1/ROOM	422 CARS

GRAND TOTAL

9,470 CARS	9,521 CARS
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DOWNERS GROVE BRANCH

DOWNERS GROVE, IL
GREENSTATE CREDIT UNION

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VILLAGE REVIEW

DATE	04-22-2025
DESCRIPTION	DATE
RTC-1	05-14-2025

DESIGNED BY	MA
DETAILED BY	EV
CHECKED BY	BB
PROJECT NO.	10208-10037
SHEET NAME	

PUD SITE PLAN

Technical Report

Traffic Impact Study Green State Credit Union Downers Grove, Illinois

Prepared By:



April 2025

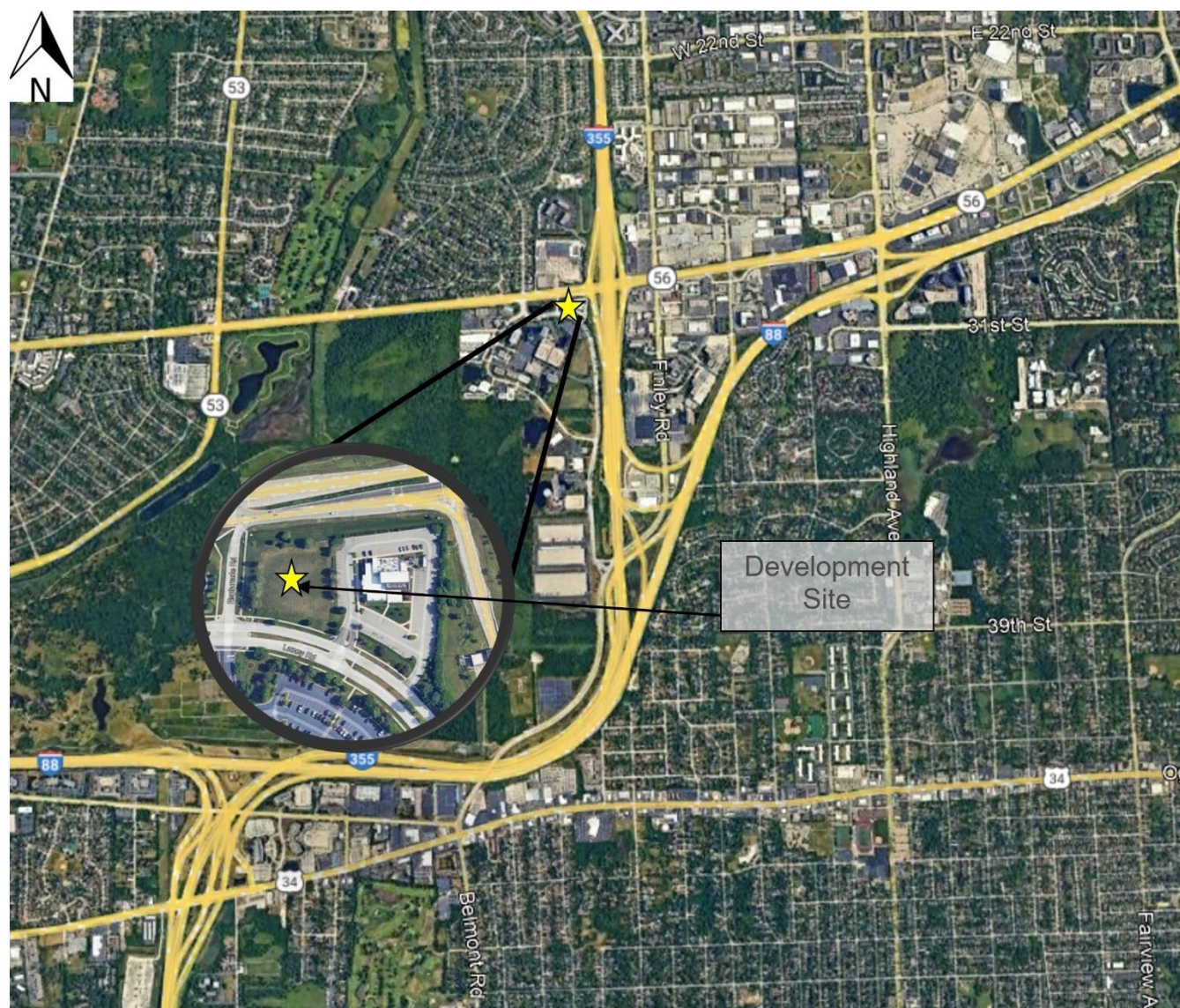
HR Green Job No.: 2502406

Introduction

A comprehensive review of a proposed Green State Credit Union (GSCU) was completed to estimate the traffic impacts of the development on nearby, connecting roadways. The site is located in Downers Grove, Illinois at the intersection of Lacey Road and Esplanade Road, just southwest of the intersection of I-355 and Butterfield Road (IL Route 56).

This technical report will provide brief discussions on the existing conditions of the site and the expected traffic impacts associated with the proposed redevelopment, including trip generation, traffic assignment and distribution, and traffic analysis.

FIGURE 1 – PROJECT LOCATION



Existing Conditions

As part of overall site assessment, a description of the street network, existing land use, and traffic characteristics is provided in the following sections.

FIGURE 2 – EXISTING ROADWAY NETWORK



Existing Street Network

The proposed development site is the empty parcel in the northeast side of the Esplanade at Locust Point business park. The site is located at the corner of Lacey Road and Esplanade Road. Access to the development site will be provided via a full access drive off Lacey Road to be shared with the existing Cooper's Hawk Winery and Restaurant.

Lacey Road is a north-south minor collector road that extends from Butterfield Road (IL Route 56) south to Finley Road. It is a 65ft wide road that generally provides two lanes in each direction, with a 15ft grass and landscaped median. No exclusive left turn lanes exist at the all-way stop intersection with Esplanade Road. An exclusive left turn lane exists at shared site access intersection with proposed Green State Credit Union and Cooper's Hawk Winery. Lacey Road is under the jurisdiction of the Village of Downers Grove, has a posted speed limit of 35 MPH and an AADT of 1650 vehicles in 2020 (IDOT).

Esplanade Road is a local road that services the northern business park offices and buildings. It is a 28ft wide two-way street south of Lacey Road, with a northbound left turn lane. North of Lacey Road is a one-way street for northbound traffic only, providing dual right turn lanes at a signalized intersection with Butterfield Road. Esplanade Road is under the jurisdiction of the Village of Downers Grove, and a 25 MPH speed limit.

Pedestrian and Bicyclist Accommodations

Sidewalks currently exist on both sides of Lacey Road from Butterfield Road to east of Coopers Hawk Winery, where it continues only on the west side of the road. Esplanade Road north of Lacey Road also has sidewalks on both sides of the road. Sidewalk crossings exist for all four legs of intersection of Lacey Road and Esplanade Road. A sidewalk crossing is present east of Lacey Road and Shared Site Access, with 7 pedestrians in the AM Peak and 10 pedestrians in the PM Peak, all most likely accessing the transit stop on south side of Lacey Road. Sidewalks are present within the Esplanade at Locust Creek business park, with several marked crosswalks. However, the sidewalk network does not cross to the north side of Butterfield Road. No dedicated bike facilities exist within the Esplanade at Locust Creek business park.

Crash History

Five years of crash data, from 2019 through 2023, from IDOT was reviewed and found no reported crashes for study intersections or adjacent roadway segments.

Existing Traffic Volumes

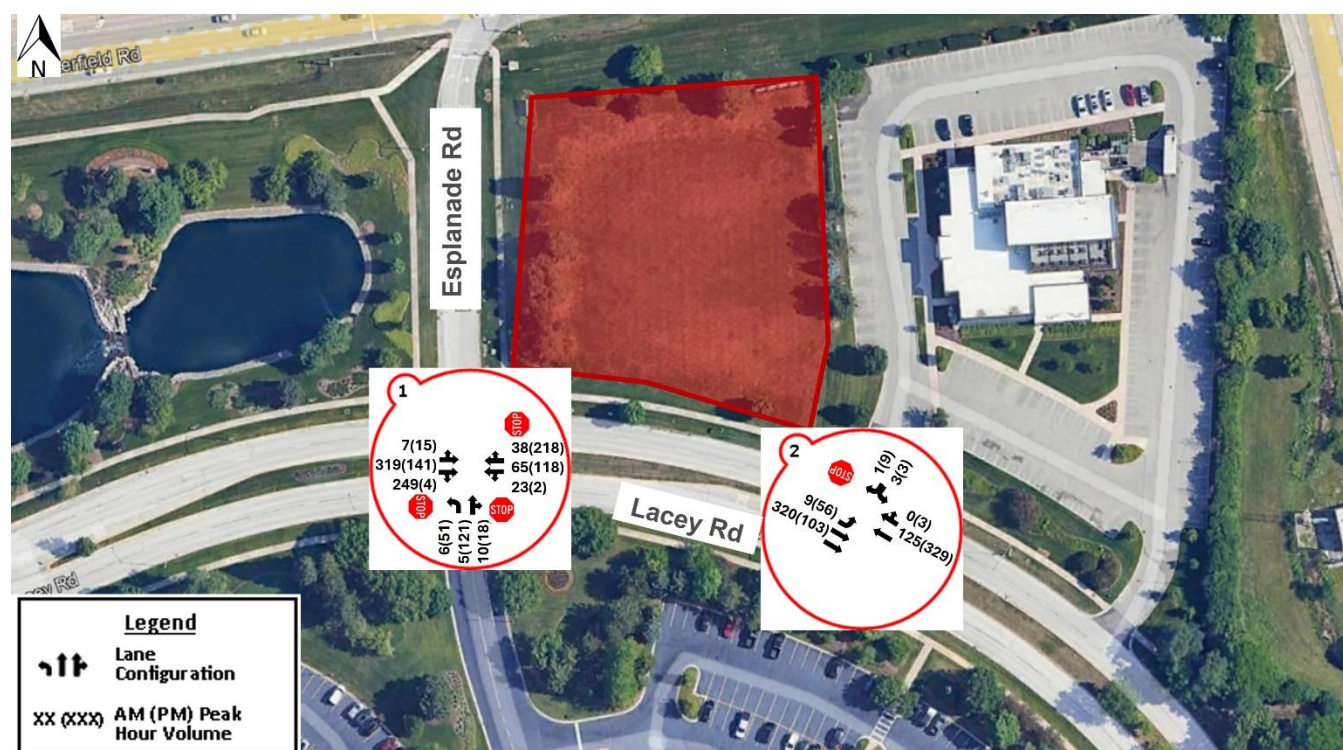
Peak hour turning movement counts were collected by a sub-consultant on Tuesday April 15 2025 from from 7:00–9:00 am and 4:00-6:00 pm for the intersection of Lacey Road at Shared Site Access driveway for the proposed development. A review of turning movement counts showed a noticeable difference between inbound and outbound vehicles for PM peak (56 inbound, 12 outbound). This difference is most likely due to an influx of workings coming in for dinner shift, first wave of diners, or a delay in vehicles leaving due to expected service durations at restaurant.

Peak hour turning movement counts for the intersection of Lacey Road and Esplanade Road were collected February 2023 for the Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) Traffic Impact Study for the Esplanade Place residential development.

Due to changes in vehicle patterns between previous TIS and new turning movement counts collected, an imbalance of observed vehicle between intersections was observed. To account for this change in vehicle numbers, additional vehicles were added to eastbound thru, westbound thru, westbound right at Lacey Road and Esplanade Road to re-establish balance.

The raw traffic count information is provided in **Appendix A**, and the resulting baseline 2025 peak hour traffic volumes are depicted in **Figure 3**.

FIGURE 3 – BASELINE 2025 TRAFFIC VOLUMES



Existing Traffic Operations

The intersection capacity analysis was completed with Synchro software to measure the effectiveness of the intersections in terms of vehicle delay and expected queuing. Analysis was completed at each of the intersections with existing traffic volumes and lane configurations during morning and evening peak hours of commuter traffic.

Intersection Capacity Analysis...The study intersections were each analyzed to determine how they would operate, known as Level-of-Service (LOS). LOS criteria are outlined in the 7th Edition of the Highway Capacity Manual (HCM) for signalized and unsignalized intersections. The HCM defines LOS as a measure of the quality of traffic flow. There are six different levels of service for each facility type, each representing a range of operating conditions as indicated by amounts of average delay expected per entering vehicle. Each level of service is designated a letter from "A" to "F", with "A" being the least congested (free flow condition) and "F" being the highest congestion (least desirable condition). LOS thresholds for stop controlled intersections differ from those with traffic signal control to reflect different driver expectations with respect to delay.

Table 1 summarizes the criteria for both signalized and unsignalized intersections, as defined in the Highway Capacity Manual. LOS C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

TABLE 1: INTERSECTION LEVEL OF SERVICE

Level of Service (LOS)*	Average Control Delay (Seconds/vehicle)	
	Signalized Intersection	Two-Way Stop Control Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Transportation Research Board, Highway Capacity Manual, 2010.

* LOS = F when volume to capacity ratio is greater than 1

The delay values in this study were analyzed using HCM methodology. The estimated 95th percentile queues reported by Synchro were reviewed to identify any operational deficiencies along the corridor in terms of available turn bay storage, or blockage of upstream intersections. It should be noted that the 95th percentile queue calculation represents the worst case scenario, and queues exceeding this value can be expected only five percent of the time.

Traffic operations indicated that both intersections operate at LOC A both AM peak and PM peak hours. Queuing was the highest for lanes with shared thru/right movements, with the EB Thru/Right lane have an observed queue length of 78' in AM peak.

The Baseline traffic conditions for the aforementioned intersections during the peak hours are summarized in **Table 2**, with detailed Synchro/SimTraffic outputs in **Appendix B**. The delay, LOS, and queuing information are shown for each lane group at each intersection.

TABLE 2: 2025 BASELINE CONDITIONS TRAFFIC OPERATIONS

Intersection / Approach (Lane Group)	Baseline Conditions 2025 (No Build)					
	AM Peak Hour			PM Peak Hour		
	Delay	LOS	95 th % Queue	Delay	LOS	95 th % Queue
Lacey Road and Esplanade Road						
EB (Left/Thru)	8.9	A	23'	9.3	A	13'
	11.5	B	78'	9	A	10'
WB (Left/Thru)	8.5	A	8'	8.7	A	8'
	7.9	A	8'	10.7	B	48'
NB (Left)	9.4	A	0'	9.7	A	8'
	8.5	A	3'	10.2	B	23'
Lacey Road and Shared Site Access						
EB (Left)	7.5	A	0'	8.2	A	5'
SB (Left/Right)	10.4	B	0'	10.5	B	3'

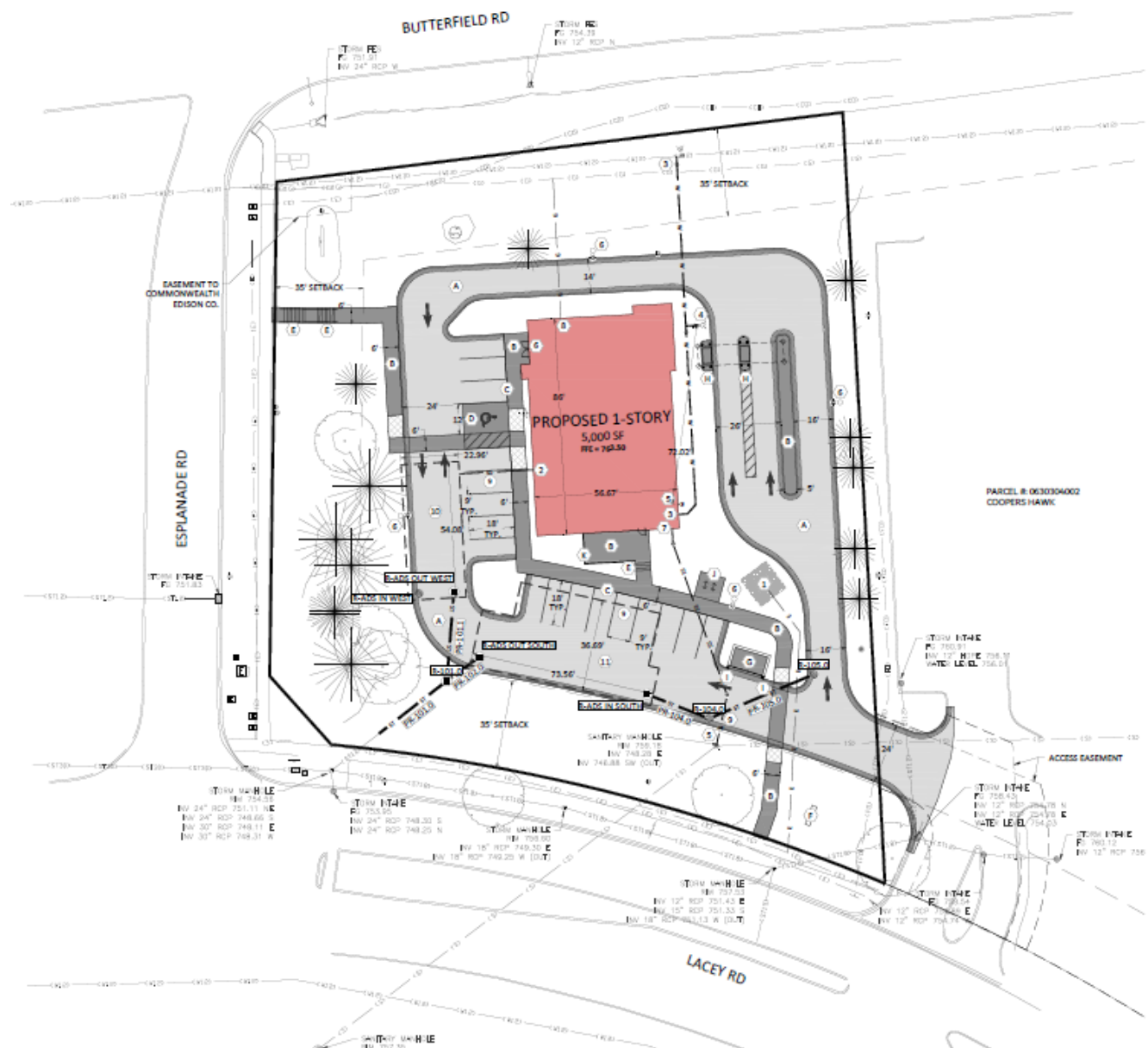
Future Conditions

Proposed Redevelopment

The proposed development will be located on a 1.4-acre lot. The development will consist of a Green State Credit Union building, with building footprint of about 5,000 square feet. Site will include two drive thru lanes for Interactive Teller Machine (ITM) service. Access to the proposed site will be via a shared existing access with Cooper's Hawk Winery just to the east along Lacey Road. This access will have a single lane entering and a single lane exiting. **Figure 4** depicts the proposed building, and the full site plan is included in **Appendix C**.

Pedestrian and bicycle traffic will be serviced by a sidewalk running from the front of building to the existing sidewalk along the north side of Lacey Road and side of building to existing sidewalk along east side of Esplanade Road. Bike racks are being proposed along the sidewalk access into proposed building.

FIGURE 4 – PROPOSED SITE PLAN



Traffic Projections

Trip Generation...Additional traffic generated by the proposed redevelopment can be estimated by utilizing the 11th edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*. The tables in the *ITE Trip Generation Manual* estimate the ingress and egress traffic for both morning and evening peak traffic conditions for various types of land uses.

It was determined that the trip generation for the proposed GSCU would most closely be represented by the Drive-in Bank (ITE Land Use Code 912). The trip generation estimate for the proposed development can be seen in **Table 3**.

TABLE 3: TRIP GENERATION ESTIMATE

Land Use	ITE Code	Square Footage	AM		PM	
			Peak Hour		Peak Hour	
			In	Out	In	Out
Drive in Bank	912	5000	29	21	53	52

Many new developments which consist of commercial or retail land uses may consider the impacts of pass-by trips, or traffic which is already on the roadway network which will now patronize the new business. These site trips would, therefore, not be considered “new” to the area. The *ITE Trip Generation Handbook* recommends a reduction up to 30-35% for this type of development. For this site, it was assumed that pass-by trips would not have a significant impact on the adjacent street network, and no reduction was applied.

For the morning peak hour, the inbound and outbound trips are estimated to be 29 and 21, respectively. For the PM peak hour, the inbound and outbound trips are estimated to be 53 and 52 in each direction.

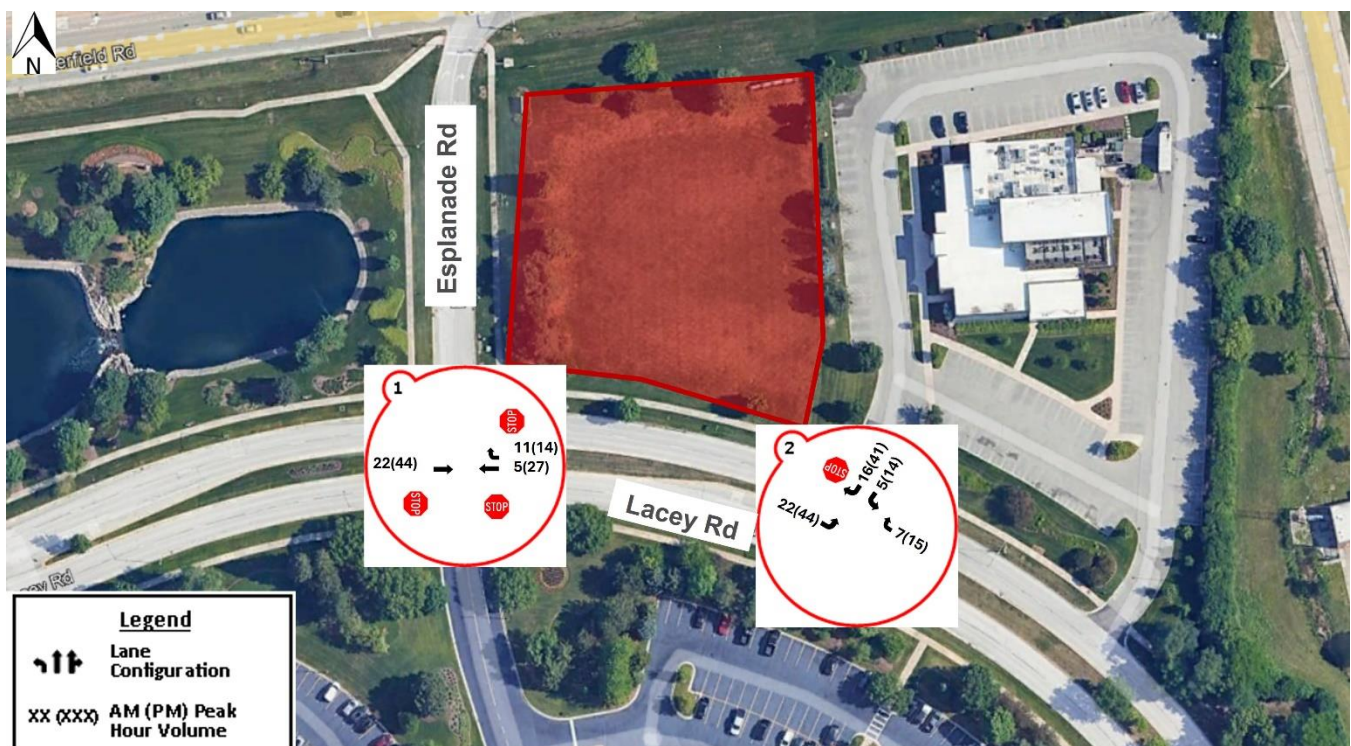
Traffic Distribution and Assignment... Traffic distribution to and from the proposed site was determined by existing travel patterns and roadway network around the site. Lacey Road is classified as a minor collector, providing the only route into and out of the Esplanade at Locust Creek business park. A majority of traffic will come from and go to Butterfield Roud (IL Route 56) to the north as it provides the easiest route to I-355 and the surrounding community. The assumed directional distribution for the site traffic is shown in **Figure 5**.

FIGURE 5 – DIRECTIONAL DISTRIBUTION



The site generated traffic was assigned to the adjacent street network, and the total distribution of the new site-generated trips is estimated as shown in **Figure 6**.

FIGURE 6 – SITE GENERATED TRAFFIC



Future Traffic Volumes... For the purposes of this traffic engineering study, a 6-year planning horizon was considered based on the anticipated construction schedule and leasing of the development. In addition to the baseline 2025 analysis performed, a 2031 no-build analysis and a 2031 build-out analysis will be completed to represent traffic conditions five years after the opening of the development.

Future traffic projections were requested from CMAP and were used to predict the background traffic growth in the study area. The 2050 CMAP projections indicated that a total of 18% growth is expected in the study area. Scaling that growth down results in a projected 0.6% yearly growth. This growth was applied to baseline turning movement counts to obtain the 2031 no-build volumes. The CMAP projection letter is included in **Appendix D**.

In analyzing the CMAP growth projections and reviewing previous traffic studies conducted for sites within the Esplanade at Locust Creek business park, it was assessed that the CMAP 2050 ADT did not account for the Esplanade Place Residential Development at the northwest corner of Lacey Road and Woodcreek Drive. The site generated traffic volumes assessed with that TIS were added on top of projected 0.6% yearly growth to obtain a more accurate future traffic volume for analysis. The site generated traffic volumes from the Esplanade Place Apartments is included in **Appendix E**.

This study will expand on the baseline traffic analysis by reviewing the following traffic volume scenarios during the morning and evening peak traffic hours of commuter traffic:

1. **Future 2031 (No-Build)** – This scenario will consider future traffic volumes without the impact of the proposed site generated trips (**Figure 7**).
2. **Future 2031 (Build)** – This scenario will consider future traffic volumes with the impact of the proposed site generated trips (**Figure 8**).

FIGURE 7 – FUTURE 2031 NO BUILD TRAFFIC VOLUMES

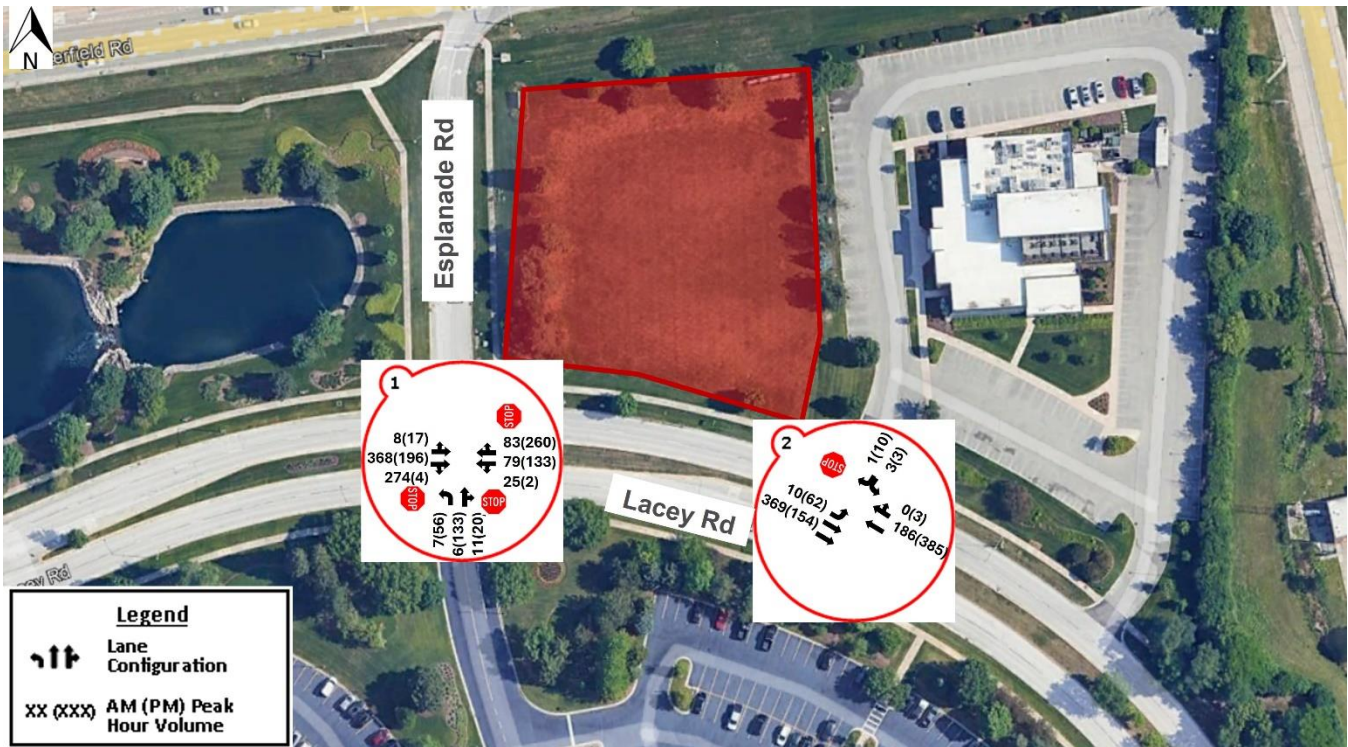
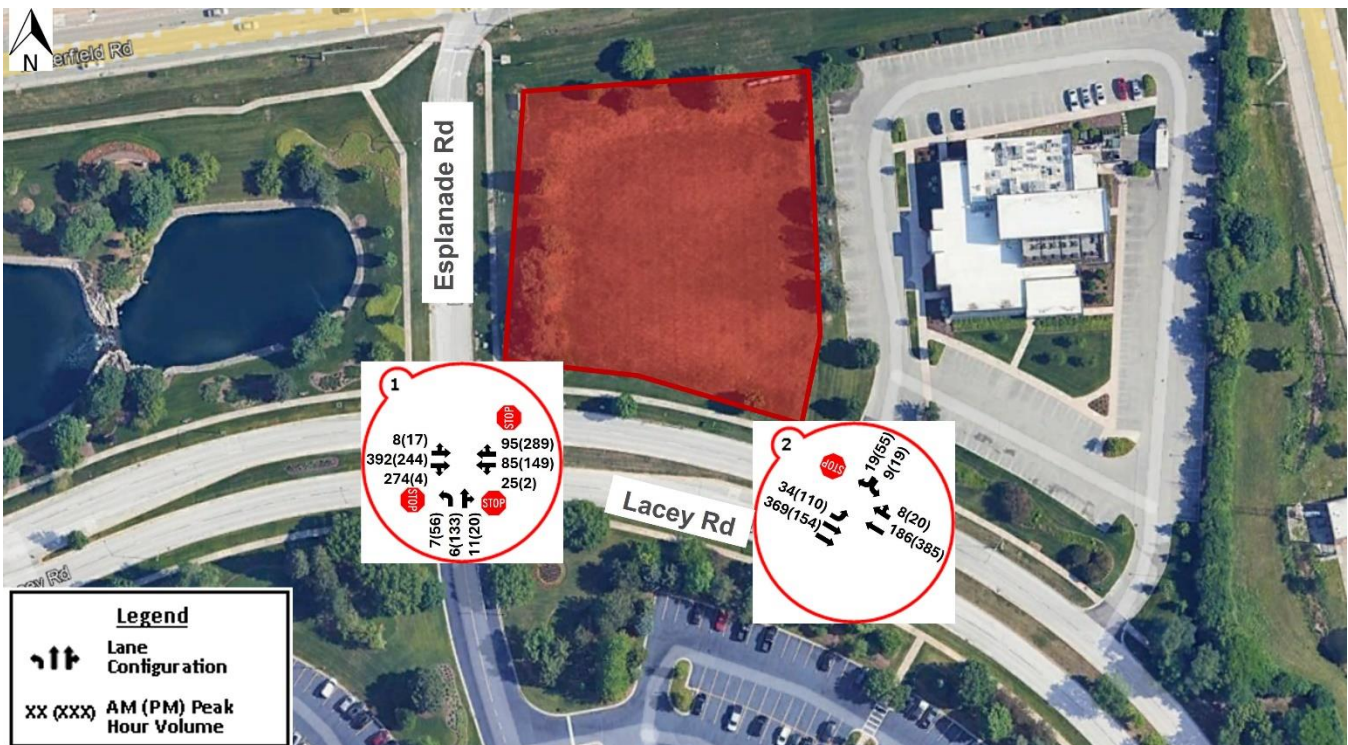


FIGURE 8 – FUTURE 2031 BUILD TRAFFIC VOLUMES



Future Traffic Operations

Additional analysis was completed to provide an operational comparison between the baseline traffic conditions, and a comparison between the future traffic conditions with and without the impacts of the proposed site development were reviewed. Detailed Synchro outputs for Future No-Build and Build analysis can be found in **Appendix B**.

Future 2031 (No-Build)... Intersection capacity and queueing analysis of this scenario will consider future traffic volumes and baseline lane configurations, without the impact of the proposed site generated trips. **Table 4** shows the delay, LOS, and queueing information are shown for each lane group at each intersection for the Future, No Build traffic volume scenario. Detailed Synchro output reports can be found in **Appendix B**.

Most lane groups at both studied intersections still operate at an overall LOS A or B, with overall delay increased less than 1 second observed from existing baseline conditions. The exception is eastbound thru/right in AM Peak and westbound thru/right in PM Peak, with the former experiencing a LOS C. No significant increases in 95th percentile queue lengths, with eastbound thru/right seeing the highest increase with 52'.

TABLE 4: 2031 NO BUILD CONDITIONS TRAFFIC OPERATIONS

Intersection / Approach (Lane Group)	Future Conditions 2031 (No Build)						
	AM Peak Hour			PM Peak Hour			
	Delay	LOS	95 th % Queue	Delay	LOS	95 th % Queue	
Lacey Road and Esplanade Road							
EB	(Left/Thru)	9.7	A	33'	10	A	18'
	(Thru/Right)	15.4	C	130'	9.6	A	15'
WB	(Left/Thru)	8.9	A	10'	9	A	10'
	(Thru/Right)	8.7	A	18'	12.3	B	68'
NB	(Left)	9.9	A	0'	10.2	B	10'
	(Thru/Right)	9	A	3'	11.1	B	28'
Lacey Road and Shared Site Access							
EB	(Left)	7.7	A	0'	8.5	A	5'
SB	(Left/Right)	11.5	B	0'	11.1	B	3'

Future 2031 (Build)... Intersection capacity and queueing analysis of this scenario will consider future traffic volumes, and baseline lane configurations, with the impact of the proposed site generated trips. **Table 5** shows the delay, LOS, and queueing information are shown for each lane group at each intersection for the Future, Build traffic volume scenario. Detailed Synchro/SimTraffic output reports can be found in **Appendix B**.

No significant changes observed in traffic operations of either study intersections. All lane groups maintained their LOS from No Build scenerio and no delay increased more than 1 second. The lane group with the highest delay continued to be the combined thru/right turn lanes at intersection of Lacey Road and Esplanade Road, while still maintaining an acceptable LOS C or better. This eastbound thru/right delay is projected to increase by 1 second in the AM peak.

The shared site access southbound movement experiences an increase in delay and queue length, which aligns with the added vehicles generated from site development. No adverse traffic operations are observed due to the generated site traffic onto study intersections.

TABLE 5: 2031 BUILD CONDITIONS TRAFFIC OPERATIONS

Intersection / Approach (Lane Group)	Future Conditions 2031 (Build)					
	AM Peak Hour			PM Peak Hour		
	Delay	LOS	95 th % Queue	Delay	LOS	95 th % Queue
Lacey Road and Esplanade Road						
EB (Left/Thru)	9.9	A	35'	10	A	20'
	16.4	C	140'	9.7	A	18'
WB (Left/Thru)	9	A	10'	9	A	10'
	8.9	A	20'	12.3	B	68'
NB (Left)	10	A	3'	10.2	B	8'
	9.1	A	3'	10.9	B	25'
Lacey Road and Shared Site Access						
EB (Left)	7.8	A	3'	8.5	A	8'
SB (Left/Right)	10.7	B	5'	12.1	B	13'

Internal and Drive-thru Queuing... The existing Shared Site Access driveway is proposed to connect to the GSCU parking lot via an east-west internal drive aisle. From that drive aisle, customers can either access the drive-thru lanes or the parking lot. The drive-thru provides two ITM lanes, where customers can make transactions with bank employees via video conversation.

Based on the layout of the drive-thru lanes, the site provides storage for 8-10 vehicles in the ITM lanes. This queueing area keeps vehicles from blocking the customers from travelling to the parking lot to visit the inside of the bank. At an assumed transaction time of two minutes, the drive-thru lanes are able to process 60 vehicles in an hour, which is greater than the peak hour demand. An additional 5 vehicles may queue between the entrance to the drive-thru lanes and the edge of pavement of Lacey Road, though queues are not likely to spill outside of the storage area. Because customers may choose the drive-thru lanes or the inside of the bank, drivers may avoid longer ITM queues by entering the building. The site layout is likely to provide adequate queue storage and processing space for the projected demand.

Conclusion and Recommendations

Based on preceding analysis and comprehensive review to estimate the impacts to adjacent street network associated with the proposed development of Green State Credit Union, the following conclusions have been made:

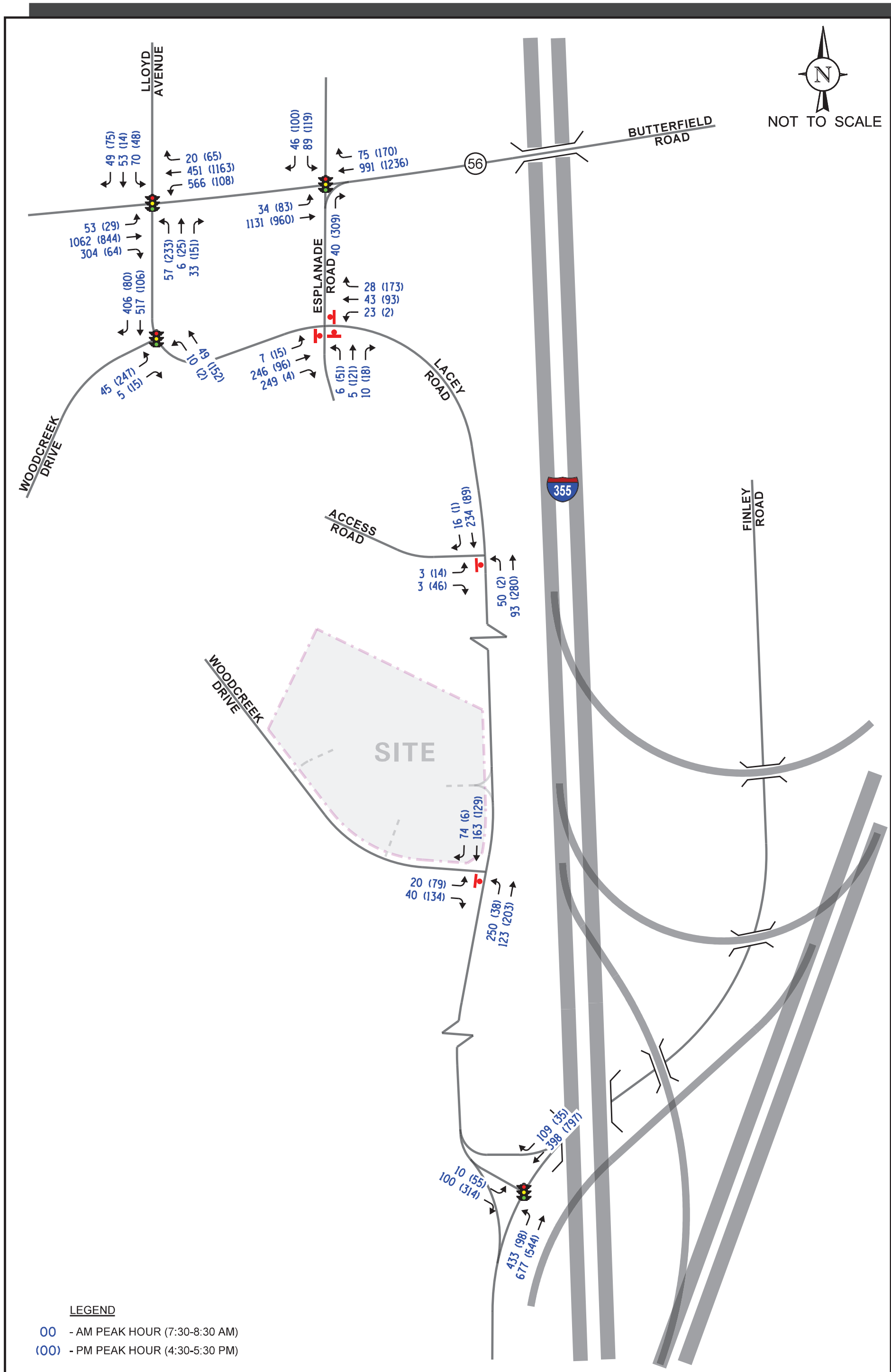
- The study intersections of Lacey Road & Esplanade Road and Lacey Road & Shared Site Access are assessed to have sufficient overall available capacity to serve site generated traffic and minimal impacts to delay were observed.
- Queuing impacts associated with site generated traffic were also minimal, with length increased equal to one or two vehicles.
- Site drive-thru and parking lot storage is adequate to accommodate generated traffic and should not cause any queuing onto Lacey Road.
- No additional roadway improvements or traffic control modifications are required in association with this sites development.

Appendix A – Traffic Volume Data

A.1 – Lacey Road and Esplanade Road turning movement counts

A.2 – Lacey Road and Coopers Hawk Driveway AM counts

A.3 – Lacey Road and Coopers Hawks Driveway PM count

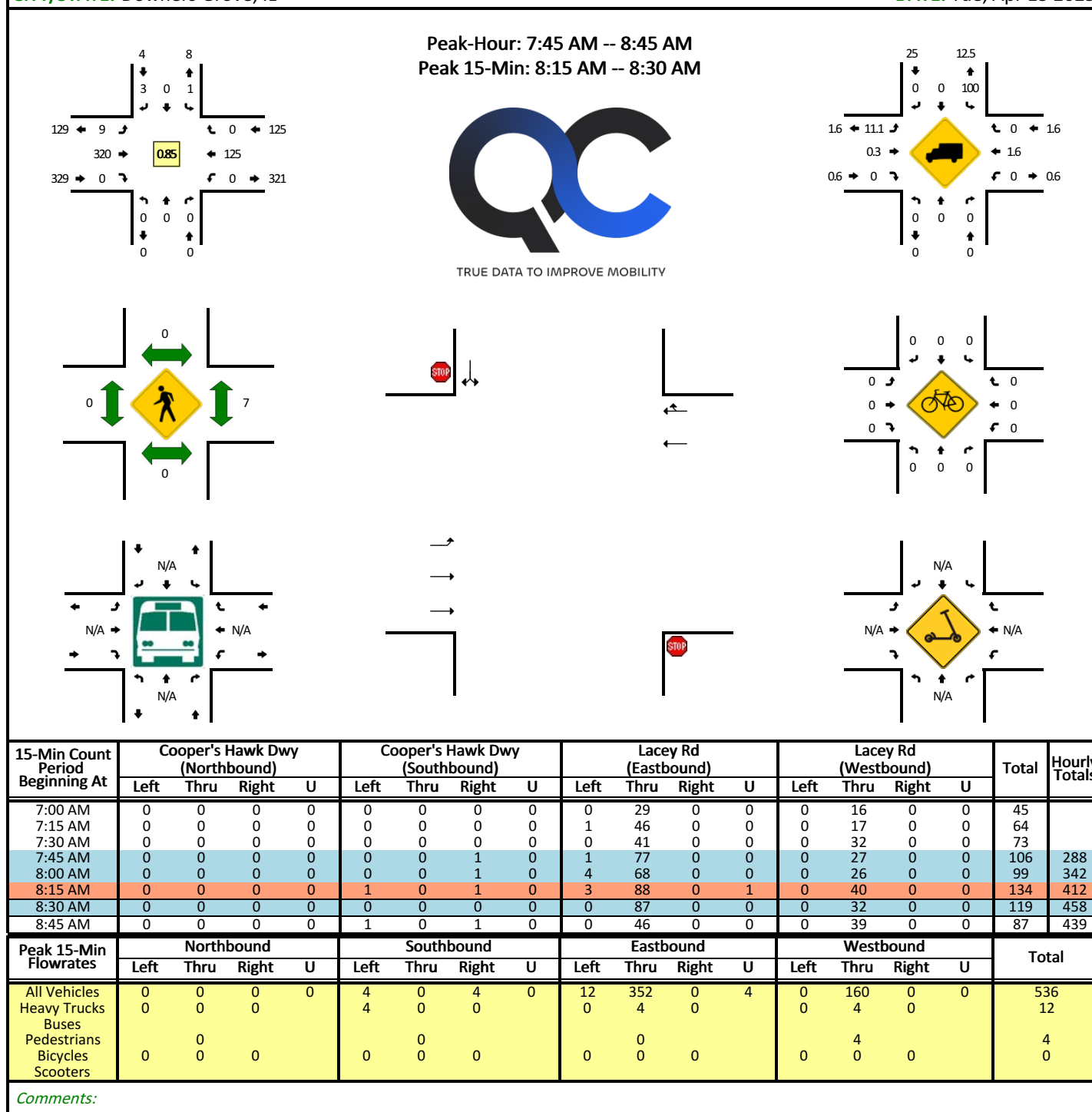


Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Cooper's Hawk Dwy -- Lacey Rd
CITY/STATE: Downers Grove, IL

QC JOB #: 16998217
DATE: Tue, Apr 15 2025



Report generated on 4/17/2025 11:52 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

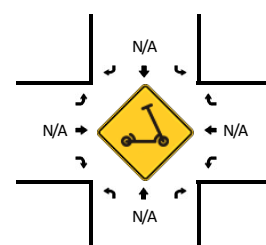
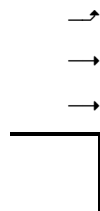
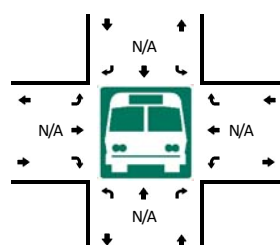
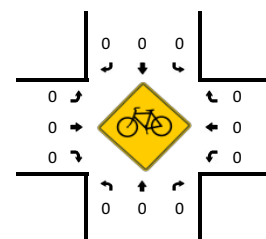
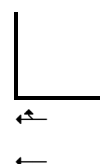
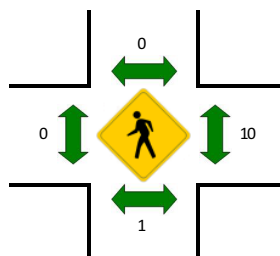
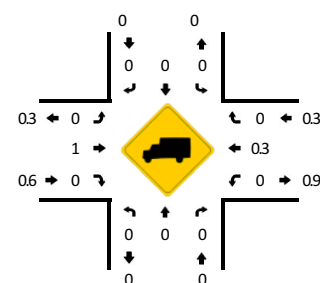
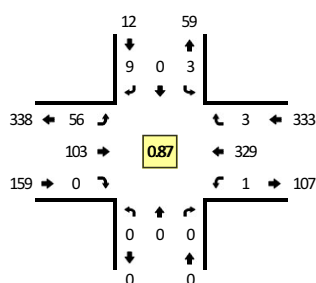
LOCATION: Cooper's Hawk Dwy -- Lacey Rd
CITY/STATE: Downers Grove, IL

QC JOB #: 16998218
DATE: Tue, Apr 15 2025

Peak-Hour: 4:15 PM -- 5:15 PM
 Peak 15-Min: 5:00 PM -- 5:15 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Cooper's Hawk Dwy (Northbound)				Cooper's Hawk Dwy (Southbound)				Lacey Rd (Eastbound)				Lacey Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	4	0	5	22	0	0	0	101	1	0	134	
4:15 PM	0	0	0	0	1	0	3	0	7	23	0	0	0	88	2	0	124	
4:30 PM	0	0	0	0	0	0	3	0	12	28	0	0	0	70	1	1	115	
4:45 PM	0	0	0	0	1	0	0	0	16	22	0	0	0	81	0	0	120	493
5:00 PM	0	0	0	0	1	0	3	0	21	30	0	0	0	90	0	0	145	504
5:15 PM	0	0	0	0	2	0	3	0	8	25	0	0	0	75	1	0	114	494
5:30 PM	0	0	0	0	1	0	3	0	13	19	0	0	0	60	2	0	98	477
5:45 PM	0	0	0	0	3	0	0	0	8	14	0	0	0	62	5	0	92	449
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	12	0	84	120	0	0	0	360	0	0	580	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	
Buses																		
Pedestrians		0				0				0				12			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Report generated on 4/17/2025 11:52 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix B – Synchro Analysis Outputs

B.1 – Existing AM Peak LOS & Queue reports

B.2 – Existing PM Peak LOS & Queue reports

B.3 – 2031 No Build AM Peak LOS & Queue reports

B.4 – 2031 No Build PM Peak LOS & Queue reports

B.5 – 2031 Build AM Peak LOS & Queue reports

B.6 – 2031 Build PM Peak LOS & Queue reports

HCM 7th AWSC

1: Esplanade Rd & Lacey Rd

04/18/2025

Intersection												
Intersection Delay, s/veh	10.2											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔				
Traffic Vol, veh/h	7	319	249	23	65	38	6	5	10	0	0	0
Future Vol, veh/h	7	319	249	23	65	38	6	5	10	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	347	271	25	71	41	7	5	11	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	10.7	8.2	8.8
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	4%	0%	41%	0%
Vol Thru, %	0%	33%	96%	39%	59%	46%
Vol Right, %	0%	67%	0%	61%	0%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	15	167	409	56	71
LT Vol	6	0	7	0	23	0
Through Vol	0	5	160	160	33	33
RT Vol	0	10	0	249	0	38
Lane Flow Rate	7	16	181	444	60	77
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.012	0.025	0.234	0.52	0.089	0.1
Departure Headway (Hd)	6.601	5.627	4.662	4.214	5.3	4.713
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	545	639	762	848	680	764
Service Time	4.309	3.335	2.437	1.989	3.004	2.417
HCM Lane V/C Ratio	0.013	0.025	0.238	0.524	0.088	0.101
HCM Control Delay, s/veh	9.4	8.5	8.9	11.5	8.5	7.9
HCM Lane LOS	A	A	A	B	A	A
HCM 95th-tile Q	0	0.1	0.9	3.1	0.3	0.3

Queuing and Blocking Report

Existing

04/18/2025

Intersection: 1: Esplanade Rd & Lacey Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	LT	TR	LT	TR	L	TR
Maximum Queue (ft)	110	99	47	36	27	30
Average Queue (ft)	42	49	23	16	8	10
95th Queue (ft)	70	81	33	30	28	33
Link Distance (ft)	392	392	186	186		284
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					60	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Lacey Rd & Shared Driveway

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	28
Average Queue (ft)	4	3
95th Queue (ft)	21	16
Link Distance (ft)		74
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

HCM 7th AWSC

1: Esplanade Rd & Lacey Rd

04/18/2025

Intersection

Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	141	4	2	118	218	51	121	18	0	0	0
Future Vol, veh/h	15	141	4	2	118	218	51	121	18	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	153	4	2	128	237	55	132	20	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.2	10.3	10.1
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	18%	0%	3%	0%
Vol Thru, %	0%	87%	82%	95%	97%	21%
Vol Right, %	0%	13%	0%	5%	0%	79%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	139	86	75	61	277
LT Vol	51	0	15	0	2	0
Through Vol	0	121	71	71	59	59
RT Vol	0	18	0	4	0	218
Lane Flow Rate	55	151	93	81	66	301
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.097	0.238	0.144	0.122	0.098	0.398
Departure Headway (Hd)	6.271	5.677	5.566	5.439	5.331	4.76
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	568	627	640	655	670	753
Service Time	4.051	3.456	3.334	3.208	3.086	2.514
HCM Lane V/C Ratio	0.097	0.241	0.145	0.124	0.099	0.4
HCM Control Delay, s/veh	9.7	10.2	9.3	9	8.7	10.7
HCM Lane LOS	A	B	A	A	A	B
HCM 95th-tile Q	0.3	0.9	0.5	0.4	0.3	1.9

HCM 7th TWSC

2: Lacey Rd & Shared Driveway

04/18/2025

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	103	329	3	3	9
Future Vol, veh/h	56	103	329	3	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	118	378	3	3	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	382	0	0 568 191
Stage 1	-	-	- 380 -
Stage 2	-	-	- 188 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1173	-	- 453 819
Stage 1	-	-	- 661 -
Stage 2	-	-	- 825 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1173	-	- 428 819
Mov Cap-2 Maneuver	-	-	- 428 -
Stage 1	-	-	- 625 -
Stage 2	-	-	- 825 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.9	0	10.51
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	667
HCM Lane V/C Ratio	0.055	-	-	-	0.021
HCM Ctrl Dly (s/v)	8.2	-	-	-	10.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Queuing and Blocking Report

Existing

04/18/2025

Intersection: 1: Esplanade Rd & Lacey Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	LT	TR	LT	TR	L	TR
Maximum Queue (ft)	78	55	65	91	49	102
Average Queue (ft)	39	13	29	38	23	42
95th Queue (ft)	62	39	48	66	44	74
Link Distance (ft)	392	392	186	186		284
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					60	
Storage Blk Time (%)					0	1
Queuing Penalty (veh)					0	1

Intersection: 2: Lacey Rd & Shared Driveway

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	28
Average Queue (ft)	19	8
95th Queue (ft)	43	30
Link Distance (ft)		74
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1

HCM 7th AWSC

1: Esplanade Rd & Lacey Rd

04/18/2025

Intersection

Intersection Delay, s/veh 12.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	319	249	23	65	38	6	5	10	0	0	0
Future Vol, veh/h	8	368	274	25	79	83	7	6	11	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	440	328	30	94	99	8	7	13	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	13.7	8.8	9.3
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	4%	0%	39%	0%
Vol Thru, %	0%	35%	96%	40%	61%	32%
Vol Right, %	0%	65%	0%	60%	0%	68%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	17	192	458	65	123
LT Vol	7	0	8	0	25	0
Through Vol	0	6	184	184	40	40
RT Vol	0	11	0	274	0	83
Lane Flow Rate	8	20	230	548	77	146
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.016	0.034	0.308	0.667	0.117	0.195
Departure Headway (Hd)	7.021	6.058	4.823	4.382	5.466	4.795
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	509	590	746	827	656	748
Service Time	4.77	3.806	2.541	2.1	3.194	2.522
HCM Lane V/C Ratio	0.016	0.034	0.308	0.663	0.117	0.195
HCM Control Delay, s/veh	9.9	9	9.7	15.4	8.9	8.7
HCM Lane LOS	A	A	A	C	A	A
HCM 95th-tile Q	0	0.1	1.3	5.2	0.4	0.7

HCM 7th TWSC

2: Lacey Rd & Shared Driveway

04/18/2025

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	320	125	0	3	1
Future Vol, veh/h	10	369	186	0	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	478	241	0	4	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	241	0	0 505 120
Stage 1	-	-	- 241 -
Stage 2	-	-	- 265 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1323	-	- 496 908
Stage 1	-	-	- 777 -
Stage 2	-	-	- 756 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1323	-	- 491 908
Mov Cap-2 Maneuver	-	-	- 491 -
Stage 1	-	-	- 769 -
Stage 2	-	-	- 756 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	11.55
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1323	-	-	-	555
HCM Lane V/C Ratio	0.01	-	-	-	0.009
HCM Ctrl Dly (s/v)	7.7	-	-	-	11.5
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Queuing and Blocking Report

Existing

04/18/2025

Intersection: 1: Esplanade Rd & Lacey Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	LT	TR	LT	TR	L	TR
Maximum Queue (ft)	80	123	65	67	27	30
Average Queue (ft)	51	67	27	27	12	10
95th Queue (ft)	73	110	43	48	33	33
Link Distance (ft)	392	392	186	186		284
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					60	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Lacey Rd & Shared Driveway

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	28
Average Queue (ft)	1	2
95th Queue (ft)	10	13
Link Distance (ft)		74
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

HCM 7th AWSC

1: Esplanade Rd & Lacey Rd

04/18/2025

Intersection

Intersection Delay, s/veh 11

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔				
Traffic Vol, veh/h	15	141	4	2	118	218	51	121	18	0	0	0
Future Vol, veh/h	15	178	4	2	121	236	51	121	18	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	213	5	2	145	282	61	145	22	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.8	11.7	10.9
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	14%	0%	3%	0%
Vol Thru, %	0%	87%	86%	96%	97%	20%
Vol Right, %	0%	13%	0%	4%	0%	80%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	139	104	93	63	297
LT Vol	51	0	15	0	2	0
Through Vol	0	121	89	89	61	61
RT Vol	0	18	0	4	0	236
Lane Flow Rate	61	166	124	111	75	355
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.113	0.28	0.201	0.176	0.114	0.483
Departure Headway (Hd)	6.657	6.061	5.817	5.713	5.586	4.907
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	541	595	620	632	646	723
Service Time	4.367	3.771	3.517	3.413	3.286	2.707
HCM Lane V/C Ratio	0.113	0.279	0.2	0.176	0.116	0.491
HCM Control Delay, s/veh	10.2	11.1	10	9.6	9	12.3
HCM Lane LOS	B	B	A	A	A	B
HCM 95th-tile Q	0.4	1.1	0.7	0.6	0.4	2.7

HCM 7th TWSC

2: Lacey Rd & Shared Driveway

04/18/2025

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	103	329	3	3	9
Future Vol, veh/h	56	140	350	3	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	177	443	4	4	11

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	446	0	0 675 223
Stage 1	-	-	- 444 -
Stage 2	-	-	- 230 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1110	-	- 388 780
Stage 1	-	-	- 613 -
Stage 2	-	-	- 786 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1110	-	- 363 780
Mov Cap-2 Maneuver	-	-	- 363 -
Stage 1	-	-	- 574 -
Stage 2	-	-	- 786 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.42	0	11.09
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1110	-	-	-	606
HCM Lane V/C Ratio	0.064	-	-	-	0.025
HCM Ctrl Dly (s/v)	8.5	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Queuing and Blocking Report

No Build

04/18/2025

Intersection: 1: Esplanade Rd & Lacey Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	LT	TR	LT	TR	L	TR
Maximum Queue (ft)	102	31	66	92	53	113
Average Queue (ft)	43	13	26	43	25	50
95th Queue (ft)	73	37	45	72	46	83
Link Distance (ft)	392	392	186	186		284
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					60	
Storage Blk Time (%)					0	2
Queuing Penalty (veh)					0	1

Intersection: 2: Lacey Rd & Shared Driveway

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	55	53
Average Queue (ft)	19	9
95th Queue (ft)	46	34
Link Distance (ft)		74
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 1

HCM 7th AWSC

1: Esplanade Rd & Lacey Rd

04/18/2025

Intersection

Intersection Delay, s/veh 13

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	319	249	23	65	38	6	5	10	0	0	0
Future Vol, veh/h	8	392	274	25	85	95	7	6	11	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	469	328	30	102	114	8	7	13	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	14.4	8.9	9.4
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	4%	0%	37%	0%
Vol Thru, %	0%	35%	96%	42%	63%	31%
Vol Right, %	0%	65%	0%	58%	0%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	17	204	470	68	138
LT Vol	7	0	8	0	25	0
Through Vol	0	6	196	196	43	43
RT Vol	0	11	0	274	0	95
Lane Flow Rate	8	20	244	562	81	164
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.017	0.035	0.328	0.689	0.123	0.22
Departure Headway (Hd)	7.103	6.14	4.842	4.413	5.493	4.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	503	582	744	820	653	745
Service Time	4.858	3.893	2.564	2.135	3.226	2.553
HCM Lane V/C Ratio	0.016	0.034	0.328	0.685	0.124	0.22
HCM Control Delay, s/veh	10	9.1	9.9	16.4	9	8.9
HCM Lane LOS	A	A	A	C	A	A
HCM 95th-tile Q	0.1	0.1	1.4	5.6	0.4	0.8

HCM 7th TWSC2: Lacey Rd & Shared Driveway

04/18/2025

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
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Traffic Vol, veh/h	9	320	125	0	3	1
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Future Vol, veh/h	34	369	186	8	9	19
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	75	-	-	-	0	-
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Veh in Median Storage, #	-	0	0	-	0	-
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Grade, %	-	0	0	-	0	-
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Peak Hour Factor	85	85	85	85	85	85
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	44	478	241	10	12	25
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Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	251	0	0	573	126
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Stage 1	-	-	-	246	-
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Stage 2	-	-	-	327	-
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Critical Hdwy	4.14	-	-	6.84	6.94
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Critical Hdwy Stg 1	-	-	-	5.84	-
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Critical Hdwy Stg 2	-	-	-	5.84	-
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Follow-up Hdwy	2.22	-	-	3.52	3.32
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Pot Cap-1 Maneuver	1311	-	-	450	901
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Stage 1	-	-	-	772	-
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Stage 2	-	-	-	703	-
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Platoon blocked, %	-	-	-	-	-
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Mov Cap-1 Maneuver	1311	-	-	435	901
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Mov Cap-2 Maneuver	-	-	-	435	-
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Stage 1	-	-	-	746	-
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Stage 2	-	-	-	703	-
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Approach	EB	WB	SB
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HCM Ctrl Dly, s/v	0.66	0	10.68
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1311	-	-	-	670
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HCM Lane V/C Ratio	0.034	-	-	-	0.054
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HCM Ctrl Dly (s/v)	7.8	-	-	-	10.7
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HCM Lane LOS	A	-	-	-	B
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HCM 95th %tile Q(veh)	0.1	-	-	-	0.2
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Queuing and Blocking Report

Build

04/18/2025

Intersection: 1: Esplanade Rd & Lacey Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	LT	TR	LT	TR	L	TR
Maximum Queue (ft)	98	123	48	47	27	30
Average Queue (ft)	60	63	26	24	12	18
95th Queue (ft)	83	98	43	37	33	42
Link Distance (ft)	392	392	186	186		284
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					60	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Lacey Rd & Shared Driveway

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	31	28
Average Queue (ft)	6	18
95th Queue (ft)	26	40
Link Distance (ft)		74
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	75	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 0

HCM 7th AWSC

1: Esplanade Rd & Lacey Rd

04/18/2025

Intersection

Intersection Delay, s/veh 10.9

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔				
Traffic Vol, veh/h	15	141	4	2	118	218	51	121	18	0	0	0
Future Vol, veh/h	15	222	4	2	135	263	51	121	18	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	241	4	2	147	286	55	132	20	0	0	0
Number of Lanes	0	2	0	0	2	0	1	1	0	0	0	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	2
HCM Control Delay, s/veh	9.9	11.7	10.7
HCM LOS	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	100%	0%	12%	0%	3%	0%
Vol Thru, %	0%	87%	88%	97%	97%	20%
Vol Right, %	0%	13%	0%	3%	0%	80%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	139	126	115	70	331
LT Vol	51	0	15	0	2	0
Through Vol	0	121	111	111	68	68
RT Vol	0	18	0	4	0	263
Lane Flow Rate	55	151	137	125	76	359
Geometry Grp	5	5	5	5	5	5
Degree of Util (X)	0.103	0.257	0.218	0.196	0.114	0.486
Departure Headway (Hd)	6.712	6.116	5.739	5.654	5.452	4.875
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	591	630	639	650	729
Service Time	4.422	3.825	3.439	3.354	3.249	2.672
HCM Lane V/C Ratio	0.102	0.255	0.217	0.196	0.117	0.492
HCM Control Delay, s/veh	10.2	10.9	10	9.7	9	12.3
HCM Lane LOS	B	B	A	A	A	B
HCM 95th-tile Q	0.3	1	0.8	0.7	0.4	2.7

HCM 7th TWSC

2: Lacey Rd & Shared Driveway

04/18/2025

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
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Lane Configurations						
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Traffic Vol, veh/h	56	103	329	3	3	9
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Future Vol, veh/h	100	140	350	18	17	50
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Conflicting Peds, #/hr	0	0	0	0	0	0
------------------------	---	---	---	---	---	---

Sign Control	Free	Free	Free	Free	Stop	Stop
--------------	------	------	------	------	------	------

RT Channelized	-	None	-	None	-	None
----------------	---	------	---	------	---	------

Storage Length	75	-	-	-	0	-
----------------	----	---	---	---	---	---

Veh in Median Storage, #	-	0	0	-	0	-
--------------------------	---	---	---	---	---	---

Grade, %	-	0	0	-	0	-
----------	---	---	---	---	---	---

Peak Hour Factor	87	87	87	87	87	87
------------------	----	----	----	----	----	----

Heavy Vehicles, %	2	2	2	2	2	2
-------------------	---	---	---	---	---	---

Mvmt Flow	115	161	402	21	20	57
-----------	-----	-----	-----	----	----	----

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	423	0	0	723	211
----------------------	-----	---	---	-----	-----

Stage 1	-	-	-	413	-
---------	---	---	---	-----	---

Stage 2	-	-	-	310	-
---------	---	---	---	-----	---

Critical Hdwy	4.14	-	-	6.84	6.94
---------------	------	---	---	------	------

Critical Hdwy Stg 1	-	-	-	5.84	-
---------------------	---	---	---	------	---

Critical Hdwy Stg 2	-	-	-	5.84	-
---------------------	---	---	---	------	---

Follow-up Hdwy	2.22	-	-	3.52	3.32
----------------	------	---	---	------	------

Pot Cap-1 Maneuver	1133	-	-	361	794
--------------------	------	---	---	-----	-----

Stage 1	-	-	-	636	-
---------	---	---	---	-----	---

Stage 2	-	-	-	717	-
---------	---	---	---	-----	---

Platoon blocked, %	-	-	-	-	-
--------------------	---	---	---	---	---

Mov Cap-1 Maneuver	1133	-	-	324	794
--------------------	------	---	---	-----	-----

Mov Cap-2 Maneuver	-	-	-	324	-
--------------------	---	---	---	-----	---

Stage 1	-	-	-	572	-
---------	---	---	---	-----	---

Stage 2	-	-	-	717	-
---------	---	---	---	-----	---

Approach	EB	WB	SB
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HCM Ctrl Dly, s/v	3.56	0	12.14
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HCM LOS			B
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Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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Capacity (veh/h)	1133	-	-	-	581
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HCM Lane V/C Ratio	0.101	-	-	-	0.133
--------------------	-------	---	---	---	-------

HCM Ctrl Dly (s/v)	8.5	-	-	-	12.1
--------------------	-----	---	---	---	------

HCM Lane LOS	A	-	-	-	B
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HCM 95th %tile Q(veh)	0.3	-	-	-	0.5
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Queuing and Blocking Report

Build

04/18/2025

Intersection: 1: Esplanade Rd & Lacey Rd

Movement	EB	EB	WB	WB	NB	NB
Directions Served	LT	TR	LT	TR	L	TR
Maximum Queue (ft)	66	31	47	160	52	114
Average Queue (ft)	45	17	26	48	25	45
95th Queue (ft)	64	41	42	92	46	83
Link Distance (ft)	392	392	186	186		284
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					60	
Storage Blk Time (%)					0	2
Queuing Penalty (veh)					0	1

Intersection: 2: Lacey Rd & Shared Driveway

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	70	22	52
Average Queue (ft)	26	1	27
95th Queue (ft)	54	7	48
Link Distance (ft)		439	74
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	75		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Zone Summary

Zone wide Queuing Penalty: 1

HCM 7th TWSC

2: Lacey Rd & Shared Driveway

04/18/2025

Intersection

Int Delay, s/veh 0.2

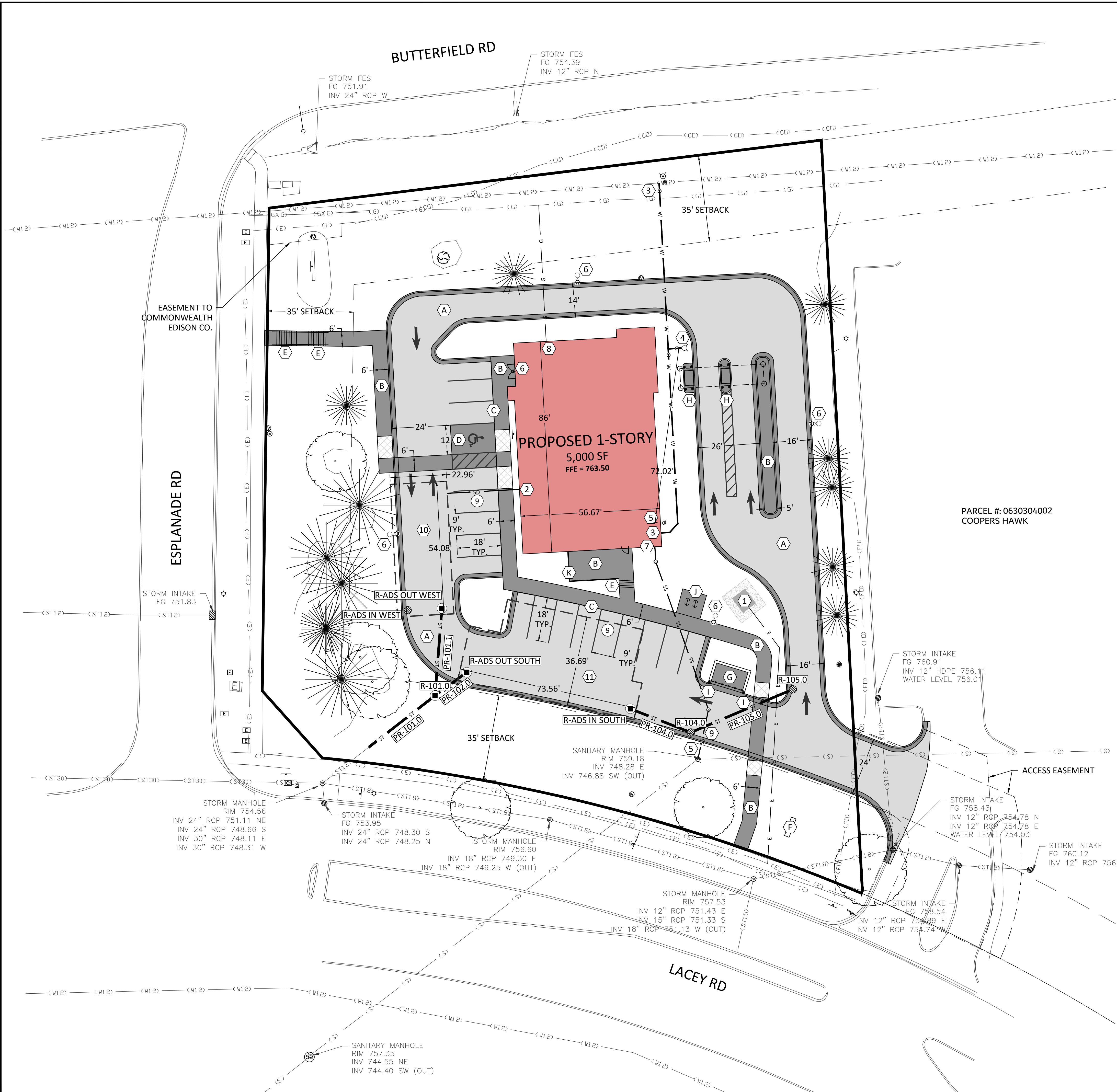
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	320	125	0	3	1
Future Vol, veh/h	9	320	125	0	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	376	147	0	4	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	147	0	0 356 74
Stage 1	-	-	- 147 -
Stage 2	-	-	- 209 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1432	-	- 615 973
Stage 1	-	-	- 865 -
Stage 2	-	-	- 805 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1432	-	- 611 973
Mov Cap-2 Maneuver	-	-	- 611 -
Stage 1	-	-	- 859 -
Stage 2	-	-	- 805 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.21	0	10.38
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1432	-	-	-	673
HCM Lane V/C Ratio	0.007	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.5	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Appendix C – Proposed Site Plan



SITE PLAN KEYNOTES:

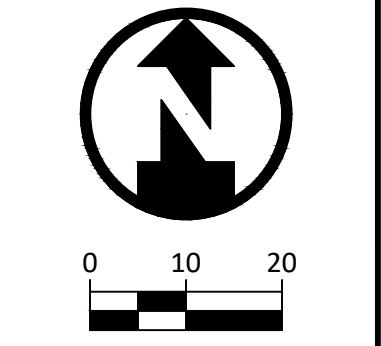
- (A) PROPOSED HMA PAVEMENT. SEE DETAIL #1, SHEET C-400.
- (B) PROPOSED PCC PAVEMENT. SEE DETAILS #2 & #3, SHEET C-400.
- (C) PROPOSED 6' SIDEWALK WITH INTEGRAL CURB. SEE DETAIL #6, SHEET C-600.
- (D) PROPOSED ADA PARKING STALL WITH ADA PARKING SIGN. SEE DETAILS #2 & #3, SHEET C-600.
- (E) PROPOSED STAIRS. SEE SHEETS C-400 & C-601 FOR DETAILS.
- (F) PROPOSED SIGN LOCATION. SIGN MUST BE LOCATED 25' FROM EAST LOT LINE AND 10' FROM STREET ROW PER VILLAGE OF DOWNERS GROVE CODE.
- (G) PROPOSED TRASH ENCLOSURE. SEE ARCHITECTURAL PLANS FOR DETAILS.
- (H) PROPOSED ITM WITH ASSOCIATED BOLLARDS. SEE SHEET E-501 FOR DETAILS.
- (I) PROPOSED BOLLARD. SEE DETAIL #1, SHEET C-600.
- (J) PROPOSED BIKE RACKS. SEE CIVIL SPECS FOR DETAILS.
- (K) PROPOSED PRIVACY SCREEN. SEE ARCHITECTURAL PLANS FOR DETAILS.
- (#) PROPOSED PARKING STALL COUNT.

UTILITY PLAN KEYNOTES:

- (1) PROPOSED TRANSFORMER LOCATION. TRANSFORMER PAD TO BE 6.5' x 6.5'. SEE SHEET E-502 FOR DETAILS. FINAL ELECTRICAL ROUTING TO BE DETERMINED BY FRANCHISE UTILITY CONTRACTOR.
- (2) PROPOSED ±30 LF OF 4" SUBDRAIN TO CONNECT TO ROOF DRAIN. RUN AT MIN. 1.00%. CONTRACTOR TO CONNECT TO UNDERGROUND STORAGE SYSTEM PER DETAILS ON SHEET C-201. .
- (3) CONTRACTOR TO CONNECT TO EXISTING 12" WATER MAIN. INSTALL ±148 LF OF 6" C900 PVC WATER MAIN TO PROPOSED BUILDING WITH 6" GATE VALVES AS SHOWN. WATER MAIN TO BE INSTALLED PER VILLAGE OF DOWNERS GROVE WATER MAIN STANDARDS. PROVIDE MINIMUM 5.5' BURY. CONTRACTOR TO PROVIDE WATER MAIN FITTINGS AS NECESSARY TO ROUTE FROM EXISTING MAIN TO BUILDING. REFER TO FINAL PLUMBING SHEETS FOR CONNECTION OF WATER SERVICE TO BUILDING.
- (4) PROPOSED 6"x6" MJ TEE AND ±7 LF (TEE TO HYDRANT) OF 6" C900 PVC WATER MAIN. CONTRACTOR TO PROVIDE 6" GATE VALVE BETWEEN TEE AND HYDRANT AS SHOWN. WATER MAIN TO BE INSTALLED PER VILLAGE OF DOWNERS GROVE WATER MAIN STANDARDS. PROVIDE MINIMUM 5.5' BURY.
- (5) CONNECT TO EXISTING SANITARY MANHOLE. INSTALL ±107 LF OF 6" SANITARY SERVICE AT MIN. 1.00% SLOPE. INSTALL SANITARY CLEANOUTS AT BENDS. CONTRACTOR TO VERIFY DEPTH OF EXISTING SANITARY OUTFLOW PIPE PRIOR TO MANHOLE CONNECTION. INVERT ELEV @ BUILDING = 756.50.
- (6) PROPOSED SITE LIGHTING. SEE SHEET CE-101 FOR DETAILS.
- (7) PROPOSED FDC.
- (8) 3/4" GAS LINE. REFER TO M-101 FOR DETAILS. FINAL ROUTING TO BE DETERMINED BY UTILITY CONTRACTOR.
- (9) PROPOSED STORM INVERT ELEVATION AT CROSSING = 755.06
MAXIMUM SANITARY TOP OF PIPE ELEVATION = 754.39
CONTRACTOR TO MAINTAIN A MINIMUM 6" CLEARANCE BETWEEN PIPES.
- (10) PROPOSED 54x23 WEST UNDERGROUND STORMWATER STORAGE. SEE SHEET C-201 FOR DETAILS.
- (11) PROPOSED 74x37 SOUTH UNDERGROUND STORMWATER STORAGE. SEE SHEET C-202 FOR DETAILS.

STORM SEWER STRUCTURES				
STRUCTURE ID	TYPE	RIM / FG	INFLOW PIPE IE	OUTFLOW PIPE IE
R-101.0	36" NYLOPLAST DRAIN BASIN W/ SOLID CASTING	760.14	12" IE: 753.99 NE 12" IE: 753.60 N	12" IE: 752.27 SW
R-104.0	15" NYLOPLAST DRAIN BASIN W/ GRATE CASTING	759.25	12" IE: 754.94 NE	12" IE: 754.84 W
R-105.0	15" NYLOPLAST DRAIN BASIN W/ GRATE CASTING	760.12		12" IE: 755.84 SW
R-ADS IN SOUTH	SEE SHEET C-202	759.87	12" IE: 754.31 E	12" IE: 754.31 W
R-ADS IN WEST	SEE SHEET C-201	761.46	12" IE: 754.31 E	
R-ADS OUT SOUTH	SEE SHEET C-202	761.28	12" IE: 754.31 E	12" IE: 754.31 SW
R-ADS OUT WEST	SEE SHEET C-201	761.67	12" IE: 754.31 W	12" IE: 754.31 S

STORM SEWER PIPE TABLE								
PIPE ID	STRUCTURE US	STRUCTURE DS	INVERT US	INVERT DS	LENGTH (FEET)	SLOPE	SIZE (IN)	NOTES
PR-101.0	101.0	PIPE STUB	752.27	751.59	35	2.00%	12	RCP
PR-101.1	ADS OUT WEST	101.0	754.31	753.60	36	2.00%	12	HDPE
PR-102.0	ADS OUT SOUTH	101.0	754.31	753.99	17	2.00%	12	HDPE
PR-104.0	104.0	ADS IN SOUTH	754.84	754.31	27	2.00%	12	HDPE
PR-105.0	105.0	104.0	755.84	754.94	46	2.00%	12	HDPE



DOWNERS GROVE BRANCH
DOWNERS GROVE, IL
GREENSTATE CREDIT UNION

ISSUED FOR	
VILLAGE REVIEW	
DATE	04-22-2025
DESCRIPTION	DATE
DESIGNED BY	MA
DETAILED BY	JN
CHECKED BY	BB
PROJECT NO.	10208-10037
SHEET NAME	

SITE AND UTILITY PLAN

C-200

NOT FOR CONSTRUCTION

Appendix D – CMAP Travel Demand Analysis



Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

April 9, 2025

Ted Yelton P.E., PTOE, RSP1
Lead Traffic Engineer - Transportation
HR Green
1391 Corporate Drive
Suite 203
McHenry, IL 60050

Subject: Butterfield Rd (IL 56) at Esplanade Drive
IDOT

Dear Mr. Yelton:

In response to a request made on your behalf and dated April 9, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Butterfield Rd west of I-355	33,000	38,800
Esplanade Rd between Butterfield Rd and Lacey Rd	1,650	1,940
Lacey Rd east of Esplanade Rd	1,650	1,940

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
\\2025_trafficForecasts\DownersGrove\du-23-25\du-23-25.docx

TRAFFIC FORECAST RECORD

Record Number: du-23-25

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization Requestion Forecast: HR Green

Contact: Ted Yelton P.E., PTOE

Email or Phone: tyelton@hrgreen.com

Sponsor: IDOT

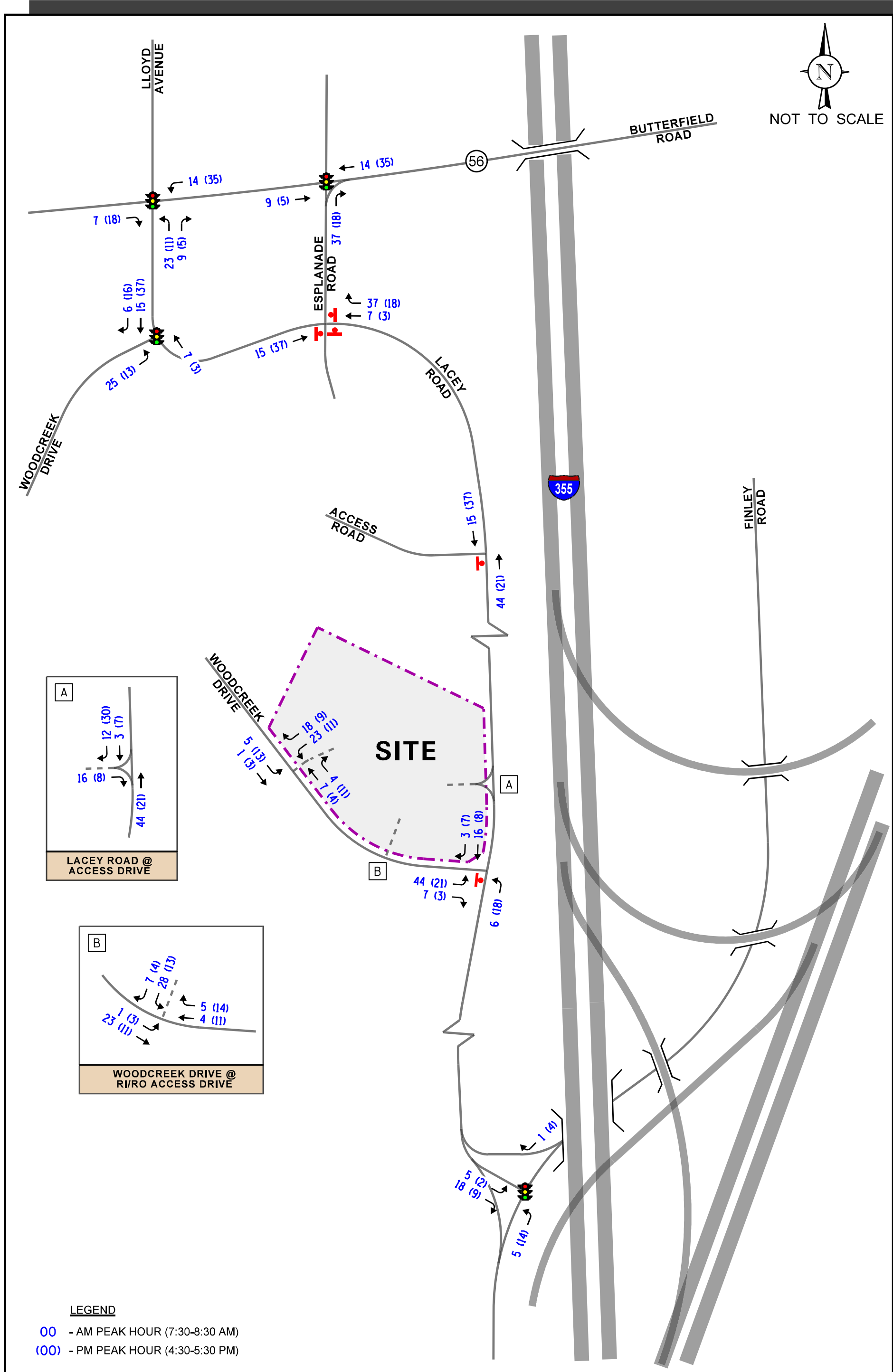
Date request was received: 4/9/2025

Date that response was emailed: 4/9/2025

Facility Location: Butterfield Rd (IL 56) at Esplanade Drive

Municipality: Downers Grove

Appendix E – Esplanade Place Apartments Traffic Volumes



ESPLANADE PLACE
APARTMENTS
DOWNERS GROVE,
ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES

VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION MEETING

June 2, 2025, 7:00 P.M.

FILE 24-PZC-0013: A PETITION REQUESTING APPROVAL OF A SPECIAL USE AND A PLANNED UNIT DEVELOPMENT AMENDMENT TO PLANNED UNIT DEVELOPMENT #31, ESPLANADE AT LOCUST POINT TO BUILD A NEW SINGLE-STORY CREDIT UNION WITH A DRIVE THROUGH. THE PROPERTY IS LOCATED NORTHEAST OF THE INTERSECTION OF LACEY ROAD AND ESPLANADE ROAD, COMMONLY KNOWN AS 1807 BUTTERFIELD ROAD, DOWNERS GROVE, IL (PIN: 06-30-304-003). AXIOM CONSULTANTS, PETITIONER, HAMILTON PARTNERS, INC. OWNER.

Tim Reck, Senior Vice President of Real Estate and Facilities for GreenState, discussed what GreenState Credit Union is and its background. He stated that GreenState has just under \$11 billion in assets and 32 branches across Iowa, Illinois, and Nebraska, with around 1000 employees, and are very active in their communities.

Meredith Achen, Civil Engineer with Axiom Consultant, presented on the building and site. She stated that they needed to have the special use and plan amendment, which is consistent with the District Master Plan that already depicts a bank on this lot. She shared that there are a lot of benefits for this development, including it being a high quality building, generating a daytime population to support other Village businesses and restaurants, and the peak hours being different from the peak hours of Cooper's Hawk. She expressed that they had a traffic study completed and the site will share access to Lacey Road with Cooper's Hawk and connect to their driveway entrance through an existing access easement. She expressed that the site consists of 18 parking stalls and an emergency vehicle circulation via bypass lane through the parking lot, and the DuPage County Stormwater Ordinance has been met. Ms. Achen stated that no new signage is proposed that would require any amendment and there is public access to the site on the west and south sides, with the south accesses being ADA accessible. In regard to landscape, they are keeping most of the trees on the site, will have a screened dumpster, and are meeting all requirements. She also went over the renderings and the floor plan for building.

Chairman Rickard asked for questions for the petitioner. There were none.

Chairman Rickard asked for public comment. There were none.

Chairman Rickard asked for the staff report.

Carter Moran, Planner, stated that the site is located at the northeast intersection of Lacey Rd and Esplanade Rd and the existing zoning is Office Research Manufacturing, with PUD #31, Esplanade at Locus Point. He expressed that all notice requirements were met and they received no public comment or inquiry on the site. He gave some historical context to the PUD, which was established in 1990 and a variety of uses have been added or proposed since then. On the plat survey, there are two existing signs on site, ingress and egress both occur off the access easement with left and right access from Lacey Rd, the proposed drive-through lane is separated from the parking area, and pedestrian connections do not intersect with drive-through lane. He stated that the building is

primarily clad with a wood paneling look and cream colored stone with floor to ceiling windows on the north and west elevations and an enclosed patio on the south side of the building. Staff recommended approval.

Chairman Rickard asked if the fire department gave all the clearances they need for emergency access, including under the canopy that projects over the drive-through area. Mr. Moran responded that they reviewed it so they would go around the bail-out lane on the right side and they passed it.

Commissioner Lincoln understood the special use aspect for the drive-through, but he was trying to understand what was actually being amended in the PUD since it was already a PUD. Mr. Moran explained that conceptually a bank was approved for the site, but the final site plan requires an amendment to the PUD.

Commissioner Eberhardt inquired why the drive-through is a special use. Mr. Moran explained it is a special use for this ORM Zoning District. Chairman Rickard expressed that all drive-throughs in the Village are considered special uses regardless of the district. Mr. Moran confirmed that is correct.

Chairman Rickard asked the petitioner to come back up and address any comments or questions.

Mr. Reck expressed that they are really excited about the prospect of being part of Downers Grove's community, and this will be the first new building in Illinois, as all of their current branches are a result of acquisition.

Chairman Rickard asked the commissioners for discussion.

Commissioner Boyle commented that it seemed pretty straightforward and appreciated their interest in Downers Grove. He said it was a great plan and keeping the stormwater and trees are a good site plan. He felt they met the criteria and supported it.

Commissioner Lincoln stated that this is an example of they have to review it, but there does not seem to be any issues with it.

Commissioner Eberhardt voiced it is a great location for this and fits with the surrounding area.

Commissioner Frankovic agreed with her fellow commissioners and felt the criteria had been met.

Commissioner Rutledge also agreed with the other commissioners, believed it met criteria, and she supported it.

Commissioners Patel supported it and felt the standards of approval were met. He also thanked them for choosing Downers Grove to invest in.

Chairman Rickard said it was an easy decision and all criteria had been met.

WITH RESPECT TO FILE 24-PZC-0013 BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PROVIDED, IT IS FOUND THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A SPECIAL USE AND

PLANNED UNIT DEVELOPMENT #31 AMENDMENT AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER BOYLE MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND THE VILLAGE COUNCIL APPROVAL OF FILE 24-PZC-0013, SUBJECT TO THE CONDITIONS AS IDENTIFIED IN THE STAFF REPORT.

SECOND BY COMMISSIONER LINCOLN

ROLL CALL:

AYE: BOYLE, LINCOLN, FRANKOVIC, PATEL, RUTLEDGE, EBERHARDT, CHAIRMAN RICKARD

NAY: NONE

MOTION APPROVED. VOTE: 7-0

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)