

VILLAGE OF DOWNERS GROVE
Report for the Village
3/3/2026

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| SUBJECT: | SUBMITTED BY: |
| 1108-1118 Curtiss Street - Lot Reconfiguration with a Variation, Zoning Map Amendment 5112-5120 Forest Avenue - Special Use, Zoning Map Amendment, and Planned Unit Development | Stan Popovich, AICP Director of Community Development |

SYNOPSIS

The petitioner is requesting approval of the following entitlements to construct a three-story mixed-use development consisting of six (6) residential units, retail and office units:

- Lot Reconfiguration with a Variance for 1108-1118 Curtiss Street. If approved, the eastern portion of the lot reconfiguration will become part of the mixed-use development.
- Zoning Map Amendment from DT to DC for the eastern portion of the reconfigured 1108-1118 Curtiss Street property.
- Final Planned Unit Development for the mixed-use building development.
- Zoning Map Amendment from DC to DC/PUD for the mixed-use building development.
- Special Use for Apartments in the DC zoning district.

STRATEGIC PLAN ALIGNMENT

The goals for 2025-2027 Strategic Plan include *Steward of Financial, Environmental and Neighborhood Sustainability, Exceptional Municipal Services, Top Quality Infrastructure, Strong, Diverse Local Economy, and A Safe and Welcoming Community.*

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the March 10, 2025 active agenda per the Planning and Zoning Commission's 6:2 positive recommendation. The PZC found that the proposal is compatible with the Comprehensive Plan, meets the standards for a Lot Reconfiguration, Special Use, Zoning Map Amendment, Planned Unit Development, and Variation found respectively in Section 28.12.050, Section 28.12.030, Section 28.12.040 and Section 28.12.090. The dissenting Planning and Zoning Commission (PZC) members felt that the proposed development was too dense and that parking was insufficient, and that this development would be detrimental to the surrounding businesses and residences.

BACKGROUND

Property Information and Zoning Request

The petitioner is requesting various entitlements to construct a mixed-use 6-unit apartment and commercial building at 5112-5120 Forest Avenue. The petition includes multiple properties: 5112-5120 Forest Avenue, zoned DC, Downtown Core and 1108-1118 Curtiss Street, zoned DT, Downtown Transition. The 5112-5120 Forest Avenue properties were previously occupied by commercial tenants. The 1108-1118 Curtiss Street property is an occupied multi-family building.

The petitioner is proposing to construct a three-story, mixed-use development consisting of six (6) residential units, retail and office units. The building's first floor will feature a residential lobby, restaurant and retail spaces and a parking garage. The second floor will be dedicated to office tenant spaces. The third floor will house the six apartments, five (5) two-bedroom units and one (1) three-bedroom unit, the majority of which feature balconies.

A total of seventeen (17) parking spaces are provided inside a two level partially underground parking garage accessed via Gilbert Avenue. The development will provide eight (8) required residential parking spaces, in addition to nine (9) spaces for office employees. Parking is only required for the residential component of this development. Garbage collection for the apartments and restaurant and retail uses will occur on Gilbert Avenue. The proposed development will include a permanently designated 40-foot-wide loading zone along Forest Avenue to be used for deliveries, moving, ride share, and loading. The proposed development will provide two (2) on-street parking spaces on Forest Avenue.

Compliance with the Comprehensive Plan

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Downtown. Downtown Downers Grove is characterized by a mix of commercial service, commercial retail, office, entertainment, civic, multi-family residential, institutional and related public facilities in a pedestrian oriented atmosphere. The type and location of land uses within Downtown and in mixed-use areas maintain a pedestrian orientation. The proposed development meets the recommendations of the Comprehensive Plan as summarized in the PZC staff report.

Compliance with the Zoning Ordinance

The proposed development includes various entitlement requests, including a variation request for the lot area per dwelling unit at 1108-1118 Curtiss Street. The existing lot area per dwelling unit non-conformity at this location will increase due to the proposed lot reconfiguration. A variance is required to permit this increase. Staff and the Planning and Zoning Commission are supportive of the variation request noting that the existing lots are irregularly shaped with inconsistent lot depths, lot widths and an angled shared property line. The angled shared property line results in the southern Forest Avenue lot being triangular in nature, which is not consistent with lots throughout the community. If the variation is granted, a more meaningful redevelopment can be constructed in the downtown. With the lot reconfiguration and the related variance, the proposed project will offer a mixed-use project that can provide better architectural detailing, streetwalls, storefronts, and gathering areas, as recommended in the Comprehensive Plan.

Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in Tables 2 and 3 of the PZC staff report.

Compliance with the Downtown Design Guidelines

The Downtown Design Guidelines provide guidance for building and site design which will assist in creating a vibrant downtown. The guidelines are divided into seven separate sections: site design, building design, building base, building middle, building top, utility considerations, and parking facilities. Each section describes elements which support good design and provides visual references which identify both encouraged

and discouraged elements. The proposed development meets the guidelines as demonstrated in Table 5 of the PZC staff report.

Compliance with the Subdivision Ordinance

The Subdivision Ordinance requires that developments requesting Special Use approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include six (6) apartments (one three-bedroom unit and five two-bedroom units). Based upon the number of units and the number of bedrooms, the total donation is \$52,261.42 (\$37,837.47 to the Park District, \$10,465.83 to Elementary School District 58, and \$3,958.12 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

Traffic and Parking

A traffic impact study for the proposed development was completed by the applicant. The study found that the additional traffic generated from the development can be accommodated by the street network and at the nearby intersections.

With regards to the parking garage, the development will provide a total of seventeen (17) parking spaces inside a two level partially underground parking garage accessed via Gilbert Avenue. The development will provide eight (8) required residential parking spaces, in addition to nine (9) spaces for office employees. The proposed development meets the required 1.4 spaces per residential unit. The subject property is strategically located next to several public parking lots and on-street parking spaces that can temporarily accommodate guests. The Village contains an established parking lot system where overnight guests, office tenants, retail/restaurant staff and patrons can park their vehicles in designated spaces for a nominal fee. There is capacity to accommodate future guests, tenants, and patrons generated by this proposed project.

Public Comment

The petitioner held a neighborhood meeting in accordance with Village requirements. A summary of this meeting can be found in the PZC staff report. Prior to the PZC meeting staff received one inquiry that was general in nature. During the PZC meeting, five members of the public provided input. Comments included the need for Class A office space and a request to expedite the demolition to promote safety due to the conditions of the existing buildings. Concerns expressed during the PZC meeting are shown below:

| Public Concern | Response |
|---|---|
| <ul style="list-style-type: none"> Concern over the number of parking spaces, congestion and traffic control | <ul style="list-style-type: none"> Eight (8) parking spaces are required while seventeen (17) are provided. The traffic study did not recommend any changes to the adjacent road network. |
| <ul style="list-style-type: none"> Lack of parking at library and nearby area | <ul style="list-style-type: none"> There are several public parking lots in close proximity to this proposed development. Parking enforcement regularly patrols the library parking lot to ensure no unauthorized vehicles are using the lot. |
| <ul style="list-style-type: none"> Restaurant hours of operation restrictions | <ul style="list-style-type: none"> There are no restaurant hours of operation restrictions for restaurants in the Village. |

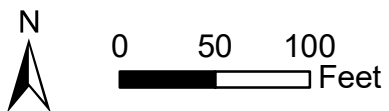
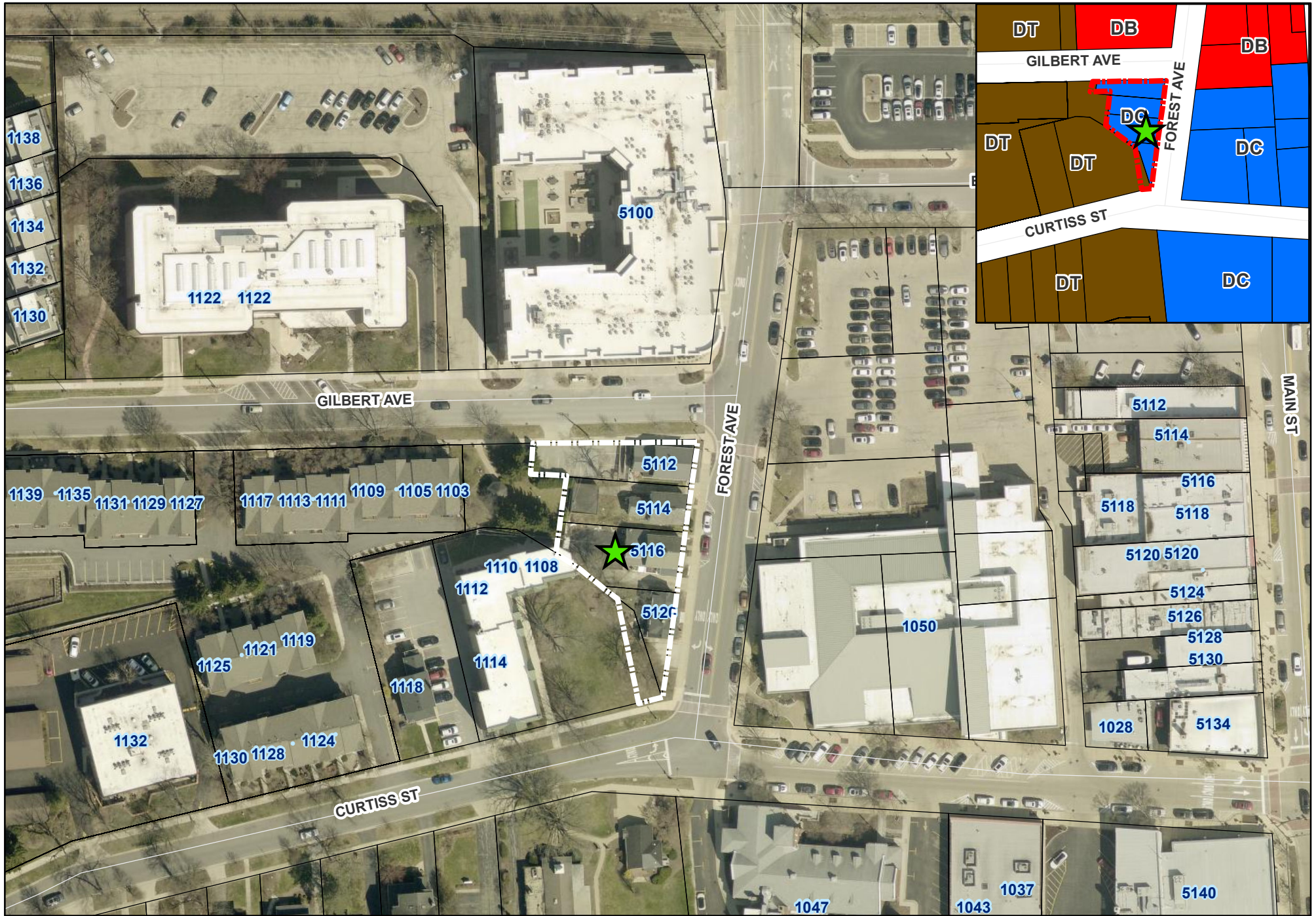
ATTACHMENTS

Aerial Map



Ordinances

Staff Report with attachments dated February 2, 2026

Draft Minutes of the Planning and Zoning Commission hearing dated February 2, 2026



5112-5120 Forest Avenue Location Map

-  Subject Property
-  Project Location

ORDINANCE NO. _____

**AN ORDINANCE AUTHORIZING A SPECIAL USE FOR
5112-5120 FOREST AVENUE AND A PORTION OF 1108-1114 CURTISS STREET
TO PERMIT CONSTRUCTION OF A MIXED-USE, 6-UNIT
APARTMENT AND COMMERCIAL BUILDING**

WHEREAS, the following described property, to wit:

ADDRESS: 5112 FOREST AVENUE, DOWNERS GROVE, IL 60515

PERMANENT INDEX NUMBER: 09-08-301-008:

THAT PART OF LOT 57 IN ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT THE QUARTER SECTION CORNER BETWEEN 7 AND 8 IN SAID TOWNSHIP, AND RUNNING THENCE SOUTH ON SECTION LINE 30 FEET; THENCE EAST PARALLEL WITH QUARTER SECTION LINE AND IN THE SOUTH LINE OF GILBERT AVENUE 425.72 FEET FOR A PLACE OF BEGINNING; THENCE SOUTH 8 DEGREES 15 MINUTES WEST 24.6 FEET TO AN IRON STAKE; THENCE SOUTH 84 DEGREES 20 MINUTES EAST 128.85 FEET TO AN IRON STAKE ON THE WEST LINE OF FOREST AVENUE; THENCE NORTH 9 DEGREES 30 MINUTES EAST ALONG THE WEST LINE OF FOREST AVENUE 37.8 FEET TO AN IRON STAKE IN THE SOUTH LINE OF GILBERT AVENUE; THENCE WEST ALONG THE SOUTH LINE OF GILBERT AVENUE 130 FEET TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

ADDRESS: 5114 FOREST AVENUE, DOWNERS GROVE, IL 60515

PERMANENT INDEX NUMBER: 09-08-301-009:

PART OF LOT 57 OF THE ASSESSOR'S SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT A POINT IN THE SOUTH LINE OF GILBERT AVENUE, 425.72 FEET EAST OF THE WEST LINE OF SECTION 8; THENCE SOUTH 8 DEGREES, 15 MINUTES WEST 24.6 FEET; THENCE SOUTH 84 DEGREES 20 MINUTES EAST, 28.85 FEET FOR A PLACE OF BEGINNING; THENCE EAST ON THE SAME COURSE, 100 FEET TO THE WEST LINE OF FOREST AVENUE TO AN IRON STAKE; THENCE SOUTH 9 DEGREES 30 MINUTES WEST ALONG THE WEST LINE OF FOREST AVENUE, 35.9 FEET; THENCE NORTH 84 DEGREES WEST 100 FEET; THENCE NORTHERLY 34.58 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

ADDRESS: 5116 FOREST AVENUE, DOWNERS GROVE, IL 60515

PERMANENT INDEX NUMBER: 09-08-301-030:

A STRIP OF LAND (EXCEPT THE SOUTH 2 FEET) 50 FEET IN WIDTH OFF FROM THE ENTIRE NORTH END OF THE FOLLOWING DESCRIBED PIECE OF LAND, TO WITH:

BEING A PART OF LOT 57 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMMENCING, FOR THE PURPOSE OF A BOUNDARY, AT THE QUARTER SECTION BETWEEN SECTIONS 7 AND 8, TOWNSHIP AND RANGE AFORESAID, AND RUNNING THENCE SOUTH ALONG SECTION LINE, 30 FEET; THENCE EAST PARALLEL WITH QUARTER SECTION LINE AND IN THE SOUTH LINE OF GILBERT AVENUE, 555.72 FEET TO THE INTERSECTION OF THE WEST LINE OF FOOTE STREET; THENCE SOUTH ALONG THE WEST LINE OF FOOTE STREET, 73.7 FEET TO STAKE FOR A PLACE OF BEGINNING; THENCE NORTH 84 DEGREES WEST, 100 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID FOOTE STREET, 28 FEET, MORE OR LESS TO THE CENTER OF CREEK; THENCE SOUTHEASTERLY ALONG THE CHANNEL OF CREEK TO THE INTERSECTION OF THE WEST LINE OF SAID FOOTE STREET; THENCE NORTH 9 DEGREES 30 MINUTES EAST ALONG THE WEST LINE OF SAID FOOTE STREET 131.56 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

ADDRESS: 5120 FOREST AVENUE, DOWNERS GROVE, IL 60515

PERMANENT INDEX NUMBER: 09-08-301-031:

PARCEL 1: PART OF LOT 57 OF ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMMENCING ON THE WEST LINE OF FOOTE STREET, (NOW FOREST AVENUE) 123.7 FEET SOUTH OF GILBERT AVENUE, THENCE NORTH 84 DEGREES WEST 100 FEET MORE OR LESS TO THE CENTER OF CREEK; THENCE SOUTHEASTERLY ALONG THE CHANNEL OF CREEK TO THE INTERSECTION OF THE WEST LINE OF FOOTE STREET (NOW FOREST AVENUE); THENCE NORTH 9 DEGREES 30 MINUTES EAST ALONG THE WEST LINE OF FOOTE STREET (NOW FOREST AVENUE) 81.56 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: THE SOUTH 2 FEET OF A STRIP OF LAND 50 FEET IN WIDTH OFF FROM THE ENTIRE NORTH END OF THE FOLLOWING DESCRIBED PIECE OF LAND, TO-WIT: BEING A PART OF LOT 57 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMMENCING FOR THE PURPOSES OF A BOUNDARY AT THE QUARTER SECTION CORNER BETWEEN SECTIONS 7 AND 8 IN TOWNSHIP AND RANGE AFORESAID, AND RUNNING THENCE SOUTH ALONG SECTION LINE 30 FEET; THENCE EAST PARALLEL WITH QUARTER SECTION LINE AND IN THE SOUTH LINE OF GILBERT AVENUE 555.72 FEET TO THE INTERSECTION OF THE WEST LINE OF FOOTE STREET; THENCE SOUTH ALONG THE WEST LINE OF FOOTE STREET 73.7 FEET TO STAKE FOR A PLACE OF BEGINNING; THENCE NORTH 84 DEGREES WEST 100 FEET; THENCE SOUTH PARALLEL WITH THE WEST LINE OF SAID FOOT STREET 28 FEET MORE OR LESS, TO THE CENTER OF CREEK; THENCE SOUTHEASTERLY ALONG THE CHANNEL OF CREEK TO THE INTERSECTION OF THE WEST LINE OF SAID STREET; THENCE NORTH 9 DEGREES 30 MINUTES EAST ALONG THE WEST LINE OF SAID FOOTE STREET 131.56 FEET TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

(A PORTION OF) 1108-1114 CURTISS STREET
PERMANENT INDEX NUMBER: 09-08-301-015:

PART OF LOT 57 OF ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY RIGHT OF WAY LINE OF CURTISS STREET WITH THE WESTERLY RIGHT OF WAY LINE FOREST AVENUE; THENCE SOUTH 76 DEGREES 18 MINUTES 34 SECONDS WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE, 30.00 FEET; THENCE NORTH 13 DEGREES 41 MINUTES 26 SECONDS WEST, 92.66 FEET TO THE CENTER OF THE CREEK; THENCE SOUTH 43 DEGREES 10 MINUTES 28 SECONDS EAST ALONG SAID CENTERLINE, 24.12 FEET; THENCE SOUTH 27 DEGREES 53 MINUTES 14 SECONDS EAST ALONG SAID CENTERLINE, 73.92 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

Commonly known as: 5112-5120 Curtiss Street & (a portion of) 1108-1114 Forest Avenue, Downers Grove, IL 60515

PINs: 09-08-301-008, -009, -030 & -031 and (a portion of) 09-08-301-015

(hereinafter referred to as the "Property") is presently zoned in the *"DC/PUD, Downtown Core/Planned Unit Development"* 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 construction of a multi-use, 6-unit apartment and commercial building.

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 February 2, 2026 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 Special Use, Zoning Map Amendments, Planned Unit Development, and Variation shall substantially conform to the staff report dated February 3, 2026, renderings, architecture plans prepared by WJDi Studio date January 23, 2026, engineering plans prepared by Advantage Consulting Engineers dated January 18, 2026, landscape plans prepared by Gary R. Weber Associates, Inc. dated January 15, 2026 and traffic plans prepared by Fish Transportation Group dated January 22, 2026 except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of \$52,261.42 (\$37,837.47 to the Park District, \$10,465.83 to Elementary School District 58, and \$3,958.12 to High School District 99).
3. Prior to building permit issuance, the following items are required to be submitted to the Village:
 - a. A recorded lot reconfiguration;
 - b. A recorded plat of lot consolidation;
 - c. A recorded stormwater easement on the 1108-1114 Curtiss Street property to permit the installation of stormwater infrastructure elements;
 - d. A recorded temporary construction easement on the 1108-1114 Curtiss Street property to permit construction activities on this property in association with the construction of the development at 5112-5120 Forest Avenue;
 - e. A recorded encroachment license to permit an awning located above the trash room to encroach into the Gilbert Avenue right-of-way.

- 4. The proposed seatwall shall be updated during the building permit review to ensure it is in accordance with Guiding DG Streetscapes Plan, as determined by the Director of Community Development.

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



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLANNING AND ZONING COMMISSION
FEBRUARY 2ND, 2026 AGENDA**

| SUBJECT: | TYPE: | SUBMITTED BY: |
|--|--|------------------------------------|
| 25-PZC-0022 5112-5120 Forest Avenue 1108-1118 Curtiss Street | Lot Reconfiguration with a Variance, Special Use, Zoning Map Amendments, Planned Unit Development, | Flora León, AICP Senior Planner |

REQUEST

The petitioner is requesting approval of a Lot Reconfiguration with a Variance, a Planned Unit Development, two Zoning Map Amendments and a Special Use to construct a mixed-use 6-unit apartment and commercial building.

NOTICE

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

GENERAL INFORMATION

PETITIONERS: Brownstone Homes, LTD
4712 Pershing Avenue
Downers Grove, IL 60515

OWNERS: Brownstone Homes, LTD
4712 Pershing Avenue
Downers Grove, IL 60515

1024 Division Commons LLC
100 South Hamlin Avenue
Park Ridge, IL 60068

PROPERTY INFORMATION

EXISTING ZONING: DT, Downtown Transition and DC, Downtown Core
EXISTING LAND USE: Multi-Family and Commercial
PROPERTY SIZE: 1.31 (56,873 square feet)
PINS: 09-08-301-008, -009, -014, -015 -030, and -031

SURROUNDING ZONING AND LAND USES

| | ZONING | FUTURE LAND USE |
|---------------|---|------------------------|
| NORTH: | DB, Downtown Business | Downtown |
| SOUTH: | DT/DC, Downtown Transition/ Downtown Core | Downtown |
| EAST: | DC/DB, Downtown Core/ Downtown Business | Downtown |
| WEST: | DT/PD #35, Downtown Transition/ Planned Unit Development #35 | Downtown |

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Project Narrative
3. Approval Criteria
4. Location Map
5. Plats of Survey
6. Engineering Plans
7. Architectural Drawings
8. Landscape Plans
9. Renderings
10. Building Material Samples
11. Neighborhood Meeting Summaries
12. Traffic Impact Study

PROJECT DESCRIPTION

The petitioner is requesting various entitlements to construct a mixed-use 6-unit apartment and commercial building at 5112-5120 Forest Avenue. The petition includes multiple properties: 5112-5120 Forest Avenue, zoned DC, Downtown Core and 1108-1118 Curtiss Street, zoned DT, Downtown Transition. The 5112-5120 Forest Avenue properties were previously occupied by commercial tenants. The 1108-1118 Curtiss Street property is an occupied multi-family building.

The applicant is seeking approval of the following requests:

- Lot Reconfiguration with a Variance for 1108-1118 Curtiss Street. If approved, the eastern portion of the lot reconfiguration will become part of the mixed-use development.
- Zoning Map Amendment from DT to DC for the eastern portion of the reconfigured 1108-1118 Curtiss Street property.
- Final Planned Unit Development for the mixed-use building development.
- Zoning Map Amendment from DC to DC/PUD for the mixed-use building development.
- Special Use for Apartments in the DC zoning district.

The petitioner is proposing to construct a three-story, mixed-use development consisting of six (6) residential units, retail and office units. The building's first floor will feature a residential lobby, one (1) restaurant space, two (2) retail spaces, garage parking accessed from Gilbert Avenue, and separate trash rooms for both the restaurant and building garbage. The second floor will be dedicated to ten (10) office tenant spaces. Finally, the third floor will house the six apartments, five (5) two-bedroom units and one (1) three-bedroom unit, the majority of which feature balconies.

The proposed building will have a strong masonry base, in addition to warm brick on all four sides of the building, with cast stone and metal panels used as accent material throughout the building and cornice lines. The lower levels of the building feature extensive use of storefront windows along Gilbert Avenue, Forest Avenue, and Curtiss Street to create an open and inviting pedestrian experience. Visual interest is emphasized with building recesses and balconies across the building facades. The primary building entry faces directly onto Forest Avenue and is emphasized through the use of cast stone from the first-floor entry up to the building cornice. This entry is capped by an awning that is framed within the broader massing articulation, creating a distinct and inviting entry to the building. Secondary entries are located

at the northeast and southern facades. The cast stone is partially used in a columnar manner with additional herringbone bond (decorative brick work) in between. The building top is designed to articulate the massing and complement the overall design of the building.

A total of seventeen (17) parking spaces are provided inside a two level partially underground parking garage accessed via Gilbert Avenue. The development will provide eight (8) residential parking spaces, in addition to nine (9) spaces for office employees. Parking is only required for the residential component of this development. The combined parking will include standard, handicap, and EV ready stalls. Garbage collection for the apartments and restaurant and retail uses will occur on Gilbert Avenue. The proposed development will include a permanently designated 40-foot-wide loading zone along Forest Avenue to be used for deliveries, moving, ride share, and loading. The proposed development will provide two (2) on-street parking spaces on Forest Avenue. Lastly, pedestrian access for the apartments is located along the eastern and northwestern façades of the building.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Downtown. Downtown Downers Grove is characterized by a mix of commercial service, commercial retail, office, entertainment, civic, multi-family residential, institutional and related public facilities in a pedestrian oriented atmosphere. The type and location of land uses within Downtown and in mixed-use areas maintain a pedestrian orientation. The goals associated with each chapter are:

Focus Area Plan – Continued Investment in Downtown

- Continue efforts to attract local businesses to Downtown to expand and diversify retail, entertainment, and dining options.
- Implement the Guiding DG Streetscapes Plan to further enhance the downtown experience, boost visitor engagement and drive spending at nearby restaurants, and businesses.
- Encourage the redevelopment of underutilized buildings and lots into mixed-use developments, which can expand the user base and foster a strong sense of place in Downtown.
- Future multi-family development should be located near significant activity centers and along major roadways as well as a component of mixed-use development within Downtown.
- Infill development and redevelopment should be pedestrian-oriented in order to complement the historic building pattern of the Downtown.
- The success of downtown can be attributed to the coordination and combination of these key features: architectural detailing, a mix of land uses, pedestrian-oriented design, appropriate building heights, streetwalls and storefronts, a compact street grid, and public spaces and gathering areas. Future development or redevelopment should take into consideration these elements.
- Continue to apply and implement the Downtown Design Guidelines.

Land Use and Development:

- Encourage multiple transportation options including walking, bicycling, vehicles, and public transit (trains, buses, on-demand, and similar).
- Facilitate redevelopment opportunities to meet housing and economic development needs.
- Facilitate the creation and enhancement of mixed-use areas that include housing, offices, commercial and retail space, and other community amenities.
- Encourage infill development to efficiently use vacant or underutilized land for both residential and commercial uses.
- Downtown should continue to contain a mix of land uses that reinforce its unique character.
- Office uses should be strategically located near transit and along commercial corridors to support economic growth, with opportunities for mixed-use integration, including multifamily housing and small-scale commercial services
- Mixed-use developments should be targeted in Downtown.

Housing and Neighborhoods:

- Promote residential development and redevelopment of a variety of housing and dwelling unit types and densities in accordance with the Future Land Use Plan.
- Encourage residential new construction, additions, and renovations complement the established character and scale of the Village’s established neighborhoods.
- Encourage projects that integrate residential, retail, and dining options.
- As infill occurs over time, residential development or redevelopment should align with the scale, setbacks, height, bulk, and orientation of surrounding homes to ensure compatibility.

Economic Development

- Continue to encourage high-density, transit-oriented development near the three Metra Stations.
- Continue to identify and work with property owners of underutilized properties to reinvest and revitalize their properties.
- Consider incorporating a mixture of shops, restaurants, entertainment and high-density residential uses. Mixed-use developments may also include a variety of residential housing types.

The proposed mixed-use development will provide a transition from the downtown to the nearby residential areas. The massing of the building in the street yard takes into account the adjacent developments. The materials and modern design of the development continues the Village’s commitment to quality architecture.

The proposed development is consistent with the intent of the Guiding DG Comprehensive Plan.

COMPLIANCE WITH THE ZONING ORDINANCE

The two properties include 5112-5120 Forest Avenue, zoned DC, Downtown Core and 1108-1118 Curtiss Street, zoned DT, Downtown Transition. The proposal includes a request for a Planned Unit Development, a Map Amendment from Downtown Core (DC) to Downtown Core/Planned Development (DC/PD) and a Special use to construct a mixed-use 6-unit apartment and commercial building. The request also involves the consideration of a Lot Reconfiguration with a Variance and a map amendment of the eastern portion of the lot from Downtown Transition (DT) to Downtown Core (DC). The petitioner is proposing to shift the Curtiss Street and Forest Avenue lots’ shared interior lot line to the west.

Currently, there is one non-conforming item associated with this petition:

- The existing development at 1108-1118 Curtiss Street does not meet the minimum lot area per dwelling unit requirement for the DT, Downtown Transition zoning district.

The proposed reconfiguration would result in:

- The existing non-conforming lot area per dwelling unit 1,566.6 square feet at 1108-1118 Curtiss Street will increase as the lot area per dwelling unit will now be 1,485.35 square feet. The variance request is summarized in the table below:

Table 1: Variance Request

| | Lot Area per Dwelling Unit Requirement | | |
|-------------------------|--|---------------|-----------------|
| | Required | Existing | Proposed |
| 1108-1118 Curtis Street | 1,800 SF/DU | 1,566.6 SF/DU | 1,485.35 SF/DU* |

*increased nonconformity

Per Section 20.601(b) of the Zoning Ordinance, the Community Development Director may only administratively approve petitions for lot reconfiguration that will not increase the degree of nonconformity or create any new nonconformity. Therefore, a variance is required to enable the lot owner

to reconfigure the lots and increase the existing nonconformity for the 1108-1118 Curtiss Street lot area per dwelling unit. Staff is supportive of the variation request noting that the existing lots are irregularly shaped with inconsistent lot depths, lot widths and an angled shared property line. The angled shared property line results in the southern Forest Avenue lot being triangular in nature, which is not consistent with lots throughout the community. If the variation is granted, a more meaningful redevelopment can be constructed in the downtown. With the lot reconfiguration and the related variance, the proposed project will offer a mixed-use project that can provide better architectural detailing, streetwalls, storefronts, and gathering areas, as recommended in the Comprehensive Plan.

Per Section 28.5.010 of the Zoning Ordinance, apartments are allowed as a Special Use in the DC zoning district. Compliance with the applicable bulk and parking requirements of the Zoning Ordinance are highlighted in the table below:

Table 2: Zoning Requirements Bulk Regulations (Downtown Core)

| 5112-5120 Forest Avenue | Downtown Core Bulk Requirements | Proposed |
|--|--|---|
| Lot Area per Dwelling Unit | 900 sq. ft. (min) | 2,712.67 sq. ft. |
| Street Setback – North property line Gilbert Avenue | 0 feet | 0.51 feet |
| Street Setback – South property line Curtiss Street | 0 feet | 17.85 feet |
| Street Setback – East property line Forest Avenue | 0 feet | 1.97 feet |
| Side Setback – West property line | 0 feet | 3.0 feet |
| Build-to Zone (BTZ) | | |
| Min/Max | 0/5 feet | 5 feet |
| Build-to Zone – East property line Forest Avenue | 80 percent | 89 percent |
| Build-to Zone – North property line Gilbert Avenue | 30 percent | 87 percent |
| Build-to Zone – South property line Curtiss Street | 30 percent | 0 percent * |
| Corner Built-To Zone – Gilbert Avenue/Forest Avenue | 100 percent | 60 percent * |
| Corner Built-To Zone – Curtiss Street/Forest Avenue | 100 percent | 15 percent * |
| Building Height | 24 feet (min) / 40 feet (max) | 40 feet |
| Parking Spaces | (1.4 per DU) 8 | 8 (residential parking) 9 (office parking) |

* Indicates a deviation from the Zoning Ordinance Requirements

Table 3: Zoning Requirements Bulk Regulations (Downtown Transition)

| 1108-1118Curtiss Street | Downtown Transition Bulk Requirements | Proposed |
|--------------------------------------|--|-----------------------|
| Lot Area per Dwelling Unit | 1,800 sq. ft. (min) | 1,485.35 sq. ft. * |
| Street Setback – South property line | 10 feet | 12.41 feet (existing) |
| Side Setback – East property line | 5 feet | 3.51 feet (existing) |
| Side Setback – West property line | 5 feet | 10.28 feet (existing) |
| Rear Setback – North property line | 20 feet | 19 feet (existing) |
| Maximum Floor Area Ratio | 2.5 | 0.83 |
| Building Height | 0 feet (min) / 36 feet (max) | 40 feet (existing) |

| | | |
|----------------|---------------|--------------------------|
| Parking Spaces | (2 per DU) 40 | (1 per DU) 20 (existing) |
| Lot Width | 50 feet | 188.87 feet |
| Lot Depth | 140 feet | 166.71 (existing) |

* Indicates a variance from the Zoning Ordinance Requirements

Table 4: Deviation Requests and Petitioner’s Rationale

| Improvement | Relief Request | Petitioner’s Rationale |
|---|---------------------------------------|--|
| Build-to-Zone – Curtiss Street | Minimum: 30% <i>Proposed: 0%</i> | The proposed patio allows for a focus on street dining. |
| Corner Build-To Zone – Curtiss Street/Forest Avenue | Minimum: 100% <i>Proposed: 15%</i> | The intent of the patio is to promote retail and restaurant activity in the area, along with promoting additional walking, shopping, eating and dining. |
| Corner Build-To Zone – Gilbert Avenue/Forest Avenue | Minimum: 100% <i>Proposed: 60%</i> | At the southeast corner of the intersection of Gilbert & Forest, the building placement and the elevation of the finished floor of the building was established based on the ADA compliant grading. |
| Transformer Location | Minimum: 5’ <i>Proposed: 1’</i> | Strict enforcement of the setback would conflict with the required utility clearances and access needs, leaving no feasible alternative location that avoids negative impacts to building function, circulation, or public frontage. |

Signage

Signage is not part of this petition, and any signage proposed for the development shall comply with the Zoning Ordinance requirements through a separate sign permit application.

COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES

The Downtown Design Guidelines provide guidance for building and site design, which will assist in creating a vibrant downtown. The guidelines are divided into seven separate sections: site design, building design, building base, building middle, building top, utility considerations, and parking facilities. Each section describes elements which support good design and provides visual references which identify both encouraged and discouraged elements. As recommended by the Downtown Design Guidelines, the proposed development incorporates the following features:

Table 5: Downtown Design Guidelines Review

| Downtown Design Guideline Elements | Summary of Compliance |
|------------------------------------|---|
| Site Design | <ul style="list-style-type: none"> The apparent mass and bulk of the building is reduced by structural articulation, windows or other architectural and functional elements, and by landscaping. Pedestrian walkways are provided at all building entrances and each walkway connects to a sidewalk on Forest Avenue and a shared-use path on Gilbert Avenue. |
| Building Design | <ul style="list-style-type: none"> The façade is visually appealing through articulation, detailing, openings and materials of each elevation. |

| Downtown Design Guideline Elements | Summary of Compliance |
|------------------------------------|---|
| | <ul style="list-style-type: none"> • Consistent building materials and detailing on all sides of the structure that are open to public view has been provided. • Windows line Gilbert Avenue, Forest Avenue, and Curtiss Street facades and the materials at this base level wrap around all four facades. • The Gilbert Avenue, Forest Avenue, and Curtiss Street facades each provide multiple planes which provide visually appealing façades. • The facade facing Forest Avenue stands out as a different expression with the incorporation of cast stone at both corners and along the center of the building. • The provision of balconies creates visual appeal and interest, and follow rhythmically up the vertical plane of the building. |
| Building Base | <ul style="list-style-type: none"> • The center and corner entries are designed as prominent features of the base through the use of cast stone in the center and herringbone bond (decorative brick work) at each corner entry. • The building's base provides storefront windows, decorative lighting, landscaping, and front entry canopies to create a friendly pedestrian space. • Front entrances are covered to provide human scale to the building and draw the eye. • A combination of cylindrical wall sconces, recessed downlights, and wall pack light fixtures are placed around the building to add visual interest while highlighting building entrances and architectural details. |
| Building Middle | <ul style="list-style-type: none"> • Horizontal expressions are established in the second floor and third floors through the use of balconies, metal awnings, and cornice features. • The middle of the building includes windows in rhythm with the base level, reflect proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines. • The use of brick allows the building to create a smooth transition to the single family and multi-family neighborhood directly south, west and north of the subject property. • The concrete bands above the windows help differentiate the buildings middle section while complimenting the concrete bands found at the top of the building. • The top floors are differentiated with balconies and metal awnings |
| Building Top | <ul style="list-style-type: none"> • The guidelines note the top of the building should be an expression of form as the building meets the sky and the roof should give distinction to the entire building. The proposed cornices give distinction to the entire building. |
| Utility Considerations | <ul style="list-style-type: none"> • The design of maintenance, utility and service areas were integrated into the overall design of the building. • The guidelines note that with redevelopment, care shall be taken with screening and the location of utilities. The proposed utility equipment will be screened with landscaping. |
| Parking Facilities | <ul style="list-style-type: none"> • All proposed parking is interior. Bicycle parking is proposed on the exterior of the building along Forest Avenue. |

COMPLIANCE WITH THE SUBDIVISION AND DEVELOPMENT ORDINANCE

The Subdivision Ordinance requires that developments requesting Special Use approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include six (6) apartments (one three-bedroom unit and five two-bedroom units). Based upon the number of units and the number of bedrooms, the total donation is \$52,261.42 (\$37,837.47 to the Park District, \$10,465.83 to Elementary School District 58, and \$3,958.12 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits.

ENGINEERING/PUBLIC IMPROVEMENTS

The petitioner is proposing to improve the Forest Avenue right-of-way by providing: a 40-foot-wide loading zone, new curb and gutter, two on-street parking spaces, a new sidewalk, seatwalls, a bike rack, and restoration of the remaining parkway area. The two parking spaces will have a 3-hour time limit, until 6:00PM and will help provide a buffer between the traffic and the pedestrians walking along Forest Avenue. The management company will coordinate resident move ins and outs to ensure the loading zone is available. Along Gilbert Avenue, the petitioner is proposing a 10-foot-wide shared-use path, in accordance with the Guiding DG Active Transportation Plan. Finally, along Curtiss Street the petitioner is proposing a seatwall, as recommended by the Guiding DG Streetscape Plan.

Based on the existing impervious area on the site and the proposed impervious area, the proposed development requires Post Construction Best Management Practices (PCBMPs). Detention will be provided via a stormwater vault located along the southern portion of the property. The stormwater vault includes a restrictor and storm sewer overflow pipe that will connect to the existing storm sewer on the west side of Forest Avenue. Both items will treat runoff onsite for regularly occurring events. A mechanical water quality unit will be provided between the detention vault and connection to the Village's storm sewer on Forest Avenue. The project area will be drained via roof drains into the system. The proposed development will comply with the Village's Stormwater and Flood Plain Ordinance.

A new water service and sanitary sewer service will be provided off of the main lines located within Gilbert Avenue and Forest Avenue respectively. The Downers Grove Sanitary District conceptually approved the request for sanitary sewer service to this development. Gilbert Avenue will require re-patching to Village standards. Along Forest Avenue the entire length and width of the road from the first pavement cut to the last pavement cut will be replaced.

TRAFFIC AND PARKING

A traffic impact study for the proposed development was completed by the applicant. The study examined the anticipated traffic increases along the street network; the relationship of the access drive in relationship to Gilbert Avenue and Forest Avenue; and two intersections: Forest Avenue with Gilbert Avenue and Forest Avenue with Curtiss Street. During the weekday morning and evening peak hour traffic these intersections were found to currently operate at a Level of Service (LOS) C or better. On Saturdays during midday peak hour the eastbound approach of Gilbert Avenue and Forest Avenue was found to currently operate at Level of Service (LOS) D.

The study examined future conditions in 2032 and took into account projected growth throughout the area. Based on the proposed improvements, the study found that the additional traffic generated from the development can be accommodated by the street network and at the nearby intersections. The overall intersections, and most approaches of the Forest Avenue intersection with Gilbert Avenue and Curtiss Street are projected to continue operating acceptably at Level of Service (LOS) C or better during each peak hour. The exception is the eastbound approach of Gilbert Avenue and Forest Avenue on Saturday midday peak hour, which would operate at Level of Service (LOS) E. No changes were recommended as Forest Avenue is the primary street and this situation only occurs for a brief time during the peak periods. Forest Avenue is recommended to remain free flow as the volumes are over four times higher than those on Gilbert Avenue. Creating an all way stop condition would degrade the overall operation of the intersection. The study also found that the exit from the garage onto Gilbert Avenue should be under stop sign control. With regard to traffic and roadway impacts, staff concurs with the findings of the petitioner's traffic study.

The Zoning Ordinance requires eight (8) parking stalls for the six (6) dwelling unit proposal, or 1.4 stalls per dwelling unit. The proposed development is providing eight (8) dedicated parking spaces for the residential units. The Zoning Ordinance only requires parking for the residential uses. Commercial uses

in the DC zoning district are not required to provide parking. However, the petitioner is providing an additional nine (9) parking spaces in excess of the Village's parking requirements. It should be noted, that there is also an additional 40-foot-wide loading zone proposed on Forest Avenue.

Lastly, it should be noted that the subject property is strategically located next to several public parking lots and on-street parking spaces that can temporarily accommodate guests. Moreover, the Village contains an established parking lot system where overnight guests can park their vehicles in designated spaces for a nominal fee. There is capacity to accommodate future guests generated by this proposed project.

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposal. A fire hydrant will be provided within 100 feet of the fire department connection. All floors will be equipped with fire alarms and will be sprinkled, as required by Village 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 and publishing a legal notice in the *Daily Herald*. Staff did receive one phone call from the public with questions that were general in nature

As required by the Zoning Ordinance, the petitioner held a neighborhood meeting on December 17th, 2025. A total of two residents attended with various comments and questions. A summary of the meeting and the petitioner's responses from that meeting are attached.

STANDARDS OF APPROVAL

The petitioner is requesting approval of a Special Use, two Zoning Map Amendments, a Planned Unit Development, and a Lot Reconfiguration with a Variance to construct a mixed-use 6-unit apartment building in the DC, Downtown Core zoning district. The review and approval criterion for each request is listed below.

The petitioner has submitted a narrative that attempts to address all the standards of approval. The Planning and Zoning Commission should consider the petitioner's documentation, the staff report and the discussion at the Planning and Zoning Commission meeting in determining whether the standards for approval have been met.

Variation

Section 28.12.090(h) Standards and Review Criteria

Zoning Variations require evaluation per Section 28.12.090(g) of the Zoning Ordinance, Standards and Review Criteria: "No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented:"

- 1. The subject property cannot yield a reasonable return if required to comply with the regulations that apply to it.*
- 2. The plight of the owner is due to unique circumstances.*
- 3. The variation, if granted, will not alter the essential character of the locality.*
- 4. That the particular physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.*
- 5. That the conditions leading to the need of the requested variation are not applicable, generally,*

- to other properties within the same zoning classification.*
6. *That the alleged difficulty or hardship was not created by the current property owner.*
 7. *That the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.*
 8. *That the proposed variation will not alter the essential character of the area.*
 9. *That the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.*

Zoning Map Amendment Request

Section 28.12.030(i) Review and Approval Criteria for Zoning Map Amendments

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:

1. *the existing use and zoning of nearby property;*
2. *the extent to which the particular zoning restrictions affect property values;*
3. *the extent to which any diminution in property value is offset by an increase in the public health, safety and welfare;*
4. *the suitability of the subject property for the zoned purposes;*
5. *the length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity;*
6. *the value to the community of the proposed use; and*
7. *the comprehensive plan.*

Planned Unit Development

Section 28.12.040(c)(5) 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. 28.12.030.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. 28.4.030.*
- 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.*

Special Use

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 constituent 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 petitioner 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 February 2, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Lot Reconfiguration, Special Use, Zoning Map Amendments, Planned Unit Development, and Variation staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 25-PZC-0022:

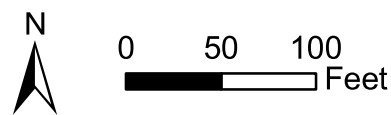
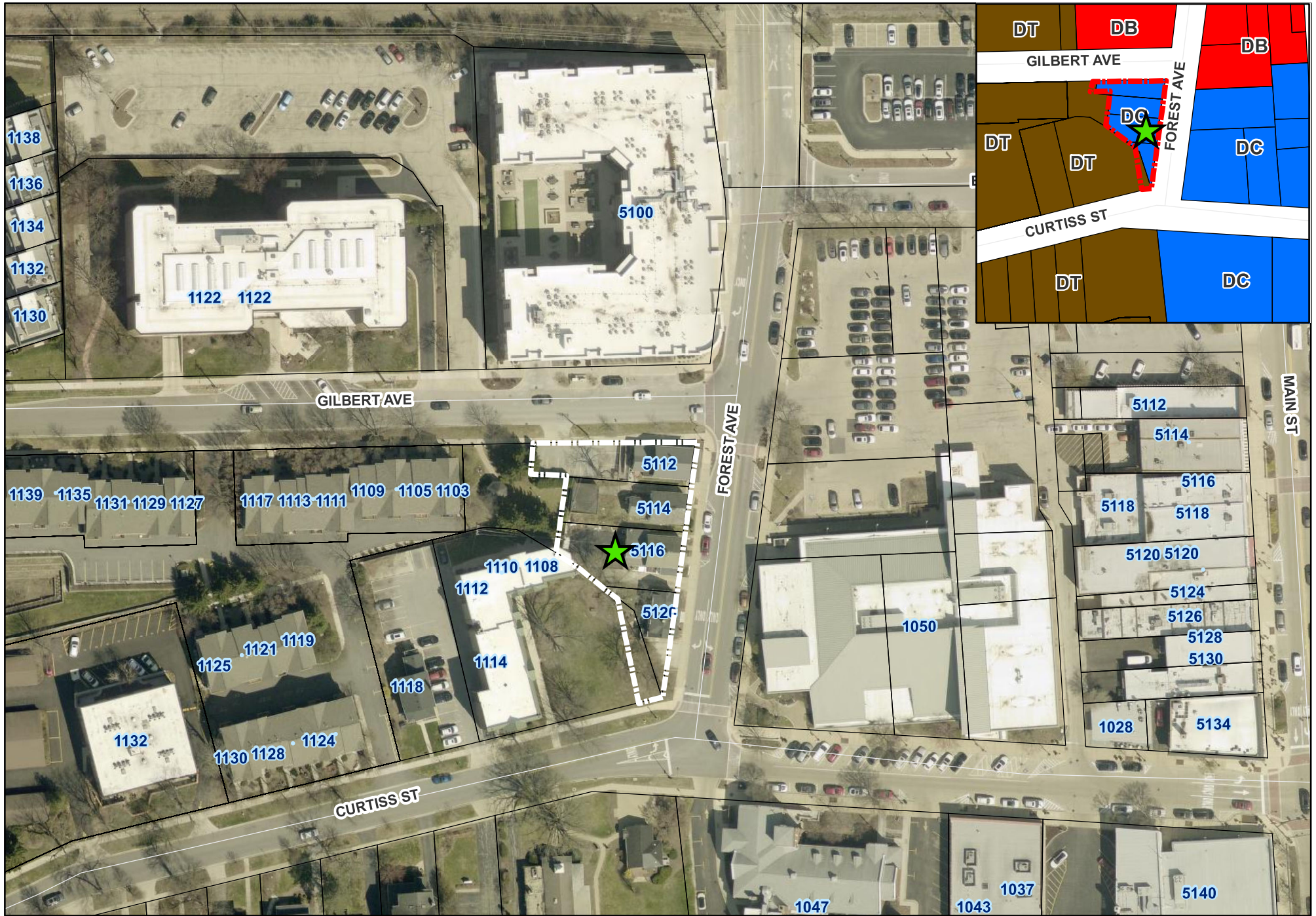
Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Lot Reconfiguration, Special Use, two Zoning Map Amendments, Planned Unit Development, and Variation as required by the Village of Downers Grove Zoning 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-0022, subject to the following conditions:

1. The Special Use, Zoning Map Amendments, Planned Unit Development, and Variation shall substantially conform to the staff report, renderings, architecture plans prepared by WJDi Studio date January 23, 2026, engineering plans prepared by Advantage Consulting Engineers dated January 18, 2026, landscape plans prepared by Gary R. Weber Associates, Inc. dated January 15, 2026 and traffic plans prepared by Fish Transportation Group dated January 22, 2026 except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of \$52,261.42 (\$37,837.47 to the Park District, \$10,465.83 to Elementary School District 58, and \$3,958.12 to High School District 99).
3. Prior to building permit issuance, the following items are required to be submitted to the Village:
 - a. A recorded lot reconfiguration
 - b. A recorded plat of lot consolidation
 - c. A recorded plat of easement
 - d. A recorded temporary construction easement
 - e. A recorded encroachment license
4. The proposed seatwall shall be updated during the building permit review to ensure it is in accordance with Guiding DG Streetscapes Plan.



Staff Report Approved By:



Stan Popovich, AICP
Director of Community Development



5112-5120 Forest Avenue Location Map

-  Subject Property
-  Project Location

January 20, 2026

5112, 5114, 5116, 5120 Forest Avenue

& Subdivided Portion of 1108-1114 Curtiss St

Downers Grove, IL 60515

Forest Pointe – Enhancing Downtown Downers Grove

NARRATIVE

Forest Pointe – Enhancing Downtown Downers Grove

Forest Pointe, located at 5112-5120 Forest Avenue in Downers Grove, is designed to contribute meaningfully to the vibrancy and cohesion of the downtown core. Our vision is to support a dynamic mix of shopping, dining, entertainment, and residential uses, while being mindful of minimizing noise and preserving the privacy of nearby residences.

We aspire for Forest Pointe to become an integral part of the social and civic fabric of the community—fostering a walkable, welcoming environment that encourages people to gather, connect, and enjoy the downtown experience. To ensure the safety of both customers and employees, the building will feature well-lit front and rear entryways.

The architectural presence of Forest Pointe is intended to enhance the visual appeal of the downtown area, benefiting the community, stimulating economic activity, and attracting foot traffic and window shoppers. Careful attention has been given to the placement, orientation, and scale of the building to create a strong sense of place, avoid mid-block driveways, and maintain harmony with adjacent structures.

To ensure the building integrates seamlessly into its surroundings, Forest Pointe's height will be proportionate to neighboring buildings, contributing to a sense of enclosure and continuity. The mass and scale of the structure will be softened through the use of windows, landscaping, architectural offsets and insets, and high-quality materials. Design elements such as large display windows, complementary awnings, low bulkheads, transoms, and horizontal detailing will help establish a welcoming and pedestrian-friendly ground level.

The exterior color palette will complement the existing downtown aesthetic, incorporating natural brick and stone hues in tones of red, buff, white, cream, and gray, ensuring visual harmony with nearby buildings.

PROJECT DESCRIPTION

The petitioner is seeking approval of a Planned Unit Development, a Map Amendment from Downtown Core (DC) to Downtown Core/Planned Development (DC/PD) and a Special use to construct a mixed-use 6-unit apartment building. The property is zoned Downtown Core (DC). The property is located on the on the west side of Forest Avenue between Gilbert Avenue and Curtiss Street, commonly known as 5112-5120 Forest Avenue (PINs: 09-08-301-008, -009, -030, and -031). The request also involves the consideration of a Lot Reconfiguration with a Variance and a map amendment of the eastern portion of the lot from Downtown Transition (DT) to Downtown Core/Planned Development (DC/PD). The property is zoned Downtown Transition (DT). The property is located on the north side of Curtiss Avenue, east of Forest Avenue, commonly known as 1108-1118 Curtiss Street (PIN: 09-08-301-014 and -015). The mixed-use development is appropriately based on the proposed development, providing additional housing variety on a catalyst site that promotes the goals and policies of the Comprehensive Plan. The petitioner is proposing to combine the four lots & subdivided lot in order to redevelop the property with a three-story mixed-use building containing the following:

1st Floor: 13,820 sq ft consisting of 3 restaurant/retail units
2nd Floor: 13,593 sq ft consisting of 10 office units
3rd Floor: 13,593 sq ft consisting of 6 residential units
Underground Garage: 9,745 sq feet consisting of 17 total parking stalls (1 handicapped stall, 8 dedicated dwelling unit EV-capable parking stalls, 8 additional stalls).

HOW THE PROJECT ADHERES TO THE DOWNTOWN DESIGN GUIDELINES

- Fosters a walkable environment that attracts and encourages people to gather, walk and mingle
- Establishes a comfortable, inviting and pedestrian atmosphere that will create a sense of place
- Promotes outdoor dining and a place to gather
- Structural articulation by adding design elements vertically and horizontally along with interrupting the elevation with outdoor balconies
- Building will be built with high quality material focusing on masonry with limestone accents

- The north and south corners will be articulated and detailed as entrances into the building
- Exterior colors will be selected to complement the hues of the existing buildings and neighborhood
- Compatible but distinct façade and storefront designs will be our focus
- Exterior illumination is being addressed by our lighting engineers and will focus on safety of the customers and pedestrians, along with accenting the architectural details of the building
- We have focused on an inordinate amount of fenestration to be compliment the building and neighborhood
- Horizontal cornices have been introduced
- Entrances are prominent and highly visible with ground floor display windows
- Awnings and canopies have been introduced to reduce the scale of the building and provide an urban and friendly feel
- Windows have been designed and placed to create a pleasing rhythm

Forest Pointe Neighborhood Meeting Summary 12/17/25

On December 5, 2025, letters¹ were mailed to all property owners within 250' of the subject properties (per the list² provided by Assessor's office) to invite them to take part in a neighborhood meeting to discuss the proposed Forest Pointe development. The meeting was held on Wednesday, December 17, 2025 at the Downers Grove Moose Lodge. Don Brown & Kelly Casson hosted the meeting. The meeting included large to-scale display boards with color renderings, site plan, and plat of survey. The neighbors appreciated being able to see these large format images and the displays allowed us to interact with them in a meaningful way.

The following neighbors attended the meeting. Their signatures, email addresses, and phone numbers are shown on the Sign-In sheet³. Note that several of these neighbors listed below took an extra info packet or two for their neighbors who could not make it to the meeting. A QR code was on display for neighbors who preferred a digital version of the information.

- Sherry Jessee
- Scott Jessee
- Janet Fekner
- Susan Brigham
- Jim Condon
- Rosemarie Condon– concerned about supporting integrity of the courtyard property at Georgian Courts, particularly the arborvitae
- Bob Damone
- Sean Bray
- Beth Rendak
- David Eblen
- Susan Eblen
- Chris West
- Laura Murray
- Erin Venezia

The following neighbors could not attend but emailed with a request for the digital version of the information that was being presented. A copy of the Information Packet⁴ was provided to the following:

- David & Diane Wilkens: david_wilkens2000@yahoo.com
- Drew Mitchell (partner at Holladay Properties c/o Burlington Station: DMitchell@holladayproperties.com)

The overall feedback and discussion were extremely positive. The neighbors were incredibly happy about the proposed improvement of the site. They all wanted to know about the project timeline, particularly when demo would be taking place. Many of the neighbors expressed eager anticipation for demolition of existing structures. The neighbors were very excited to see the proposed retail opportunities that the development would provide. The proposed underground parking was very well received. One of the neighbors asked to be "in line" for one of the residential units. Many of the attendees are residents of the Georgian Courts Association and as a group they expressed interest in selling a part of the courtyard that is adjacent to the NW corner of the Forest Pointe site. In consideration of timing that would be required for planning & zoning, we are not entertaining the acquisition of any additional parcels at this time.



¹ Exhibit AA: Neighborhood Meeting Invitation

² Exhibit BB: Assessor's List of Property Owners within 250'

³ Exhibit CC: Neighborhood Meeting Sign-In sheet

⁴ Exhibit DD: Neighborhood Meeting Info Packet



December 1, 2025

Neighborhood Meeting Invitation
Forest Pointe Development – Community Information Session

Dear Neighbor,

You are invited to a neighborhood meeting to learn more about the proposed Forest Pointe development planned for 5112-5120 Forest Avenue. The purpose of this meeting is to share updated information, answer community questions, and gather your feedback.

Date: Wednesday, December 17, 2025

Time: 4:30p – 6:30p

Location: Downers Grove Moose Lodge (lower level), 1030 Warren Avenue, Downers Grove

What We Will Cover:

- Overview of the Forest Pointe project
- Building design, materials, parking, traffic flow
- Construction timeline and anticipated milestones
- Neighborhood impacts and how they will be addressed
- Q&A and open discussion

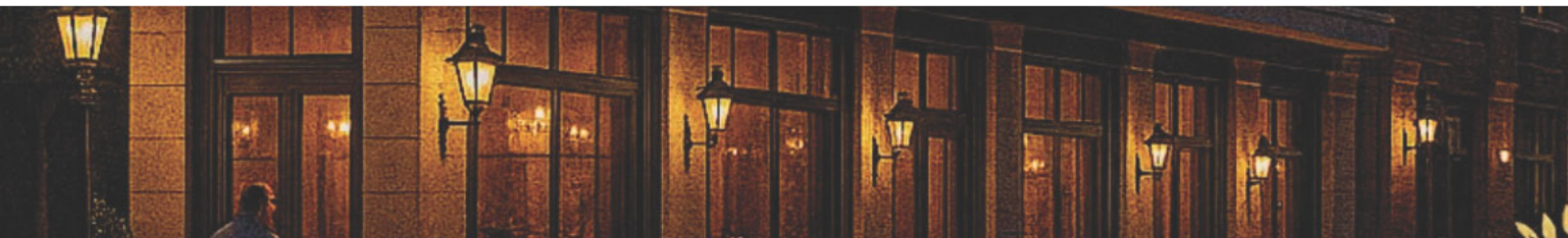
We value your input and want to ensure our plans reflect the character of the neighborhood. Your attendance and feedback are appreciated. If you are unable to attend the meeting and would prefer to receive an e-version of the materials that will be shared please email or call Kelly.

Sincerely,
Kelly Casson

Brownstone Homes Ltd.
1007 Curtiss St #5
Downers Grove, IL 60515
Email: kelly.brownstonehomes@gmail.com
Phone: 708-284-5428

| PIN | OWNER | PROPERTY STREET NAME | BILLADDRL1 | BILLADDRL2 |
|------------|---------------------------|-----------------------|---------------------------|-----------------------------|
| 0908305026 | REILLY III; JAMES & ANNE | 1123 CURTISS ST | 1123 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908301015 | 1024 DIVISION COMMONS LLC | 1108 CURTISS ST | 1000 S HAMLIN AVE | PARK RIDGE IL 60068 |
| 0908126015 | GROVE SENIOR LIVING 2021 | 1122 GILBERT AVE | 1900 SPRING RDUNIT 300 | OAK BROOK IL 60523-1480 |
| 0908302005 | DOWNERS GROVE PUBLIC | 1050 CURTISS ST | 1050 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908301031 | BROWNSTONE HOMES LTD | 5120 FOREST AVE | 4712 PERSHING AVE | DOWNERS GROVE IL 60515-3347 |
| 0908129001 | VILLAGE OF DOWNERS GROVE | 801 BURLINGTON AVE | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908305007 | 5112 FOREST AVE LLC | 1105 CURTISS ST | 1105 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908126006 | DG BURLINGTON PARTNERS LP | 5100 FOREST AVE | 3454 DOUGLAS RD NO 250 | SOUTH BEND IN 46635 |
| 0908302007 | DOWNERS GROVE PUBLIC | 1050 CURTISS ST | 1050 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908302006 | DOWNERS GROVE PUBLIC | 1050 CURTISS ST | 1050 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908301030 | BROWNSTONE HOMES LTD | 5116 FOREST AVE | 4712 PERSHING AVE | DOWNERS GROVE IL 60515-3347 |
| 0908302002 | VILLAGE OF DOWNERS GROVE | FOREST AVE | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908302001 | VILLAGE OF DOWNERS GROVE | FOREST AVE | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908305010 | K2 INVESTMENTS | 1043 CURTISS ST | 1357 N MILWAUKEE AVE | CHICAGO IL 60622-2151 |
| 0908502005 | | | | |
| 0908301014 | 1024 DIVISION COMMONS LLC | 1118 CURTISS ST | 1000 S HAMLIN AVE | PARK RIDGE IL 60068 |
| 0908129002 | VILLAGE OF DOWNERS GROVE | 801 BURLINGTON AVE | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908126014 | IMMANUEL RESIDENCES INC | 1122 GILBERT AVE | 1900 SPRING RDUNIT 300 | OAK BROOK IL 60523-1480 |
| 0908302003 | VILLAGE OF DOWNERS GROVE | FOREST AVE | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908301035 | GEORGIAN COURTS RESIDENTI | GILBERT AVE | 800 W 5TH AVE NO 110B | NAPERVILLE IL 60563 |
| 0908301008 | GUAR TR; ALOK | 5112 FOREST AVE | 4712 PERSHING AVE | DOWNERS GROVE IL 60515-4608 |
| 0908329018 | EBLEN; DAVID R & SUSAN P | 1117 GILBERT AVE 9 | 1117 GILBERT AVE UNIT 9 | DOWNERS GROVE IL 60515 |
| 0908329001 | GITS; MICHAEL G | 1125 GILBERT AVE | 1125 GILBERT AVE | DOWNERS GROVE IL 60515-4533 |
| 0908301009 | BROWNSTONE HOMES LTD | 5114 FOREST AVE | 5114 FOREST AVE | DOWNERS GROVE IL 60515-4608 |
| 0908305008 | 1ST CONGREGATIONAL UNITED | 1101 CURTISS ST | 1047 CURTISS | DOWNERS GROVE IL 60515 |
| 0908502001 | | | | |
| 0908302022 | VILLAGE OF DOWNERS GROVE | CURTISS ST | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908326001 | DI PAULI; CHRISTINA | 1110 GROVE ST # 2-A | 1110 GROVE STUNIT 2-A | DOWNERS GROVE IL 60515 |
| 0908129003 | VILLAGE OF DOWNERS GROVE | 801 BURLINGTON AVE | 801 BURLINGTON AVE | DOWNERS GROVE IL 60515 |
| 0908305009 | FIRST CONGREGATIONAL | 1047 CURTISS ST | 1047 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908329004 | HOUSTON; CHRISTINE | 1119 GILBERT AVE | 5955 PRIVATE RD UNIT 3 | TAMAROA IL 62888 |
| 0908329022 | DURA; C & G HERING | 1109 GILBERT AVE | 1109 GILBERT AVE | DOWNERS GROVE IL 60515-4627 |
| 0908329008 | WEST; CHRISTOPHER & THERE | 1124 CURTISS ST # 24 | 1124 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908329023 | RENDAK; ARTHUR & BETH | 1107 GILBERT AVE | 1107 GILBERT AVE | DOWNERS GROVE IL 60515 |
| 0908329019 | WILKINS; DAVID & DIANE | 1115 GILBERT AVE | 1115 GILBERT AVE | DOWNERS GROVE IL 60515 |
| 0908329002 | WILLIAMS; JAMIE | 1123 GILBERT AVE | 1123 GILBERT AVE | DOWNERS GROVE IL 60515-4533 |
| 0908329021 | CONDON JR; JAMES & R | 1111 GILBERT AVE | 1111 GILBERT AVE | DOWNERS GROVE IL 60515-4627 |
| 0908329005 | BRAY; S & D KRZCZKOWSKI | 1130 CURTISS ST | 1130 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908329025 | HODERMARSKY; EVA & ANTON | 1103 GILBERT AVE # 16 | 1103 GILBERT AVE UNIT 16 | DOWNERS GROVE IL 60515 |
| 0908329024 | SCHLEGEL; A & N STOPOULOS | 1105 GILBERT AVE | 1105 GILBERT AVE | DOWNERS GROVE IL 60515-4627 |
| 0908329020 | LESKO; GEORGE & LISA | 1113 GILBERT AVE # 11 | 1113 GILBERT AVEUNIT 11 | DOWNERS GROVE IL 60515-4627 |
| 0908329007 | MURRAY; LAURA | 1126 CURTISS ST | 1126 CURTISS ST | DOWNERS GROVE IL 60515 |
| 0908329006 | SCHULTZ; JOSEPH E | 1128 CURTISS ST | 1128 CURTISS ST | DOWNERS GROVE IL 60515-4632 |
| 0908329003 | BARRY; GIGI | 1121 GILBERT AVE | 926 MAPLE AVE #701 | DOWNERS GROVE IL 60515 |
| 0908329009 | DANMORE; ROBERT & DAWN | 1122 CURTISS ST | 1122 CURTISS ST | DOWNERS GROVE IL 60515-4632 |
| 0908326016 | CAMPBELL; DOROTHY M | 1110 GROVE ST # 3-F | 1110 GROVE STUNIT 3-F | DOWNERS GROVE IL 60515 |
| 0908326027 | LUTZ; ALEX & KAREN | 1110 GROVE ST # 4G | 1110 GROVE STUNIT 4G | DOWNERS GROVE IL 60515 |
| 0908326005 | LEE; HOLLY G | 1110 GROVE ST # 2E | 1110 GROVE ST NO 2-E | DOWNERS GROVE IL 60515 |
| 0908326033 | KELLY; CHRISTOPHER S | 1110 GROVE ST # 5-C | 1110 GROVE STUNIT 5-C | DOWNERS GROVE IL 60515 |
| 0908326002 | LUSTYK; NEIL | 1110 GROVE ST # 2-B | 1110 GROVE STUNIT 2B | DOWNERS GROVE IL 60515 |
| 0908326011 | HAGAN; CATHERINE FRANCES | 1110 GROVE ST # 3-A | 1110 GROVE ST NO 3-A | DOWNERS GROVE IL 60515 |
| 0908326032 | BASCO; OLGA | 1110 GROVE ST # 5B | 1110 GROVE STUNIT 5B | DOWNERS GROVE IL 60515-1888 |
| 0908326030 | MICHELETTI; STEVEN & KIMB | 1110 GROVE ST # 4-K | 230 SAPPHIRE LAKE DR #101 | BRADENTON FL 34209 |
| 0908326023 | SULLIVAN; PHILLIP & NANCY | 1110 GROVE ST # 4-C | 1110 GROVE STUNIT 4-C | DOWNERS GROVE IL 60515 |
| 0908326024 | CHRISTIE; JUDITH A | 1110 GROVE ST # 4D | 1110 GROVE ST NO 4D | DOWNERS GROVE IL 60515-1791 |
| 0908326041 | NIESTROM; DONALD & KATHRY | 1110 GROVE ST # 6-A | 1110 GROVE ST NO 6-A | DOWNERS GROVE IL 60515 |
| 0908326021 | WITT; ROBIN | 1110 GROVE ST # 4-A | 1110 GROVE ST UNIT 4A | DOWNERS GROVE IL 60515 |
| 0908326008 | TORCIVIA; JOSEPH A | 1110 GROVE ST # 2H | 1110 GROVE ST UNIT 2H | DOWNERS GROVE IL 60515 |
| 0908326020 | DILLON; MICHAEL & JOAN | 1110 GROVE ST # 3-K | 652 67TH ST | DOWNERS GROVE IL 60516 |
| 0908326039 | TIEGS; SONJA A | 1110 GROVE ST # 5-J | 930 N CLARK STUNIT L | CHICAGO IL 60610 |
| 0908326038 | JENNINGS; MARK & AMY | 1110 GROVE ST # 5H | 1110 GROVE STUNIT 5H | DOWNERS GROVE IL 60515-1894 |
| 0908326017 | SAND; ELLAN T | 1110 GROVE ST # 3G | 1110 GROVE STUNIT 3G | DOWNERS GROVE IL 60515-1795 |
| 0908326004 | HUETSON; LINDA | 1110 GROVE ST # 2-D | 1110 GROVE STUNIT 2-D | DOWNERS GROVE IL 60515 |
| 0908326019 | MCGIVERN; MEGAN E | 1110 GROVE ST # 3-J | 1110 GROVE STUNIT 3-J | DOWNERS GROVE IL 60515 |
| 0908326049 | WOZNIAK; CHARLENE A | 1110 GROVE ST # 6J | 1110 GROVE STUNIT 6J | DOWNERS GROVE IL 60515-1991 |
| 0908326025 | WEBBER; JAMES L | 1110 GROVE ST # 4-E | 1110 GROVE ST NO 4E | DOWNERS GROVE IL 60515 |
| 0908326003 | LALLES; GEORGE | 1110 GROVE ST # 2-C | 1110 GROVE STUNIT 2C | DOWNERS GROVE IL 60515 |
| 0908326036 | CIKOCH; KRISTIAN & ALEXAN | 1110 GROVE ST # 5F | 1110 GROVE ST UNIT 5F | DOWNERS GROVE IL 60515 |
| 0908326015 | CASTILLO; PAULA | 1110 GROVE ST # 3-E | 1110 GROVE STUNIT 3-E | DOWNERS GROVE IL 60515 |
| 0908326012 | WRIGHT; RICHARD & KAREN | 1110 GROVE ST # 3B | 1110 GROVE STUNIT 3B | DOWNERS GROVE IL 60515-1790 |
| 0908326028 | LICAUSI; CONCETTA | 1110 GROVE ST # 4H | 1110 GROVE STUNIT 4H | DOWNERS GROVE IL 60515 |
| 0908326050 | LICAUSI; CONCETTA M | 1110 GROVE ST # 6K | 1110 GROVE ST UNIT 6K | DOWNERS GROVE IL 60515 |
| 0908326045 | ROACH; MAUREEN M | 1110 GROVE ST # 6E | 1110 GROVE ST NO 6E | DOWNERS GROVE IL 60515-1987 |
| 0908326037 | KENNELLY; MARGARET | 1110 GROVE ST # 5-G | 1110 GROVE STUNIT 5-G | DOWNERS GROVE IL 60515 |
| 0908326042 | ORR; RUTH A | 1110 GROVE ST # 6-B | 1110 GROVE ST NO 6-B | DOWNERS GROVE IL 60515 |
| 0908326006 | THOMAS; KEITH | 1110 GROVE ST # 2-F | 1110 GROVE ST APT 2F | DOWNERS GROVE IL 60515-1794 |
| 0908326014 | BYRNES; DENNIS | 1110 GROVE ST # 3D | 1110 GROVE STUNIT 3D | DOWNERS GROVE IL 60515-1792 |

| | | | | |
|------------|---------------------------|----------------------|------------------------|-----------------------------|
| 0908326047 | FINLAYSON; MATTHEW | 1110 GROVE ST # 6G | 1110 GROVE STUNIT 6G | DOWNERS GROVE IL 60515-1988 |
| 0908326010 | NIEMAN; JEFFREY & CYNTHIA | 1110 GROVE ST # 2K | 1110 GROVE ST UNIT 2-K | DOWNERS GROVE IL 60515 |
| 0908326046 | TING; CHOOINIE | 1110 GROVE ST # 6-F | 1110 GROVE ST NO 6-F | DOWNERS GROVE IL 60515 |
| 0908326029 | BIZZOTTO; ANITA JEAN | 1110 GROVE ST # 4J | 1110 GROVE ST UNIT 4J | DOWNERS GROVE IL 60515 |
| 0908326043 | BOHAN; EDWARD J & FLORITA | 1110 GROVE ST # 6-C | 1110 GROVE ST NO 6C | DOWNERS GROVE IL 60515 |
| 0908326007 | COAN; ROSEMARY | 1110 GROVE ST # 2-G | 1110 GROVE ST NO 2G | DOWNERS GROVE IL 60515 |
| 0908326013 | BERANEK; PAULA ANN | 1110 GROVE ST # 3C | 1110 GROVE STUNIT 3C | DOWNERS GROVE IL 60515 |
| 0908326040 | KENNEY; MARY | 1110 GROVE ST # 5-K | 1110 GROVE STUNIT 5-K | DOWNERS GROVE IL 60515 |
| 0908326018 | SLADEK-DREISER; MARY L | 1110 GROVE ST # 3-H | 1110 GROVE ST # 3-H | DOWNERS GROVE IL 60515 |
| 0908326009 | FREDETTE; JOLIE & JUSTIN | 1110 W GROVE ST # 2J | 4911 STONEWALL AVE | DOWNERS GROVE IL 60515-3305 |
| 0908326048 | BAUR; ERNEST D | 1110 GROVE ST # 6-H | 1110 GROVE ST NO 6-H | DOWNERS GROVE IL 60515 |
| 0908326022 | SCHAB; MARGARET | 1110 GROVE ST # 4-B | 1110 GROVE STUNIT 4B | DOWNERS GROVE IL 60515 |
| 0908326044 | HOLM; MICHAEL | 1110 GROVE ST # 6-D | 1110 GROVE ST NO 6-D | DOWNERS GROVE IL 60515 |
| 0908326026 | PARMLEY; CHRISTINE | 1110 GROVE ST # 4-F | 1110 GROVE STUNIT 4-F | DOWNERS GROVE IL 60515 |
| 0908326035 | PIETTE; DIANE | 1110 GROVE ST # 5E | 1110 GROVE STUNIT 5E | DOWNERS GROVE IL 60515-1891 |
| 0908326031 | LARSEN; JAMES & MARY | 1110 GROVE ST # 5-A | 4521 HARVEY | WESTERN SPRINGS IL 60558 |
| 0908326034 | MC MENAMIN; MEGAN T | 1110 GROVE ST # 5D | 1110 GROVE STUNIT 5D | DOWNERS GROVE IL 60515-1890 |



NEIGHBORHOOD MEETING

FOREST POINTE

PRESENTED BY:

Brownstone Homes Ltd & Forest Pointe Properties LLC

DATE:

Dec 17, 2025



FOREST POINTE

5120 FOREST AVENUE
DOWNERS GROVE IL 60515



PROJECT INTRODUCTION

Forest Pointe, located at 5112-5120 Forest Avenue in Downers Grove, is designed to contribute meaningfully to the vibrancy and cohesion of the downtown core. Our vision is to support a dynamic mix of shopping, dining, entertainment, and residential uses, while being mindful of minimizing noise and preserving the privacy of nearby residences.

We aspire for Forest Pointe to become an integral part of the social and civic fabric of the community—fostering a walkable, welcoming environment that encourages people to gather, connect, and enjoy the downtown experience.

The architectural presence of Forest Pointe is intended to enhance the visual appeal of the downtown area, benefiting the community, stimulating economic activity, and attracting foot traffic and window shoppers. Careful attention has been given to the placement, orientation, and scale of the building to create a strong sense of place, avoid mid-block driveways, and maintain harmony with adjacent structures.

To ensure the building integrates seamlessly into its surroundings, Forest Pointe's height will be proportionate to neighboring buildings, contributing to a sense of enclosure and continuity. The mass and scale of the structure will be softened through the use of windows, landscaping, architectural offsets and insets, and high-quality materials. Design elements such as large display windows, complementary awnings, low bulkheads, transoms, and horizontal detailing will help establish a welcoming and pedestrian-friendly ground level. The exterior color palette will complement the existing downtown aesthetic, incorporating natural brick and stone hues in tones of red, buff, white, cream, and gray, ensuring visual harmony with nearby buildings.

Note: The project also includes a proposed subdivided portion of the parcel currently known as 1108 Curtiss. Please refer to concept site plan.



PROJECT TIMELINE

2025 – 2026

- Neighborhood outreach, information sharing, and feedback collection
- Ongoing coordination with Village staff and final design refinements based on resident input and Village guidance

*please refer to Planning & Zoning Commission Packet for process details

February - March 2026 (Estimated — Date TBD)

- Planning & Zoning Commission public hearing
- Commission recommendation forwarded to the Village Board

Spring 2026 (Estimated)

- Village Board review and consideration
- Final approvals and ordinance actions as applicable

Spring – Summer 2026 (Estimated)

- Final construction drawings and engineering
- Permit review and approvals

Summer 2026 (Estimated)

- Demolition Phase

Summer - Fall 2026 (Estimated)

- Site preparation and foundational work
- Utility coordination and early construction activities

2026 – 2027 (Estimated)

- Vertical construction of the Forest Pointe building
- Interior build-out of tenant spaces as leases are finalized

2027 (Phased, Estimated)

- Retail and restaurant spaces opening as completed
- Office and residential components following final inspections

Ongoing (Throughout the Process)

- Regular coordination with Village departments and continued communication with neighbors



QUESTIONS YOU MAY HAVE...

“WHO IS THE INVESTOR/DEVELOPER BEHIND FOREST POINTE?”

Forest Pointe Properties LLC is made up of lifelong Downers Grove residents with deep roots in this community. This is the town where they were raised, where they've raised their families, and where they continue to live and invest their time and energy.

They've watched downtown Downers Grove grow into the vibrant destination it is today — a place known for great dining, walkability, and locally loved small businesses — and they're incredibly proud of that evolution. This project comes from a genuine love of the downtown and a desire to contribute thoughtfully to its continued success.

This is not a 'here today, gone tomorrow' development group, and this is not just another project on a long list. This is their home, and this project reflects that. They care deeply about how it fits into the neighborhood, how it's experienced by residents, and how it serves the community for years to come.

That's what makes Forest Pointe special — it's being created by people who don't just build here, but truly belong here, and it's why I am so excited to be part of bringing it to life.

IS THIS PROJECT ALREADY APPROVED? HOW DOES THE VILLAGE REVIEW PROCESS WORK?

This project isn't approved yet. What we're doing right now is working through a multi-step public review process with the Village to determine if this site is appropriate for this type of development and under what conditions. That process includes public meetings, detailed staff review, and multiple opportunities for feedback and changes. The property is currently zoned DC, Downtown Core. Downers Grove's downtown core zoning focuses on creating a vibrant, walkable hub for shopping, dining, and living. Zoning guidelines encourage mixed-use, pedestrian-friendly development with appropriate building heights, setbacks, and density to foster community gathering and support local businesses. The DC Zoning District makes up the heart of the downtown, promoting compact development for shopping, dining, entertainment, with residences above, aiming for a central social and civic space.

3 approvals applied for:

1. Zoning Map Amendment

We're asking the Village to consider whether the current zoning still makes sense for this property, given how the surrounding area has evolved. When the Village reviews a zoning map amendment, they look at things like:

- What uses already exist nearby
- Whether the site has been under-used or vacant
- How the proposal fits with the Comprehensive Plan
- Whether the change benefits the community as a whole

This is a legislative decision, meaning it's not automatic and not guaranteed.

2. Special Use - To Allow Residential Use

Some uses aren't allowed by right, even if the zoning changes. A Special Use requires the Village to decide whether a particular use is appropriate at this location, with this design, and under real-world conditions. To approve a Special Use, the Village must find that:

- The use won't harm health or safety
- It won't negatively affect nearby properties
- It won't disrupt normal neighborhood development

3. Planned Unit Development (PUD)

A Planned Unit Development allows the Village to look at the project as a whole, rather than applying rigid rules piece-by-piece. A PUD creates an overlay district. Examples of PUDs include: 844 Warren & 5100 Forest Ave.

Why PUDs are Used in Downtown:

- Flexibility: They allow for creative designs and mixed uses (apartments, restaurants, retail) that might not fit standard zoning.
- Public Benefits: Developers provide amenities like plazas, improved sidewalks, and increased housing, supporting the downtown's walkable, energetic atmosphere.

In exchange for flexibility, the Village must determine that:

- The project provides equal or greater public benefits than conventional zoning
- The design is consistent with the Comprehensive Plan
- Conditions can be imposed to protect surrounding neighbors
- A PUD gives the Village more control, not less.

WHY CAN'T THE EXISTING BUILDINGS JUST BE RENOVATED?

We carefully evaluated whether the existing buildings could be reused. Unfortunately, they are not good candidates for renovation due to structural limitations, outdated systems, and modern safety requirements. To renovate them properly would require removing most of what exists today and rebuilding nearly everything inside — which ends up being more disruptive, more costly, and less safe than starting fresh.

ARE THE BUILDINGS STRUCTURALLY SOUND?

The buildings are functionally obsolete, meaning:

- Foundations and structural systems are outdated
- Load-bearing walls limit safe modification
- They cannot support modern layouts, accessibility features, or upper-floor uses without major reconstruction

Bringing them up to today's standards would involve partial demolition anyway.

CAN'T THE BUILDINGS BE “GRANDFATHERED” UNDER OLD CODES?

No. Once a project reaches a certain level of renovation, current building codes are mandatory, including:

- Fire safety and sprinkler systems
- Modern stair and exit requirements
- ADA accessibility
- Structural and wind-load standards

There is no practical way to meet these requirements within the existing buildings without rebuilding most of them.

WHAT ABOUT UTILITIES LIKE PLUMBING, ELECTRICAL, AND HVAC?

The existing systems are at or near the end of their useful life:

- Electrical service is undersized
- Plumbing is outdated
- HVAC systems are inefficient or obsolete
- Insulation and energy performance are well below modern standards

Replacing these systems requires opening walls, floors, and foundations — again leading to near total reconstruction.

WHY NOT RENOVATE IN PHASES INSTEAD OF TEARING EVERYTHING DOWN?

A phased renovation would:

- Take longer overall
- Create repeated construction disruptions
- Lead to inconsistent building quality

A new build allows one coordinated construction period and a more predictable timeline.

REBUILDING ALLOWS US TO:

- Design a safer, code-compliant building
- Improve accessibility for everyone
- Create better transitions to neighboring properties
- Improve energy efficiency and sustainability
- Deliver a cohesive, long-lasting building rather than a patched-together solution

WHY SHOULD NEIGHBORS TRUST THIS DECISION?

I live within eyeshot of this project, and I will see it every day — just like many of you. I would not participate in a project unless I genuinely believed it was the right long-term choice for the neighborhood.

This isn't an abstract development to me; it's part of the place I call home. I would never support something that I believed would significantly harm the livability of nearby homes.



WHAT EFFECT WILL THIS DEVELOPMENT HAVE ON TRAFFIC AND PARKING?

The Village-reviewed traffic study shows Forest Pointe fits within the existing downtown street and parking system without overwhelming nearby neighborhoods. Full traffic study is available for reference upon request.

TRAFFIC – WHAT TO EXPECT

- Traffic added by the project is modest and spread throughout the day.
- Even during the busiest hour, traffic equals roughly 1–2 cars per minute across multiple streets.
- Most traffic uses Forest Avenue and Curtiss Street—streets designed to handle downtown activity.
- Intersections continue to operate acceptably now and in the future.

SATURDAY DOWNTOWN ACTIVITY

- A short backup already occurs on Gilbert Avenue during busy Saturday midday periods.
- With Forest Pointe, this remains brief (about 4–5 cars) and clears quickly.
- Engineers determined that adding stop signs or signals would worsen overall traffic flow.

10-FOOT-WIDE MULTI-USE PATH

- As part of the project, a new 10-foot-wide multi-use path is proposed along the Gilbert Avenue frontage.
- This wider path improves safety and comfort for pedestrians and cyclists, separating them from vehicle traffic.
- By encouraging walking and biking for short trips—such as visits to the Library, Metra station, or nearby shops—the path helps reduce local vehicle trips, which in turn helps manage traffic.
- The multi-use path is consistent with the Village’s Active Transportation Plan and enhances an area that already sees strong pedestrian activity.

Forest Pointe is designed to work with the downtown street network—supporting walking, biking, and transit—rather than overwhelming it with car traffic.

PARKING – HOW IT’S HANDLED

- 20-22 proposed on-site parking spaces are provided in a below-grade garage.
- 1 to 2 (proposed) dedicated loading zone only and/or 15-minute parking spaces will be designated on Forest Ave for deliveries.
- Each residential unit has a dedicated parking space.
- Office employees are directed to existing public parking garages and permitted municipal lots.
- Restaurant and retail customers are directed to nearby public parking and on-street commercial spaces.

PUBLIC PARKING THAT ALREADY SERVES DOWNTOWN

- **Public Lot D:** A nearby municipal lot that transitions to free public parking after 11:00 AM, which aligns with lunch, evening, and weekend activity.
- **Library Parking Lot:** An existing public parking facility across Forest Avenue that already supports downtown foot traffic. The project does not rely on Library parking for required spaces.
- Together, these lots help absorb demand without pushing parking onto neighborhood residential streets.



VISITOR/SHOPPER PARKING

FREE parking for Downtown visitors and shoppers is available in the following locations:

- On-street parking is allowed in front of most stores and on many streets Downtown in one, two, three, and four-hour increments, designated by posted signs.
- Three-hour parking is available in Lot A and the Forest Avenue lots.
- Four-hour parking is available on Level 1 of the Parking Deck, 943 Curtiss Street.
- Free parking is allowed in commuter permit lots (A, B, C, D and F) after 11:00 a.m. on weekdays and all day Saturdays, Sundays, and Village holidays.
- Free parking is available on all levels of the Parking Deck after 3:00 p.m. weekdays and all day Saturdays, Sundays, and Village holidays.

STORMWATER MANAGEMENT: WILL THIS PROJECT MAKE FLOODING WORSE FOR NEARBY PROPERTIES?

No. The project is designed so stormwater is managed more carefully than it is today, and it complies fully with DuPage County stormwater standards. Full Stormwater Management Report is available for reference by request.

- The site is not located in a floodplain or floodway .
- There are no wetlands on or near the site .
- Stormwater from roofs and paved areas will be collected and treated through a controlled system, rather than running uncontrolled across the site as it does today.
- The design was reviewed under DuPage County Countywide Stormwater Ordinance requirements and meets those standards .

THE BUILDING ADDS MORE PAVEMENT — WON'T THAT INCREASE RUNOFF?

Even though the site becomes more impervious, the runoff is captured, treated, and released in a controlled way that meets county requirements.

Key Facts:

- Existing impervious area: ~10,200 sq ft
- Proposed impervious area: ~15,000 sq ft
- Net increase: ~4,800 sq ft
- Because the impervious area exceeds +2,500 sq ft, Post-Construction Best Management Practices (PCBMPs) are required and provided.

WHERE DOES THE STORMWATER ACTUALLY GO?

Stormwater is collected from the roof and site, treated underground, and then released into the existing storm sewer system in a controlled manner.

- Roof drains and site drainage feed into a mechanical stormwater treatment system
- The system captures debris, sediment, and pollutants before water leaves the site
- Water then discharges into the municipal storm sewer, not neighboring yards .

WHAT KIND OF STORMWATER SYSTEM ARE YOU USING?

We're using a modern underground stormwater treatment system designed specifically for urban sites.

WHAT HAPPENS DURING VERY HEAVY STORMS?

The system is designed to safely pass large storm events while still treating normal rainfall.

- Everyday storms are treated for water quality
- Large storms bypass treatment volume safely through the storm sewer
- This is standard, code-compliant stormwater design .

IS THIS BETTER OR WORSE THAN WHAT'S THERE NOW?

It's significantly better, and here's why:

- Today: runoff drains informally across the site
- After development: runoff is captured, treated, and managed
- Pollution is reduced
- Drainage is predictable and controlled

WHAT TYPE OF TENANTS ARE YOU TARGETING?

GROUND FLOOR – RESTAURANT & NEIGHBORHOOD-SERVING RETAIL Our tenant strategy is focused on everyday, walkable uses that serve downtown residents, while keeping traffic, noise, and parking impacts predictable. We're targeting neighborhood-serving tenants that meet real downtown needs, such as a dedicated bakery or a high-quality grab-and-go market — places people can walk to for everyday use.

Imagine a neighborhood bakery similar in style to our beloved Busy Bee, or a small fresh market concept similar to Blackberry Market with expanded options for fresh produce and other staples, or small specialty retail similar in style to Kilwin's, Savannah Bee, or how about a men's shop like long gone Herbert's; these are examples of the type of tenant that fits our vision.

SECOND FLOOR – PROFESSIONAL OFFICE USES

For the second floor, we're targeting professional office tenants — things like attorney offices, engineering firms, or similar professional services. These uses are primarily weekday and daytime, with steady staffing rather than high visitor turnover, which helps keep traffic and parking manageable.

WHY THIS TENANT MIX WORKS

By pairing neighborhood-serving retail on the ground floor with professional offices above, the building stays active and welcoming without creating late-night noise, congestion, or parking strain.

ARE THERE ANY TENANTS CONFIRMED?

No — it's too early to confirm specific tenants. These are just recognizable examples of the types of uses we're targeting based on downtown needs.

COULD A HIGH-TRAFFIC USE MOVE IN LATER?

Uses are governed by zoning, approvals, and lease decisions. Our intent and the way the building is designed support low-impact, neighborhood-serving tenants.





PROJECT CONTACTS

OWNER / DEVELOPER / GENERAL CONTRACTOR

FOREST POINTE PROPERTIES LLC & BROWNSTONE HOMES LTD

PRIMARY CONTACT: DON BROWN

PHONE: 630-234-6474

EMAIL: BROWNJR73@YAHOO.COM



FOREST POINTE

5120 FOREST AVENUE
DOWNERS GROVE IL 60515



Variations

Review and Approval Criteria

Form #PZC6

Page 1 of 2

1108-1114 Curtiss St - 25-PZC-0022 - Lot Area Per Dwelling Deviation

Address of Project Site: _____

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

Section 28.12.090.G. Approval Criteria (Variations)

Variations require evaluation per Section 28.12.090 of the Municipal Code, *Standards and Review Criteria*: “No variation may be approved unless the variation to be approved is consistent with the spirit and intent of this zoning ordinance and that strict compliance with the subject provisions would result in practical difficulties or particular hardships for the subject property owner. The consideration of whether a variation request has met the standards of practical difficulties or particular hardships must include all of the following findings from the evidence presented:”

1. The subject property cannot yield a reasonable return if required to comply with the regulations that apply to it.

The existing multi-family building is a long-established, lawful development (approximately 100 years old) with a fixed number of dwelling units and an existing lot configuration. Requiring strict compliance with the lot area per dwelling standard as a condition of the proposed conveyance would effectively prevent the property owner from selling a small portion of land that is not necessary to the continued residential use or safe operation of the building, and would impose a hardship disproportionate to the limited scope of the request. Because no redevelopment or expansion is proposed, there is no practical means to “cure” the existing nonconformity through building changes; therefore, denial would unreasonably restrict the owner’s ability to realize a reasonable return from the property and its lawfully established land area.

2. The plight of the owner is due to unique circumstances.

The property’s lot area per dwelling nonconformity is a result of historic development patterns and the building’s age and pre-existing configuration, established long before current zoning standards. The site includes a courtyard/common open space area typical of older multi-family buildings, and the lot lines and original development conditions are unique to this property and not a circumstance created by the current action. The request is driven by this pre-existing, lawful, historic condition and a limited conveyance from the courtyard area.

3. The variation, if granted, will not alter the essential character of the locality.

Granting the variation will not change the building, its use, its scale, or its density. No new dwelling units are being created; no expansion is proposed; and the established residential character of the property and neighborhood remains unchanged. The request is limited to the lot-area-per-dwelling calculation resulting from a small land conveyance, and it does not introduce a new use or intensify activity on the site.

Variations - Review and Approval Criteria**Page 2 of 2**

“In addition, the hearing body must also take into consideration the extent to which the following facts, favorable to the property owner, have been established by the evidence:”

1. That the particular physical surroundings, shape, or topographical conditions of the subject property would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

This is an existing, long-established building with a fixed unit count and an existing site layout. Because there is no redevelopment proposed, strict compliance with modern lot-area-per-dwelling standards cannot be reasonably achieved through reconfiguration of the building. The hardship is tied to the property's historic development pattern and lot configuration, and the request is limited to accommodating a minor land conveyance.

2. That the conditions leading to the need of the requested variation are not applicable, generally, to other properties within the same zoning classification.

Many newer or differently configured properties can meet current lot area per dwelling standards. This request is specific to an older multi-family building with a historic lot configuration and an existing nonconformity, and it involves a limited conveyance from a courtyard/common area. As such, it is not a generally applicable condition across the district.

3. That the alleged difficulty or hardship was not created by the current property owner.

The nonconformity arises from the property's age, original construction, and historic platting/lot configuration, not from actions by the current owner or petitioner. The proposed land conveyance is not creating a new development condition; it is a limited adjustment affecting an existing metric on a lawful, long-established property.

4. That the proposed variation will not impair an adequate supply of air to adjacent property, or substantially increase the danger of fire, or otherwise endanger the public safety, or substantially diminish or impair property values within the neighborhood.

No physical changes to the existing building are proposed. The land conveyance does not affect building height, setbacks (as applicable), access, fire safety features, or the residential use of the site. The established building and neighborhood conditions remain the same, and the limited scope of the request is not expected to negatively affect public safety or surrounding property values.

5. That the proposed variation will not alter the essential character of the area.

The existing residential building remains unchanged in appearance and function. Because the use, density (unit count), and built form are unchanged, the essential character of the area is preserved. The request is narrowly limited to a zoning metric impacted by a small transfer of courtyard land.

6. That the granting of the variation will not confer on the subject property owner any special privilege that is not available to other properties or structures in the same district.

The request does not provide a special privilege; it is a reasonable, narrowly tailored accommodation for a property with a lawful, historic, pre-existing nonconformity. Any similarly situated property owner could seek comparable relief through the same public process and standards where a minor lot adjustment affects an existing nonconforming condition.



Planned Unit Development

Form #PZC1

Review and Approval Criteria

Address of Project Site: 5112-5120 Forest Ave. & Portion of 1108-1114 Curtiss St., 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.

The proposed PUD is consistent with the goals of the comprehensive plan and the intent of the zoning ordinance. It provides for a coordinated development that supports community growth while maintaining compatibility with the surrounding neighborhood.

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 layout and design of the PUD promote safe and efficient traffic circulation, protect natural features where possible, and include measures to manage stormwater and other environmental impacts. The development will be constructed in a manner that ensures the health, safety, and welfare of residents and the community.

3. Whether PUD plan complies with the PUD overlay district provisions of Sec. 4.030.

The proposed development is consistent with the intent and objectives of the zoning code and promotes an efficient use of land and resources. The PUD plan complies with PUD overlay district provisions.

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 development is designed to provide high-quality site planning, architecture, and amenities that will enhance the community. The proposed development will result in public benefits that are greater than or at least equal to those otherwise required by existing regulations.

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 proposed development has been planned to ensure compatibility with surrounding land uses, minimizing potential adverse impacts. It will protect the interests of the surrounding property owners and residents, existing and future residents, and the general public.



Zoning Map Amendments

Form #PZC3

Review and Approval Criteria

Address of Project Site: 5112-5120 Forest Ave. & Portion of 1108-1114 Curtiss St., Downers Grove, IL

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

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)

The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:

1. The existing uses and zoning of nearby property.

The proposed zoning map amendment is consistent with the objectives of the comprehensive plan and promotes orderly growth and development. It aligns the zoning classification of the subject property with current and anticipated land uses. Portion of 1108-1114 Curtiss is vacant open space. 5112-5120 Forest are vacant commercial spaces.

2. The extent to which the particular zoning restrictions affect property values.

The requested change is appropriate given the surrounding development patterns and will not negatively impact adjacent uses. While zoning restrictions can affect property values, the amendment ensures that property values are maintained or enhanced in a manner that benefits the community as a whole.

3. The extent to which any diminution in property value is offset by an increase in the public health, safety and welfare.

The proposed zoning map amendment will not cause an undue adverse impact on neighboring properties. Any potential diminution in property value is offset by an increase in public health, safety, and welfare resulting from better land use planning and compatibility.

4. The suitability of the subject property for the zoned purposes.

The proposed amendment takes into account the physical characteristics and suitability of the subject property. The property can be used more efficiently and appropriately under the requested zoning designation.

5. The length of time that the subject property has been vacant as zoned, considering the context of land development in the vicinity.

The requested zoning change is consistent with the long-term development patterns of the area and is appropriate considering the context of land development in the vicinity. It supports compatible growth while protecting the integrity of adjacent neighborhoods.

6. The value to the community of the proposed use.

The proposed zoning map amendment provides a broader value to the community by promoting balanced growth, encouraging reinvestment, and enhancing the overall quality of life. The amendment advances the public interest while supporting sustainable economic development.

7. The Comprehensive Plan.

The petitioner is proposing to construct a 41,000 square foot, three-story mixed-use development at the southwest corner of Forest Avenue and Gilbert Avenue containing:

Street Level: 13,000 sq.ft.; (1) Restaurant Unit; (2) Retail Units; (1) Garage

Level Two: 13,000 sq.ft.; (9) Office Units; (2) Restrooms

Level Three: 13,000 sq.ft.; (4) Residential Units

Basement Level: 5,454 sq.ft.; (13) Parking Stalls; (2) Handicapped Parking Stalls



Special Uses

Review and Approval Criteria

Form #PZC2

Address of Project Site: 5112-5120 Forest Ave. & Portion of 1108-1114 Curtiss St., 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 consistent with the intent of the zoning district and complies with applicable regulations. In addition, the use is expressly authorized as a Special Use in the district.

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

The design and operation of the proposed use will meet all applicable standards and will function in a safe and efficient manner. The proposed use will not 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.

The proposed use will be compatible with the character of the surrounding neighborhood and will operate in harmony with adjacent land uses. The proposed use will not be injurious to the use and enjoyment of other property in the immediate area 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.

The proposed use will be integrated into the surrounding area in a way that supports long-term growth and investment. It will not impede the normal and orderly development and improvement of adjacent property.



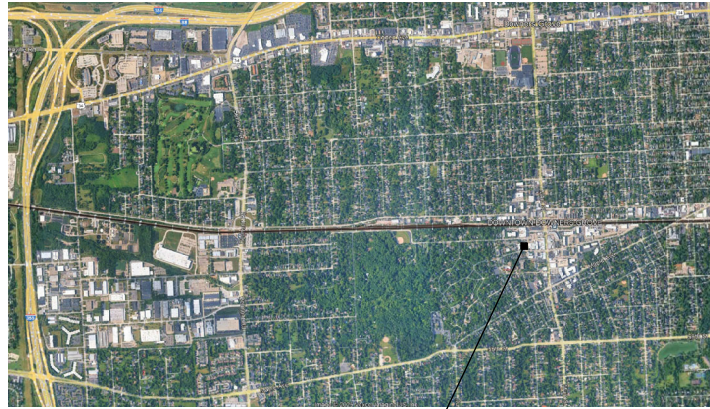
SOUTHWEST CORNER
LOOKING EAST



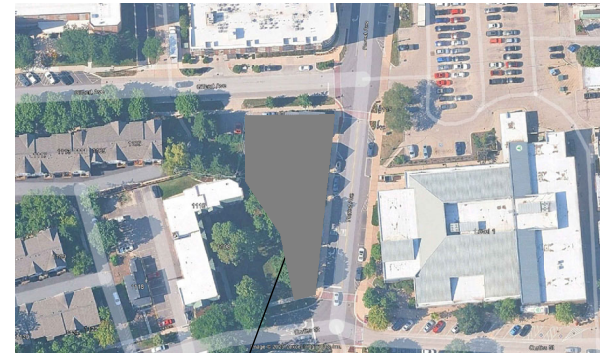
NORTHEAST CORNER
LOOKING SOUTH



SOUTHEAST CORNER
LOOKING NORTH



VICINITY MAP PROJECT LOCATION



KEY PLAN PROJECT LOCATION

| INDEX OF DRAWINGS | |
|--|--|
| REVISED PLANNING/ZONING REVIEW 1-19-2026 | RELEASED PLANNING/ZONING REVIEW 1-5-2026 |
| SHEET NUMBER | ADMINISTRATIVE |
| ●● A-0 | TITLE SHEET/PROJECT DATA/ SITE PLAN |
| ●● A-0.1 | EGRESS FLOOR PLANS |
| ARCHITECTURAL | |
| ●● A-1.0 | EAST & NORTH SIDE ELEVATIONS |
| ●● A-1.1 | WEST & SOUTH SIDE ELEVATIONS |
| ●● A-2.0 | FIRST FLOOR PLAN |
| ●● A-2.1 | SECOND FLOOR PLAN |
| ●● A-2.2 | THIRD FLOOR PLAN |
| ●● A-2.3 | BASEMENT PLAN |
| ●● A-2.4 | ROOF PLAN |
| ●● A-3.0 | MAIN STAIR, WEST STAIR SECTION |
| ●● A-4.0 | LONGITUDINAL BUILDING SECTION |
| ●● A-4.1 | BUILDING EAST/WEST SECTION |
| ●● SL-1.0 | ROOF TOP SCREENING/SITE LINES |
| ●● PM-1.0 | KSA BUILDINGSITE PHOTOMETRIC |

APPLICABLE CODES

- 2021 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
- 2021 INTERNATIONAL RESIDENTIAL CODE WITH D.G. AMENDMENTS
- 2020 NATIONAL ELECTRIC CODE WITH D.G. AMENDMENTS
- 2021 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS
- 2021 INTERNATIONAL FUEL GAS CODE WITH D.G. AMENDMENTS
- 2021 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. AMENDMENTS & STAT
- 2021 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH D.G. AMENDMENTS
- 2021 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS
- 2021 INTERNATIONAL SWIMMING POOL AND SPA CODE WITH D.G. AMENDMENTS
- 2015 LIFE SAFETY CODE - NFPA 101
- STATE OF ILLINOIS ACCESSIBILITY CODE
- STATE OF ILLINOIS PLUMBING CODE WITH D.G. AMENDMENTS
- DOWNS GROVE ZONING ORDINANCE
- DOWNS GROVE STORMWATER AND FLOODPLAIN ORDINANCE

NEW MIXED USE BUILDING:



GILBERT & FOREST STREETS
5112 - 5120 FOREST AVENUE
DOWNS GROVE, ILLINOIS

2021 IECC PRESCRIPTIVE METHOD
THE BUILDING THERMAL ENVELOPE SHALL MEET THE REQUIREMENTS OF TABLE 402.1.1 BASED ON CLIMATE ZONE 5; PROVIDE THE FOLLOWING APPLICABLE INFORMATION USING A WALL SECTION: (R 2018 IECC)

- | | |
|-----------------------------|--|
| 1. FENESTRATION U-FACTOR | U-30 MINIMUM (TABLE 402.1.3) |
| 2. SOLAR FACTOR | U-30 MINIMUM |
| 3. CEILING R-VALUE | R-10 MINIMUM (R-11) - R-20 MINIMUM (SLOPED) |
| 4. JOIST FRAME WALL R-VALUE | R-20 (2x12 CHIMNEY W/OUT N) |
| 5. MASS WALL R-VALUE | R-10 TO 17 |
| 6. FLOOR R-VALUE | R-20 (NOT E) |
| 7. BASEMENT WALL R-VALUE | R-10 TO 19 |
| 8. SLAB R-VALUE | R-10 TO 4 FT |
| 9. CRAWL SPACE R-VALUE | R-10 TO 19 (REFER TO 402.2.10 FOR ALTERNATE METHODS) |
- ALL WALLS AND CEILING FACTORS MUST BE LABELED IN THE FIELD. WINDOWS SHALL HAVE A U-Factor OF .30 OR LOWER AND STICKERS INDICATE SAME SHALL REMAIN ON WINDOWS FOR INSPECTOR.
- DUCTS (UNINSULATED) SUPPLY DUCTS IN ATTIC SHALL BE INSULATED TO A MINIMUM OF R-6 AND ALL OTHER DUCTS TO R-6 (FOR UNCONDENSED SPACES ONLY) ALL JOINTS AND SEAMS TO BE SEALED WITH DUCT MASTIC OR IN A METAL DUCT TIE.
- LIGHTING EQUIPMENT (PRESCRIPTIVE) A MINIMUM OF 70% OF THE LAMPS IN PERMANENTLY INSTALLED LIGHTING FIXTURES SHALL BE HIGH-EFFICIENCY LAMPS.
- 402.2.2
1. FURNACES SHALL BE GREATER THAN OR EQUAL TO 10 AFUE NATURAL GAS FURNACE AND 10 SEER AIR CONDITIONER.
2. GREATER THAN OR EQUAL TO 10 HSPF15 SEER AIR SOURCE HEAT PUMP
3. GREATER THAN OR EQUAL TO 3.5 COP GROUND SOURCE HEAT PUMP

BUILDING USE DATA

| Use/Room Area | Use | Area (sq. ft.) | Description |
|----------------------|----------|----------------|---|
| Underground Parking | Parking | 1,500 | 10' CLEARANCE (SEE CIVIL/MECHANICAL DRAWINGS) |
| Basement | Basement | 1,500 | Basement |
| Basement Area Total | | 3,000 | |
| Level 1 Area Total | | 11,820 | |
| Level 2 Area Total | | 11,820 | |
| Level 3 Area Total | | 11,820 | |
| Level 4 Area Total | | 11,820 | |
| Level 5 Area Total | | 11,820 | |
| Level 6 Area Total | | 11,820 | |
| Level 7 Area Total | | 11,820 | |
| Level 8 Area Total | | 11,820 | |
| Level 9 Area Total | | 11,820 | |
| Level 10 Area Total | | 11,820 | |
| Level 11 Area Total | | 11,820 | |
| Level 12 Area Total | | 11,820 | |
| Level 13 Area Total | | 11,820 | |
| Level 14 Area Total | | 11,820 | |
| Level 15 Area Total | | 11,820 | |
| Level 16 Area Total | | 11,820 | |
| Level 17 Area Total | | 11,820 | |
| Level 18 Area Total | | 11,820 | |
| Level 19 Area Total | | 11,820 | |
| Level 20 Area Total | | 11,820 | |
| Level 21 Area Total | | 11,820 | |
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| Level 96 Area Total | | 11,820 | |
| Level 97 Area Total | | 11,820 | |
| Level 98 Area Total | | 11,820 | |
| Level 99 Area Total | | 11,820 | |
| Level 100 Area Total | | 11,820 | |

TYPE OF CONSTRUCTION:

TYPE III B
SPRINKLED

BUILDING & ZONING:

ZONING: (DC) DOWNTOWN CORE ASSEMBLY GROUP
USE GROUP: MERCANTILE M
BUSINESS B
RESIDENTIAL R

TOTAL HEIGHT:

40'-0" TO ROOF DECK 3 STORY

TOTAL AREA:

1st FLOOR 13,820 S.F. GROSS
2nd & 3rd FLOORS 13,893 GROSS, EACH
BASEMENT 9,745 S.F. GROSS

CONSTRUCTION TYPE:

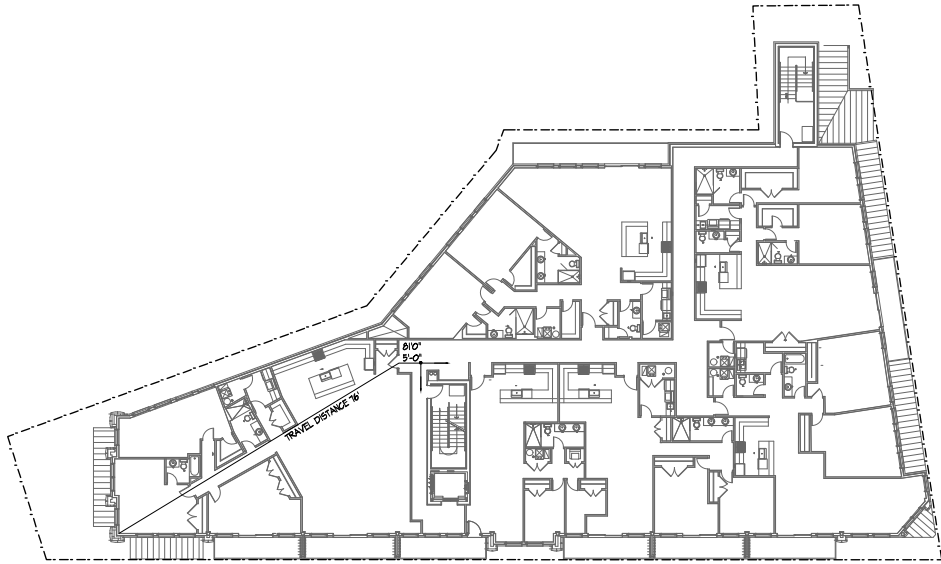
TYPE III B

FIELD VERIFICATION
DATE: 11-15-2025
DRAWN BY: JWD
CHECKED BY: JWD
DATE: 11-15-2025
PROJECT: FOREST POINTE
SHEET: A-0.0

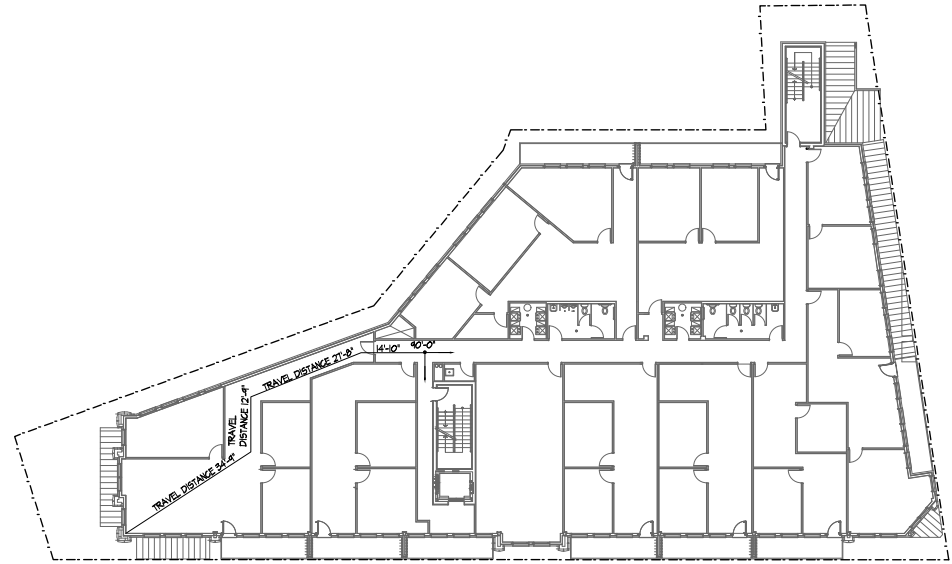
WJD Studio
LEWIS, IL 69439
SCREENTVILLE, TN 46374
847.233.0718
www.wjdstudio.com

FOREST POINTE
5300 FOREST AVENUE
DOWNS GROVE, ILLINOIS 60515

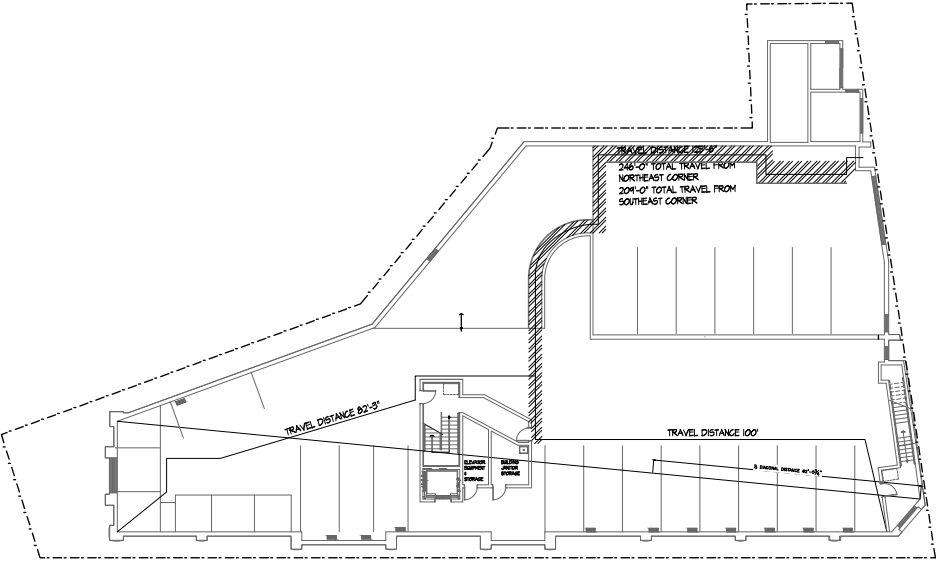
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THIRD FLOOR EGRESS PLAN
NO SCALE



SECOND FLOOR EGRESS PLAN
NO SCALE

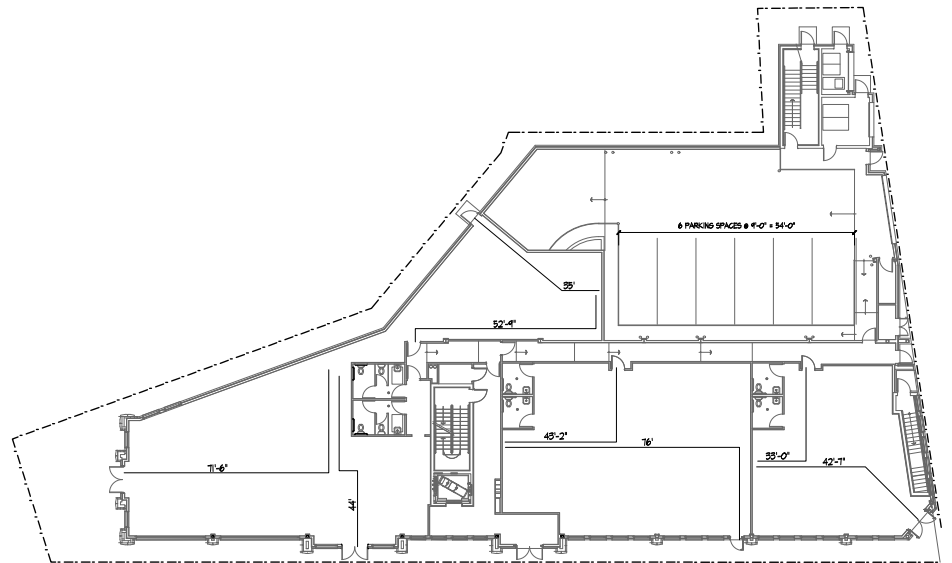


GARAGE EGRESS PLAN
NO SCALE

TABLE 1017.2 EXIT ACCESS TRAVEL DISTANCE

| EXIT ACCESS TRAVEL DISTANCE | MAXIMUM PERMITTED TRAVEL DISTANCE |
|-----------------------------|-----------------------------------|
| 1.0 | 150 |
| 1.1 | 150 |
| 1.2 | 150 |
| 1.3 | 150 |
| 1.4 | 150 |
| 1.5 | 150 |
| 1.6 | 150 |
| 1.7 | 150 |
| 1.8 | 150 |
| 1.9 | 150 |
| 2.0 | 150 |
| 2.1 | 150 |
| 2.2 | 150 |
| 2.3 | 150 |
| 2.4 | 150 |
| 2.5 | 150 |
| 2.6 | 150 |
| 2.7 | 150 |
| 2.8 | 150 |
| 2.9 | 150 |
| 3.0 | 150 |
| 3.1 | 150 |
| 3.2 | 150 |
| 3.3 | 150 |
| 3.4 | 150 |
| 3.5 | 150 |
| 3.6 | 150 |
| 3.7 | 150 |
| 3.8 | 150 |
| 3.9 | 150 |
| 4.0 | 150 |
| 4.1 | 150 |
| 4.2 | 150 |
| 4.3 | 150 |
| 4.4 | 150 |
| 4.5 | 150 |
| 4.6 | 150 |
| 4.7 | 150 |
| 4.8 | 150 |
| 4.9 | 150 |
| 5.0 | 150 |
| 5.1 | 150 |
| 5.2 | 150 |
| 5.3 | 150 |
| 5.4 | 150 |
| 5.5 | 150 |
| 5.6 | 150 |
| 5.7 | 150 |
| 5.8 | 150 |
| 5.9 | 150 |
| 6.0 | 150 |
| 6.1 | 150 |
| 6.2 | 150 |
| 6.3 | 150 |
| 6.4 | 150 |
| 6.5 | 150 |
| 6.6 | 150 |
| 6.7 | 150 |
| 6.8 | 150 |
| 6.9 | 150 |
| 7.0 | 150 |
| 7.1 | 150 |
| 7.2 | 150 |
| 7.3 | 150 |
| 7.4 | 150 |
| 7.5 | 150 |
| 7.6 | 150 |
| 7.7 | 150 |
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| 7.9 | 150 |
| 8.0 | 150 |
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| 8.5 | 150 |
| 8.6 | 150 |
| 8.7 | 150 |
| 8.8 | 150 |
| 8.9 | 150 |
| 9.0 | 150 |
| 9.1 | 150 |
| 9.2 | 150 |
| 9.3 | 150 |
| 9.4 | 150 |
| 9.5 | 150 |
| 9.6 | 150 |
| 9.7 | 150 |
| 9.8 | 150 |
| 9.9 | 150 |
| 10.0 | 150 |

406.4.3 RAMP
RAMP SLOPE SHALL NOT BE CONSIDERED AS REQUIRED WITH OTHER PROTECTION FACILITIES ARE PROVIDED. VEHICLE TRIPS THAT ARE EXCEEDED THE MAXIMUM CAPACITY AS WELL AS FOR PAVING SHALL NOT EXCEED A SLOPE OF 1% UNLESS IN 1% SLOPE (HORIZONTAL IS 0.87 percent slope).



FIRST FLOOR EGRESS PLAN
NO SCALE

FIELD VERIFICATION
DATE: 11/14/2023
BY: JWD/STL
PROJECT: FOREST POINTE
SHEET: A-0.1

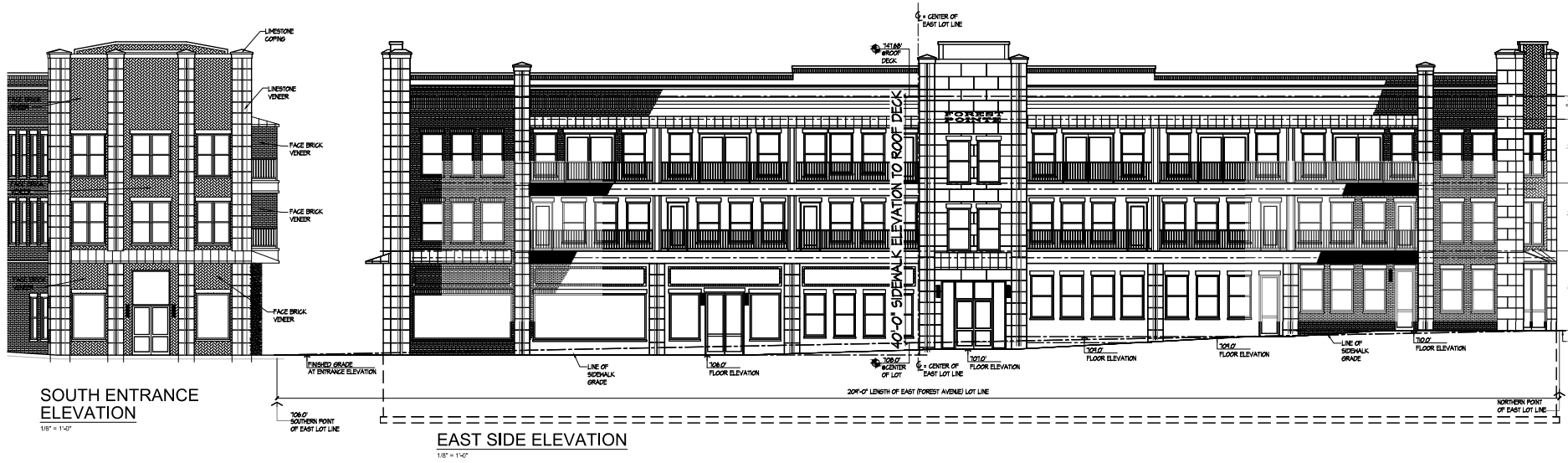
| DATE | REVISION | BY | REVISION |
|----------|-----------------------|-----|----------|
| 11/14/23 | ISSUED FOR PERMITS | JWD | |
| 11/14/23 | REVISED PER SUBMITTAL | JWD | |
| 11/14/23 | REVISED PER SUBMITTAL | JWD | |

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEWISVILLE, IL 60439
SCHERERVILLE, TN 46374
www.wjdstudio.com

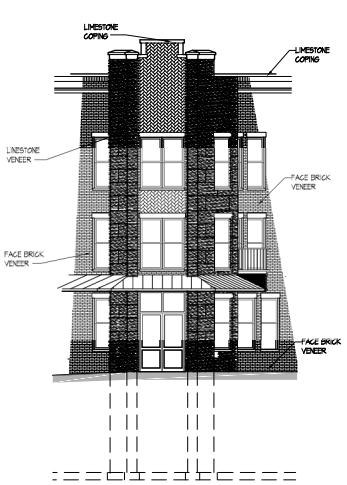
PRINTED
DATE: 11/14/23
BY: JWD

Sheet No. **A-0.1**



SOUTH ENTRANCE ELEVATION
1/8" = 1'-0"

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



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



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

| DATE | REVISION |
|------------|--|
| 12-14-2024 | REVISED DESIGN SUBMITTAL |
| 12-13-2024 | REVISED BUILDING DESIGN |
| 12-02-2024 | BUILDING DESIGN PLANNING/ANALYZED REVIEW |
| 11-26-2024 | MAJOR DESIGN REVISION |
| 11-14-2024 | RECORD PLAN REVISION |

| DATE | REVISION |
|------------|--|
| 12-14-2024 | REVISED DESIGN SUBMITTAL |
| 12-13-2024 | REVISED BUILDING DESIGN |
| 12-02-2024 | BUILDING DESIGN PLANNING/ANALYZED REVIEW |
| 11-26-2024 | MAJOR DESIGN REVISION |
| 11-14-2024 | RECORD PLAN REVISION |

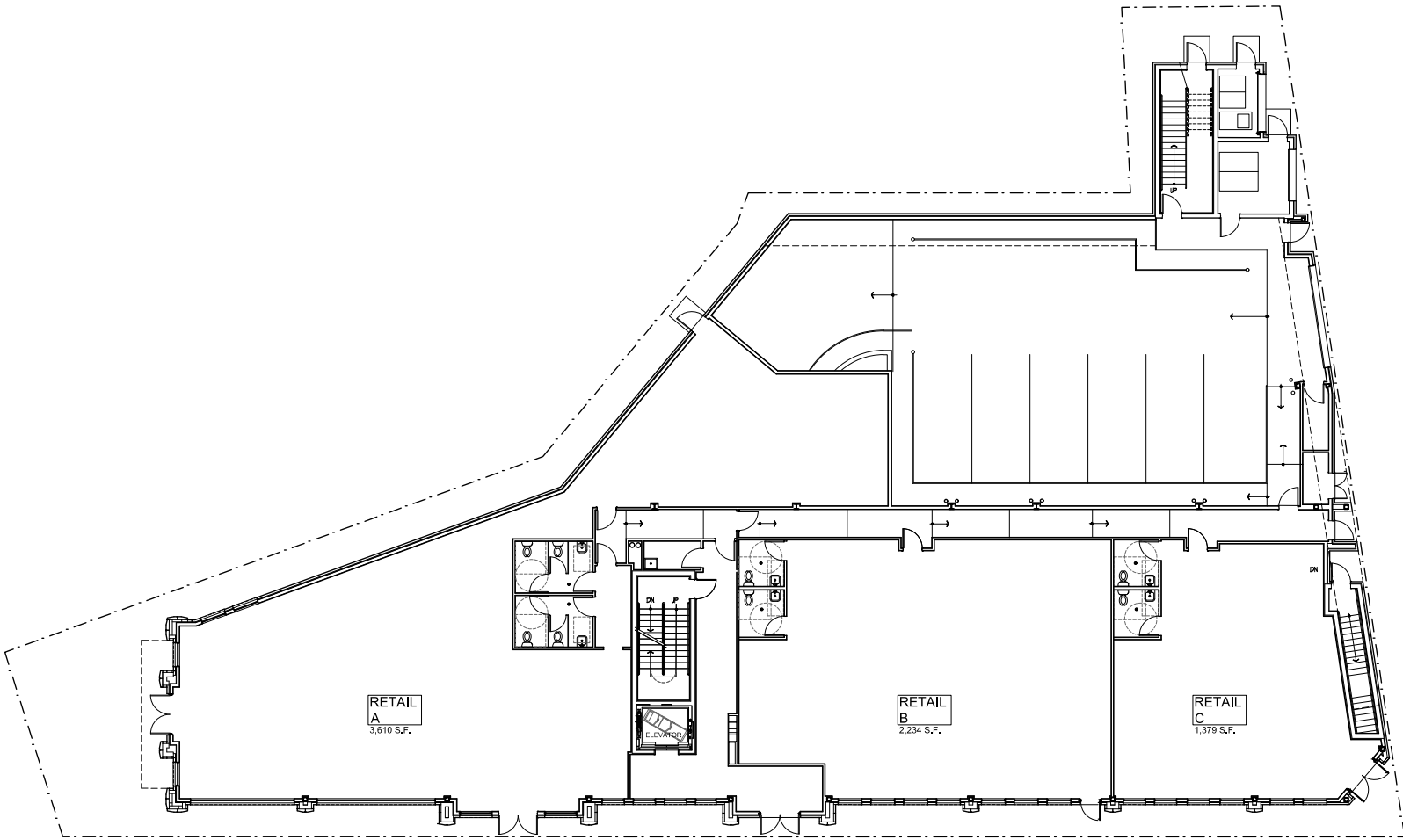
| DATE | REVISION |
|------------|--|
| 12-14-2024 | REVISED DESIGN SUBMITTAL |
| 12-13-2024 | REVISED BUILDING DESIGN |
| 12-02-2024 | BUILDING DESIGN PLANNING/ANALYZED REVIEW |
| 11-26-2024 | MAJOR DESIGN REVISION |
| 11-14-2024 | RECORD PLAN REVISION |

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

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 LEWIS, IL 60439 847.233.4718
 SCHERERVILLE, TN 46374 www.wjdistudio.com

| DATE | REVISION |
|------------|--|
| 12-14-2024 | REVISED DESIGN SUBMITTAL |
| 12-13-2024 | REVISED BUILDING DESIGN |
| 12-02-2024 | BUILDING DESIGN PLANNING/ANALYZED REVIEW |
| 11-26-2024 | MAJOR DESIGN REVISION |
| 11-14-2024 | RECORD PLAN REVISION |

Sheet No. **A-1.0**



FIRST FLOOR PLAN
1/8" = 1'-0"

FIELD VERIFICATION
 This drawing was prepared by the architect in accordance with the provisions of the Illinois Professional Land Surveying Act, Chapter 120, Illinois Compiled Statutes (625 ILCS 120/1-120/10).
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| DATE | ISSUE |
|------------|--|
| 12/14/2023 | SECOND STAMP DESIGN REVISION |
| 12/14/2023 | ISSUES FROM USER |
| 12/20/2023 | BUILDING DESIGN PLANNING ZONING REVIEW |
| 12/21/2023 | REHAB DESIGN DESIGN |
| 12/24/2023 | REHAB DESIGN SUBMITAL |

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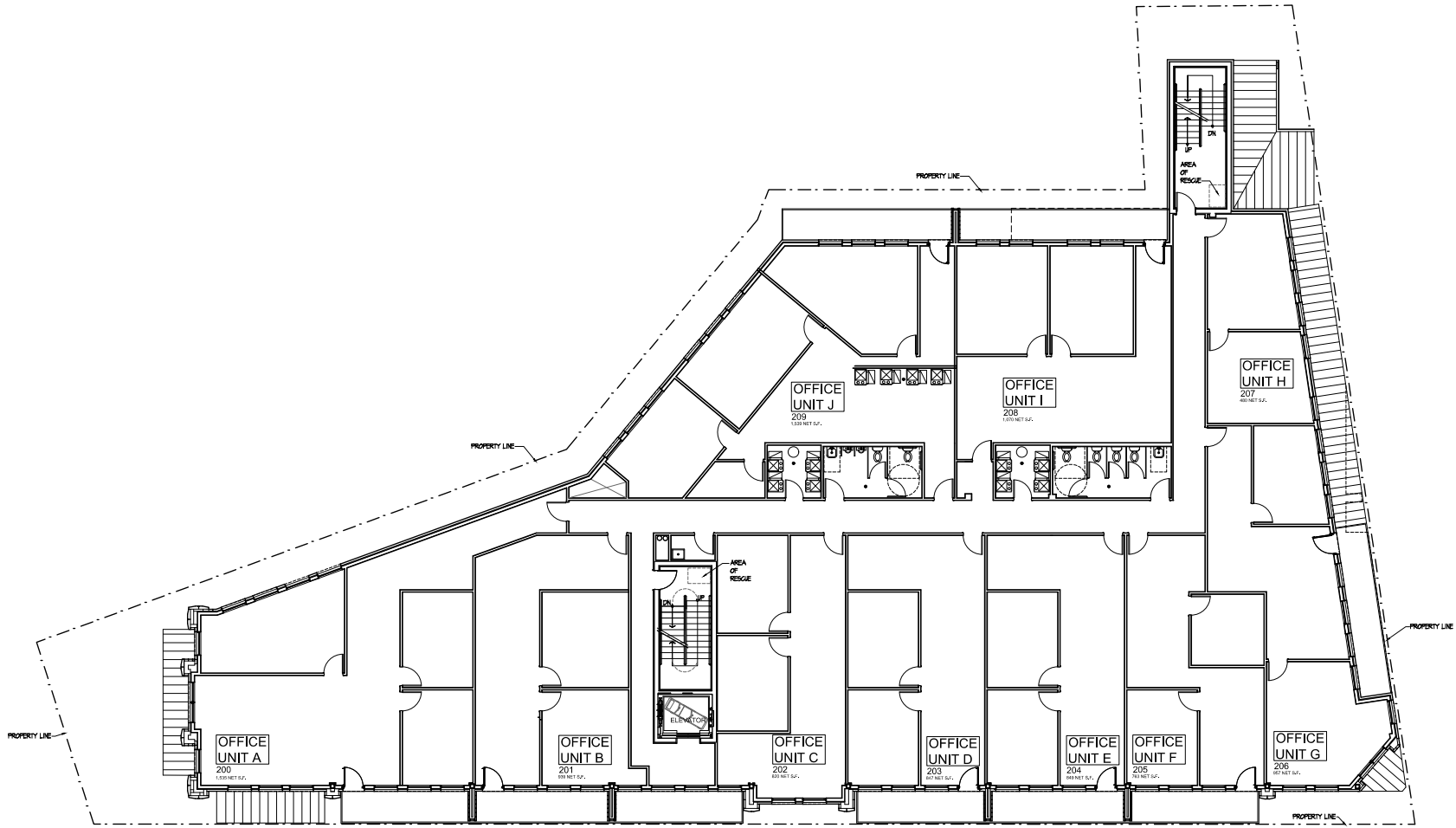
FIRST FLOOR PLAN
 FOREST POINTE
 5300 FOREST AVENUE
 DOWNERS GROVE, ILLINOIS 60515

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DRAWN BY: [Signature]

Street No. **A-2.0**



SECOND FLOOR PLAN
 1/8" = 1'-0"
 13,593 GROSS SQUARE FOOTAGE

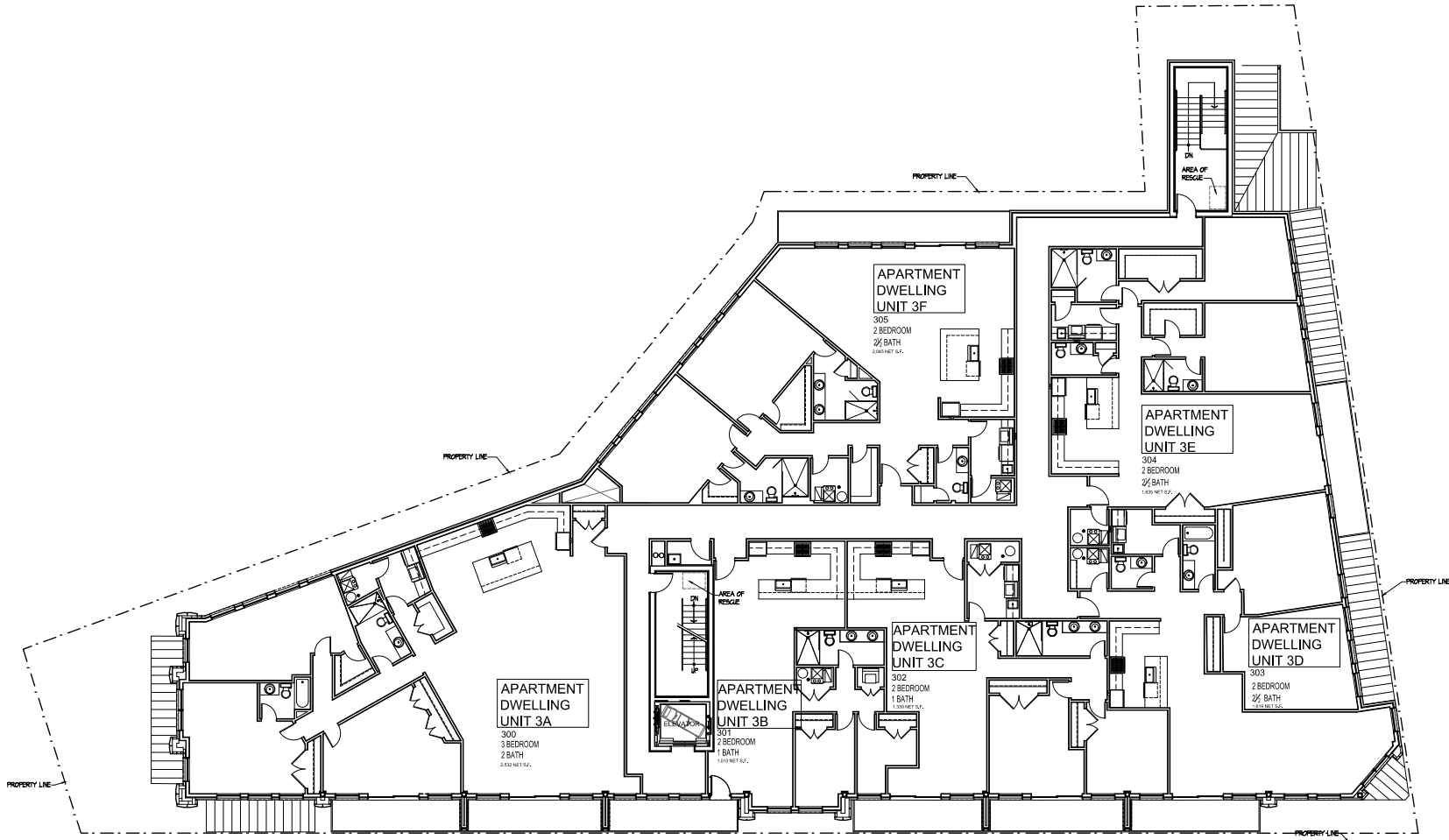
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|------------|----------------------------|--------------------|
| 11-16-2020 | ISSUES STAIR FROM BASEMENT | FIELD VERIFICATION |
| 11-14-2020 | MAKING STAIR TO BEYOND | FIELD VERIFICATION |
| 10-21-2020 | REVISIONS TO BEYOND | FIELD VERIFICATION |
| 10-21-2020 | REVISIONS TO BEYOND | FIELD VERIFICATION |
| 10-21-2020 | REVISIONS TO BEYOND | FIELD VERIFICATION |

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FOREST POINTE
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DOWNERS GROVE, ILLINOIS 60515

| PRINTED | DRAWN BY |
|---------|----------|
| | |

Sheet No. **A-2.1**



THIRD FLOOR PLAN 
 1/8" = 1'-0"
 13,593 GROSS SQUARE FOOTAGE

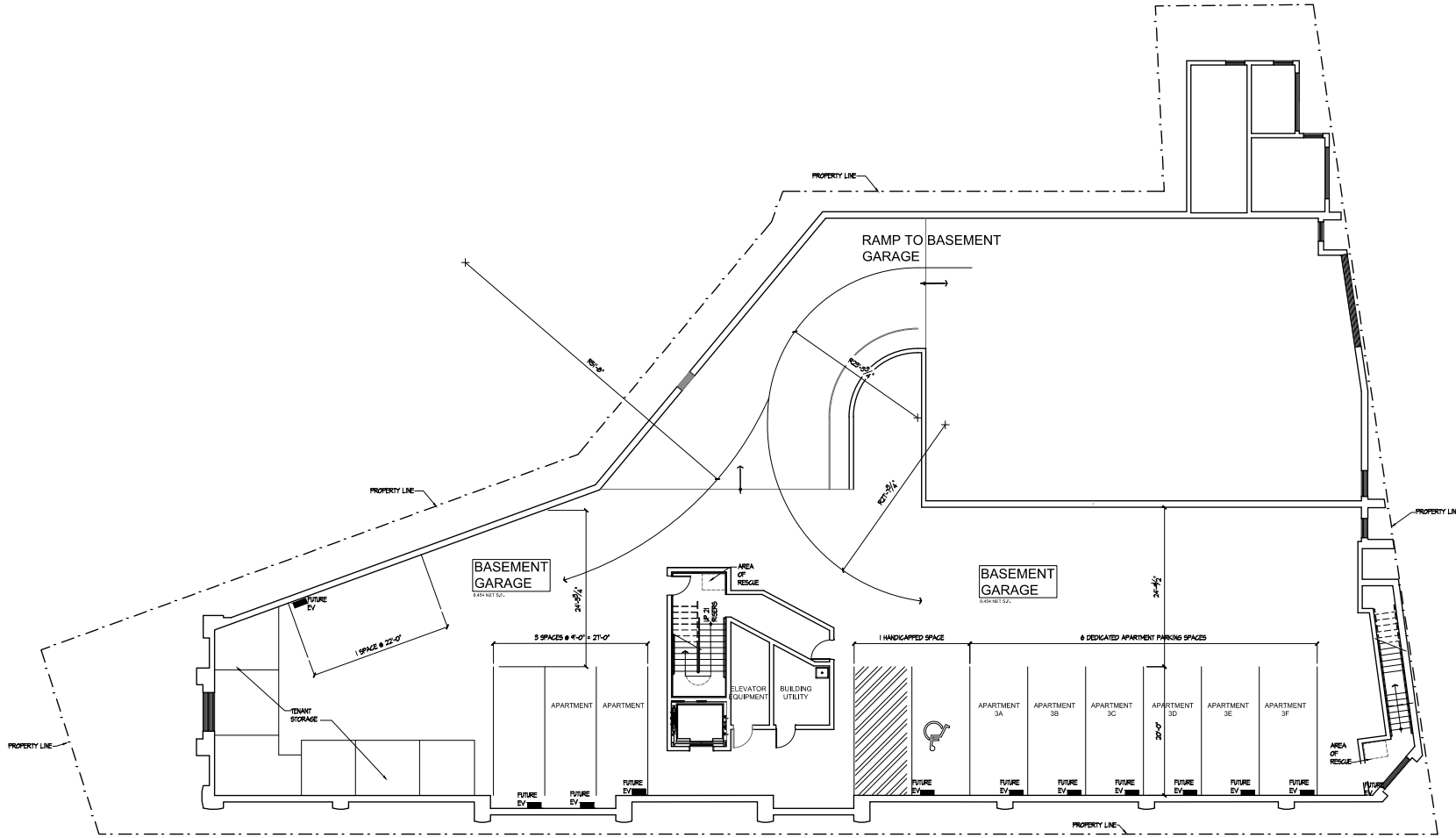
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|------------|---|----|
| 12-20-2025 | REVISED DESIGN SUBMITTAL | |
| 12-19-2025 | REVISED BUILDING DESIGN | |
| 12-18-2025 | BUILDING DESIGN PLANNING/SCHEMATIC REVIEW | |
| 12-18-2025 | NOVEMBER 2025 EXIST | |
| 12-18-2025 | SECOND STAIR EXIST | |

FIELD VERIFICATION
 CONDUCTED BY: [Signature]
 DATE: 12/18/2025
 PROJECT: FOREST POINTE
 ADDRESS: 5300 FOREST AVENUE
 CITY: DOWNERS GROVE, ILLINOIS 60515

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 DATE: 12/18/2025

Sheet No. **A-2.2**



FOUNDATION PLAN
1/8" = 1'-0"

FIELD VERIFICATION
DATE: 10/26/2023
DRAWN BY: J. W. J. STUDIO
CHECKED BY: J. W. J. STUDIO
DATE: 10/26/2023
PROJECT: FOREST POINT TOWER
PROJECT LOCATION: 5300 FOREST AVENUE, DOWNERS GROVE, IL 60515
PROJECT NO.: 2023-002

| | |
|------------|------------------------------|
| DATE | REVISION |
| 10/26/2023 | SECOND STAIR FROM BASEMENT |
| 10/26/2023 | MOVED STAIR TOWER |
| 10/26/2023 | REVISIONS TO FOUNDATION PLAN |
| 10/26/2023 | REVISIONS TO FOUNDATION PLAN |
| 10/26/2023 | REVISIONS TO FOUNDATION PLAN |

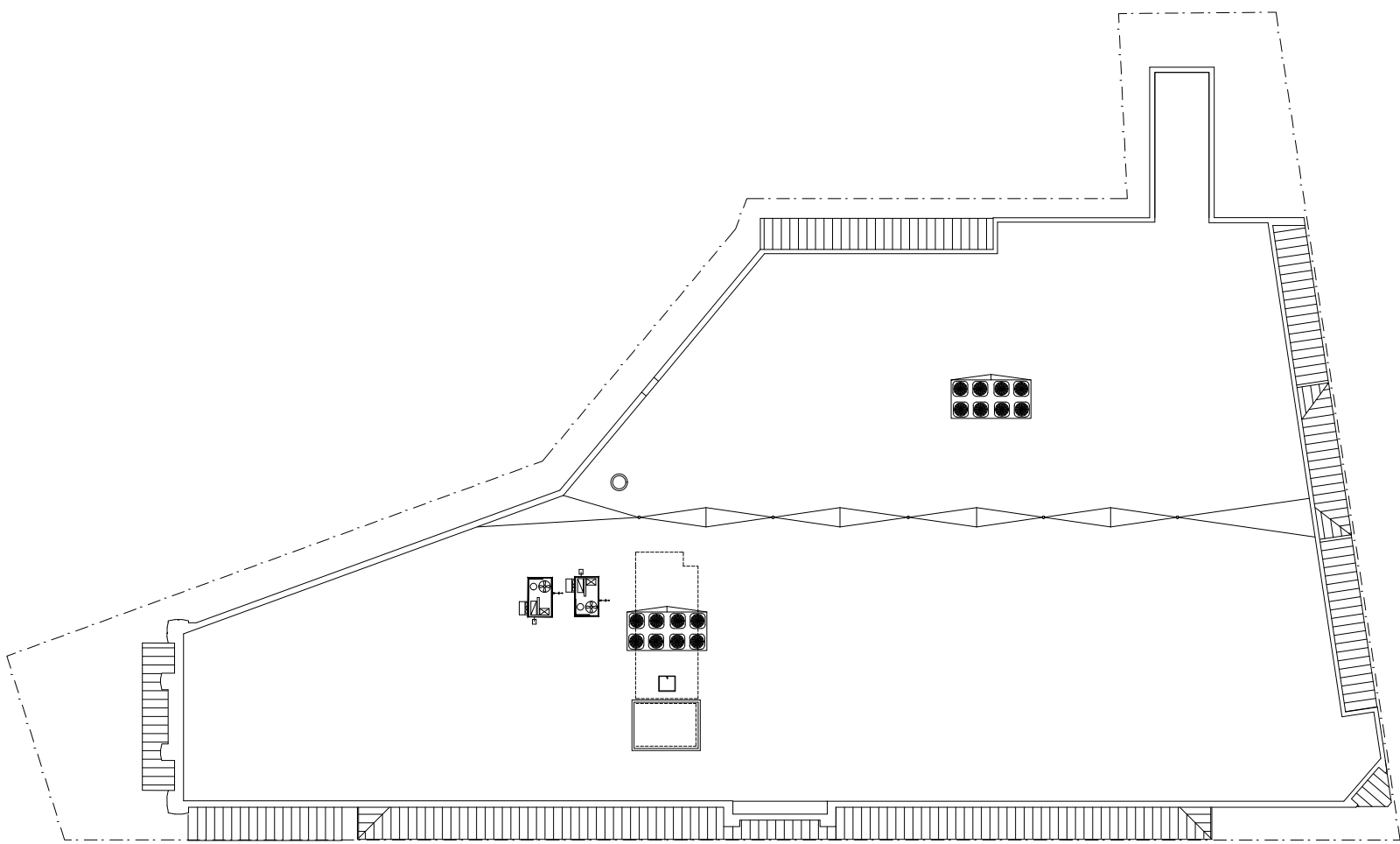
FOREST POINT
5300 FOREST AVENUE
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CHECKED BY
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SCALE: AS SHOWN

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ROOF PLAN
1/8" = 1'-0"

FIELD VERIFICATION
Check for field verification compliance with applicable codes and standards.
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| DATE | ISSUE |
|-----------|---------------------------------------|
| 1-14-2025 | SECOND SET FOR ASSEMBLY |
| 1-14-2025 | MODEL STAMP TOWER |
| 1-14-2025 | BUILDING DESIGN PLANNING/CONSTRUCTION |
| 1-14-2025 | REBIDDED BUILDING DESIGN |
| 1-14-2025 | REBIDDED DESIGN SUBMITTAL |

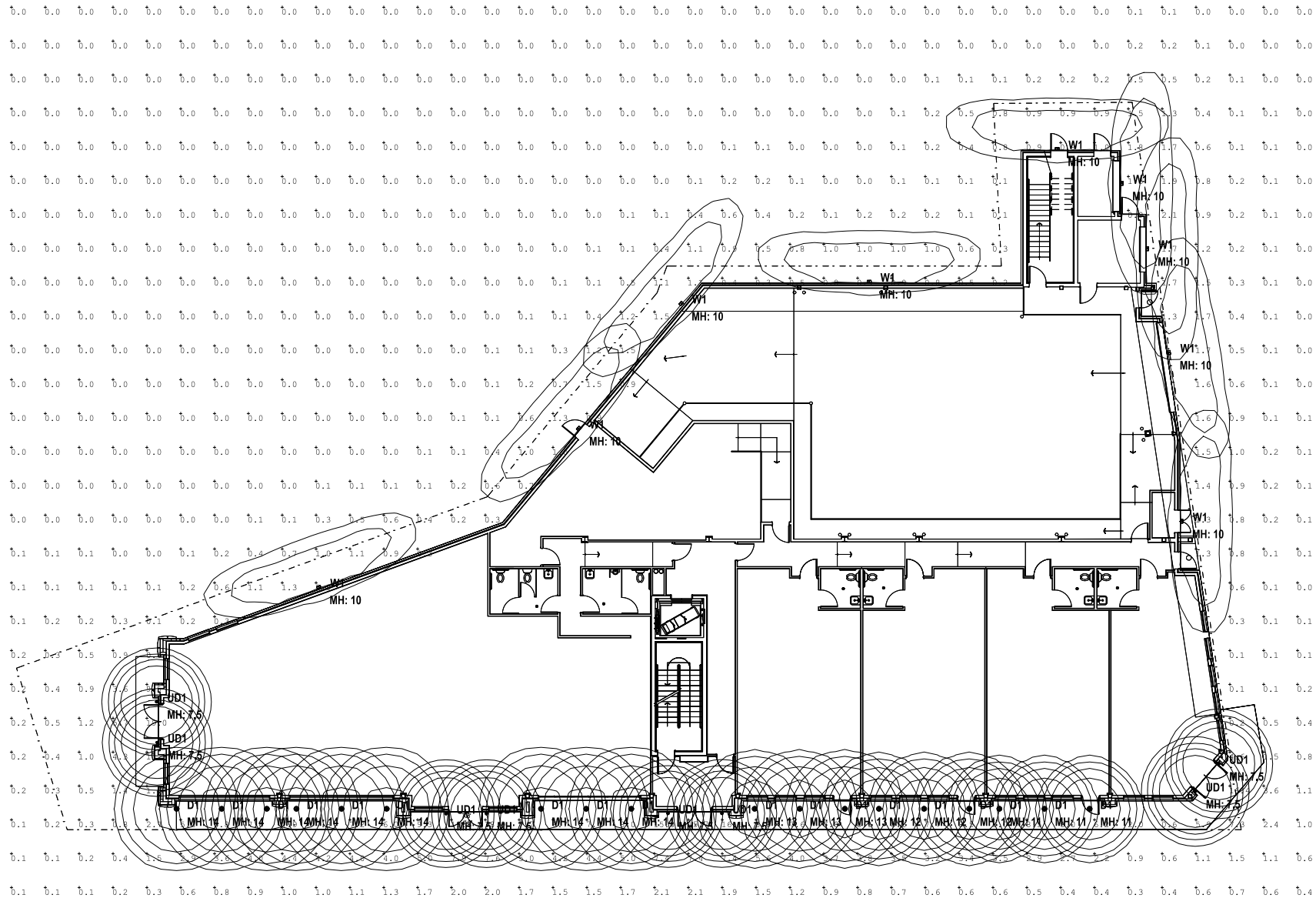
FOREST POINTE
 5300 FOREST AVENUE
 DOWNERS GROVE, ILLINOIS 60515

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 ARCHITECT
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Sheet No.
A-2.4



PHOTOMETRIC PLAN
1/8" = 1'-0"

FIELD VERIFICATION
DATE: 11/14/2024
BY: J. W. J. / J. W. J.

| DATE | ISSUE | REVISION |
|------------|-----------------------------|----------|
| 11/14/2024 | ISSUE 1: FIELD VERIFICATION | 1 |
| 11/14/2024 | ISSUE 2: FIELD VERIFICATION | 2 |
| 11/14/2024 | ISSUE 3: FIELD VERIFICATION | 3 |
| 11/14/2024 | ISSUE 4: FIELD VERIFICATION | 4 |
| 11/14/2024 | ISSUE 5: FIELD VERIFICATION | 5 |

PROJECT: FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

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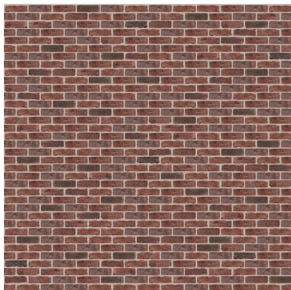
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Sheet No. A-2.0









RED TUMBLED BRICK



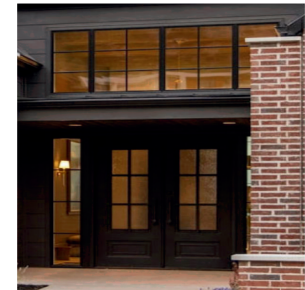
BLACK METAL RAILINGS



**LIMESTONE/CAST STONE
VENEER & CAPPING**

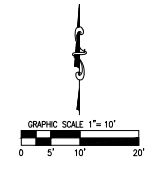
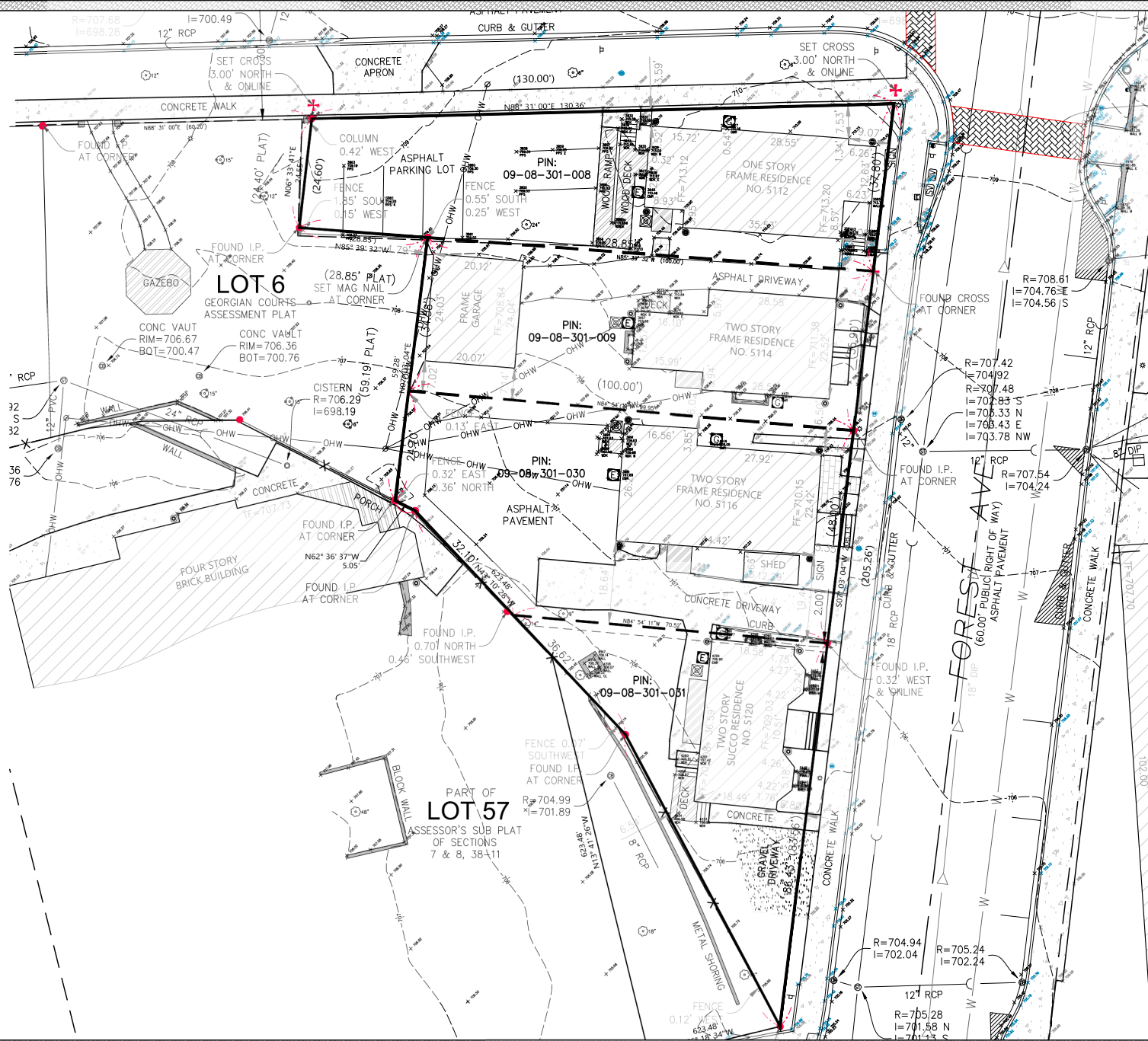


**BLACK METAL AWNINGS &
GARAGE DOORS**



**BLACK WINDOW & DOOR
FRAMES**

FOREST POINTE – MATERIAL BOARD



NOTE:
 EXISTING TOPOGRAPHIC SURVEY & BOUNDARY PREPARED BY:
 REGIONAL LAND SERVICES.
 BENCHMARK: DK 3312
 ELEVATION: 718.53
 DESCRIPTION:
 BRASS DISK IN CONCRETE LOCATED AT THE NORTHEAST CORNER OF
 THE WASHINGTON STREET AND WARREN AVE.
 BENCHMARK: DK 3311
 ELEVATION: 714.08
 DESCRIPTION:
 BRASS DISK IN CONCRETE AT THE NORTHEAST CORNER OF
 CURTIS STREET AND WADDE PLACE.

| REVISIONS | |
|-----------|------------|
| NO. | DATE |
| 1. | 11/26/2025 |
| 2. | 07/02/2026 |
| 3. | 07/16/2026 |

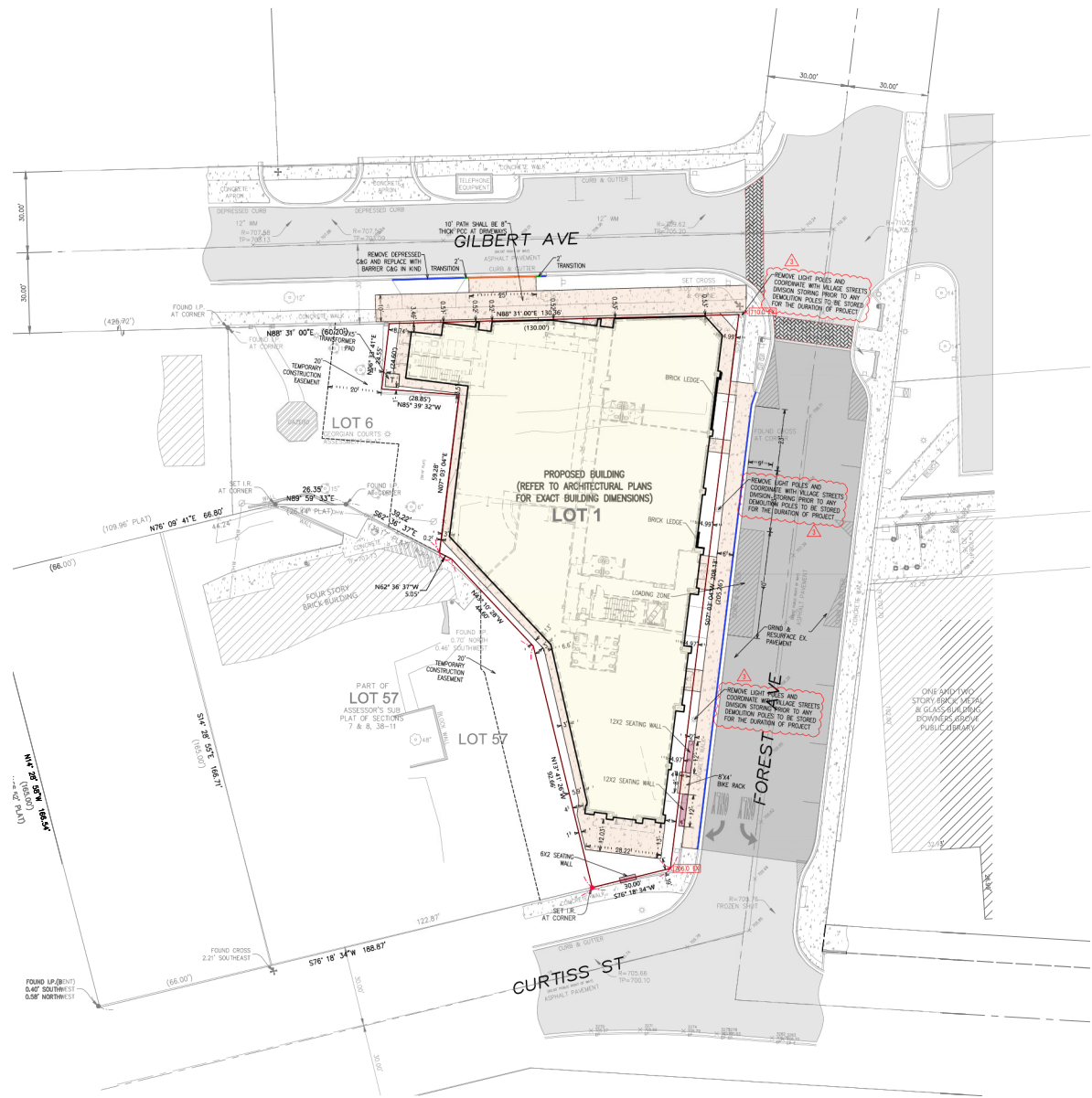
ADVANTAGE
 CONSULTING ENGINEERS
 80 MAIN STREET, SUITE 101, LEWISTOWN, IL 62450
 (618) 520-2427



EXISTING CONDITIONS
 FOREST POINTE MIXED USE
 SWX FOREST & GILBERT
 DOWNER GROVE, IL.

BROWNSTONE HOMES LTD
 708-284-5428
 KELLY CASSON

OCTOBER 17, 2025
 JOB: 25-010
 SHEET:
EX2
 4 OF 19



CURB LEGEND (COLOR CODED):

- BK12 CURB & GUTTER
- DEPRESSED C & G OR CURB SPRING
- TRANSITION C & G
- 6" EP LINE @ REGULAR PICK GUTTER
- 6" EP LINE @ REVERSE PICK GUTTER

- NOTES:**
- ALL CONTRACTORS AND SUB-CONTRACTORS SHALL BE LICENSED BY THE VILLAGE OF DOWNERS GROVE.
 - ALL ELECTRICAL CONDUITS MUST BE AT LEAST 30" BELOW FINAL GRADE.
 - ELECTRIC WIRING FOR LIGHT POLES SHALL BE IN EITHER 3/4" RIGID STEEL CONDUIT OR 1" HIGH DENSITY POLYETHYLENE.
 - RESTRIPE EXISTING STALLS TO MATCH EXISTING AFTER GRINDING & RESURFACING OPERATIONS.
 - GRIND 1.5" AND RESURFACE.
 - ALL DISTURBED AREA TO BE GRADED AND PREPARED WITH 4" MINIMUM TOPSOIL AND SOD OR SEEDING.
 - SEE LANDSCAPE PLAN FOR BIKE RACK AND SHORT STONE WALL DETAILS.
 - THE CONTRACTOR SHALL PROTECT THE EXISTING LIGHT POLE FOUNDATIONS THROUGHOUT THE CONSTRUCTION OF THIS DEVELOPMENT - THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE FOUNDATIONS.

| NO. | DATE | REVISIONS |
|-----|------------|------------------|
| 1. | 11/26/2025 | ISSUED FOR VALUE |
| 2. | 07/02/2026 | ISSUED FOR VALUE |
| 3. | 07/02/2026 | ISSUED FOR VALUE |

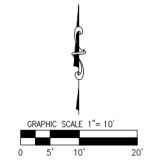
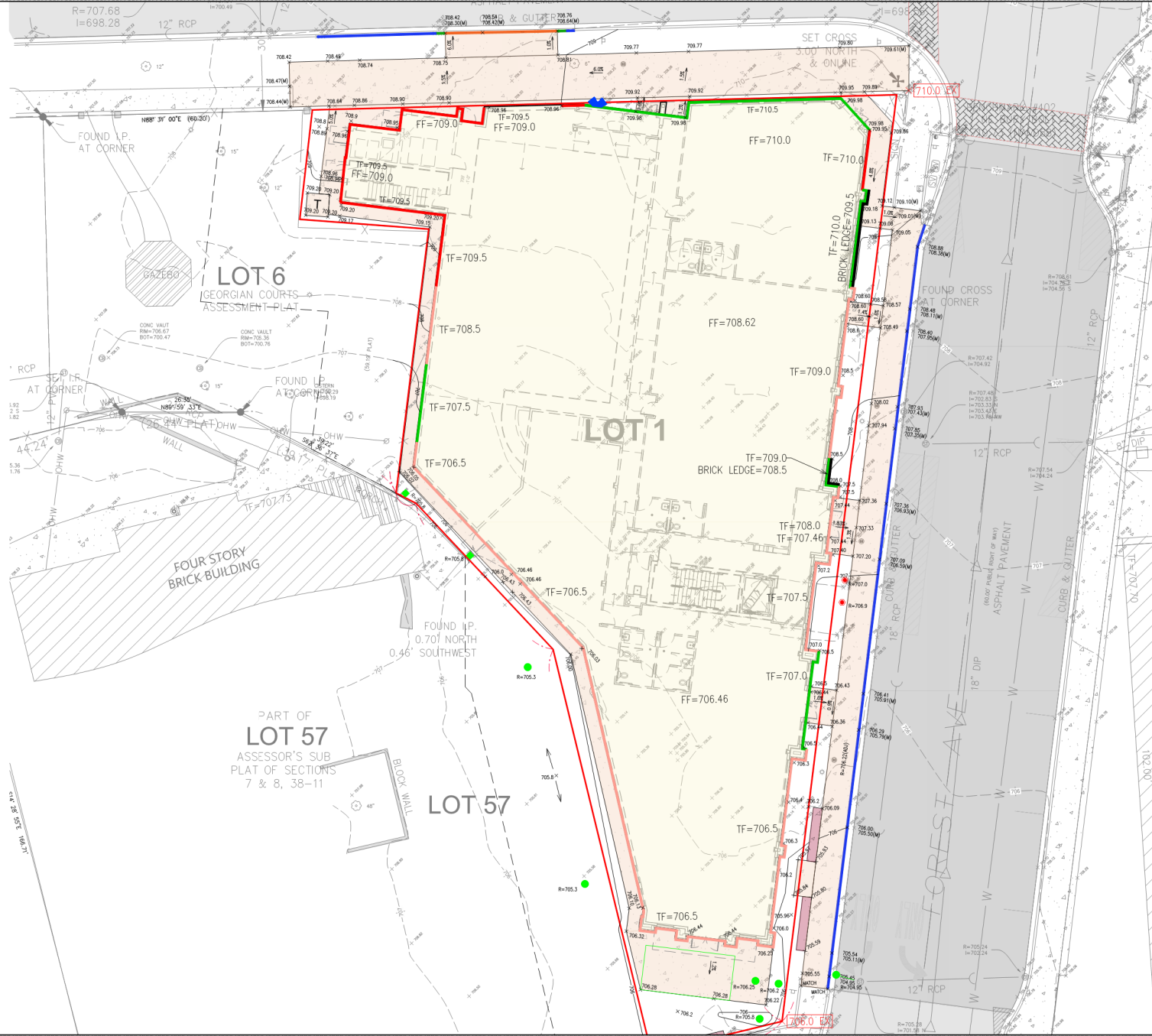
ADVANTAGE
 CONSULTING ENGINEERS
 88 MAIN STREET, SUITE 110, DOWNERS GROVE, IL 60529



CONCEPT SITE PLAN
 FOREST POINTE MIXED USE
 SWX FOREST & GILBERT
 DOWNERS GROVE, IL.

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OCTOBER 17, 2025
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 SHEET:
L1
 6 OF 19



- GRADING NOTES**
1. ALL SPOT ELEVATIONS SHOWN AT CURB ARE TOP OF CURB ELEVATIONS.
 2. ALL ELEVATIONS SHOWN ON PLANS ARE FINISHED GRADE ELEVATIONS.
 3. ALL DRAINAGE AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
 4. CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
 5. ALL PROPOSED GRADES SHALL MATCH EXISTING GRADES AT THE PROPERTY LINE.
 6. SEE SPECIFICATIONS FOR SUBGRADE AND STRUCTURAL FILL COMPLETION REQUIREMENTS.
 7. THE CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1:5%.
 8. ALL WORK SHALL CONFORM TO THE 2018 EDITION OF THE 2010 EDITION OF THE AMERICANS WITH DISABILITY ACT (ADA) WHICHEVER IS MORE RESTRICTIVE.

ENTIRE SHEET

| REV. | DATE | DESCRIPTION |
|------|------------|--------------------|
| 1 | 11/20/2025 | ISSUED FOR BIDDING |
| 2 | 07/02/2026 | ISSUED FOR BIDDING |
| 3 | 07/02/2026 | ISSUED FOR BIDDING |

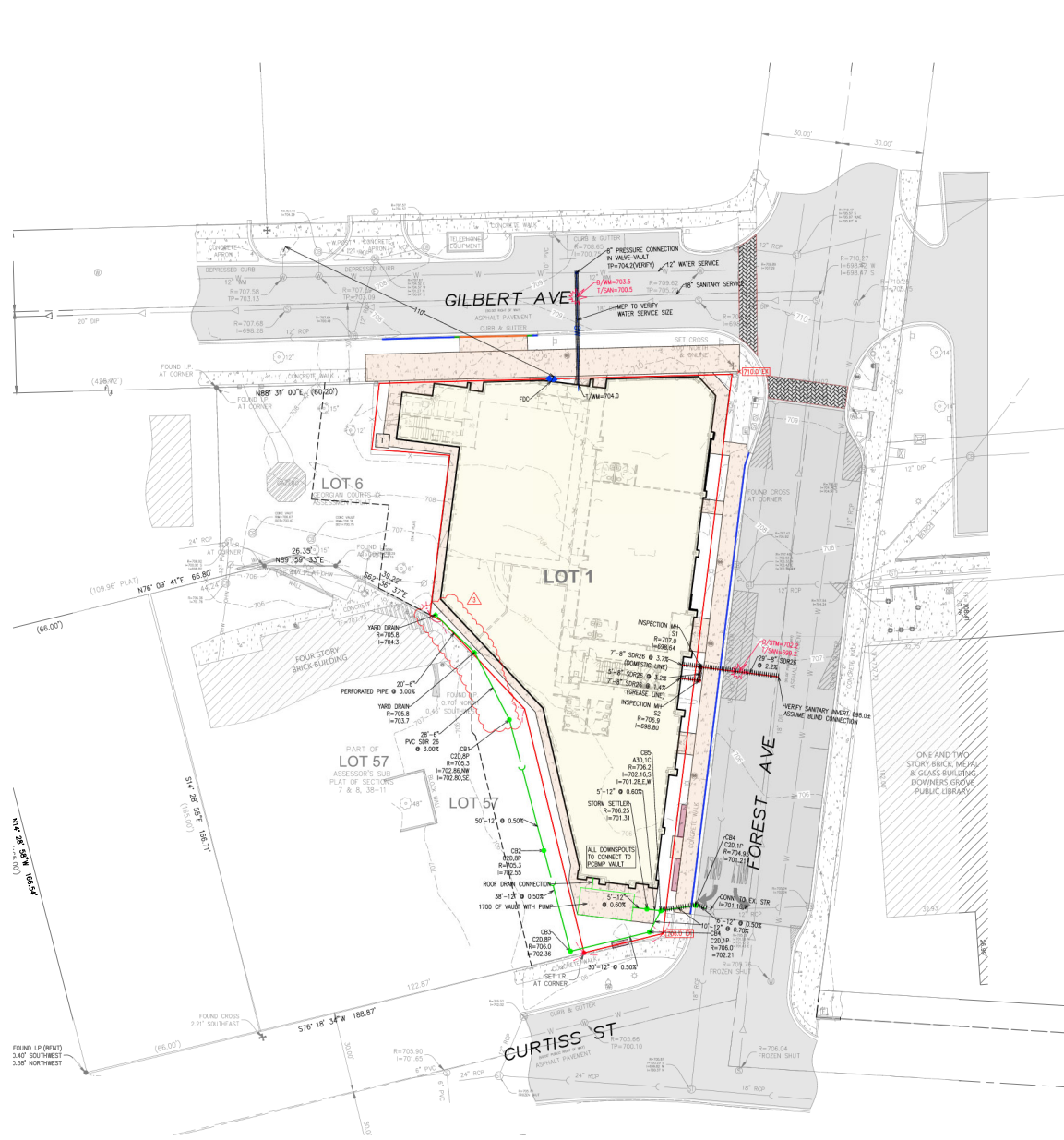
ADVANTAGE
CONSULTING ENGINEERS
80 MAIN STREET, SUITE 110, LEWISTOWN, IL 62450
(618) 230-5247



GRADING PLAN
FOREST POINTE MIXED USE
SWX FOREST & GILBERT
DOWNER GROVE, IL.

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JOB: 25-010
SHEET:
G1
7 OF 19



- NOTES FOR GENERAL UTILITY PLANS:**
1. ALL STORM SEWERS SHALL BE RCP. STORM SEWERS TO BE CLASS 4; SFP STORM SEWERS TO BE PC CL 300. PVC STORM SEWERS TO BE SDR 35.
 2. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS NOTED OTHERWISE.
 3. ALL WATER MAIN SHALL BE D.I.P. CLASS 52 UNLESS NOTED OTHERWISE.
 4. THE UNDERDRAIN SHALL BE PERFORMED PVC SDR 26 OR ACS N-12.
 5. THE FRAME & GRADE/LID FOR STORM STRUCTURES SHALL BE AS FOLLOWS:
 1P: NEWMAN R-1713, TYPE D OPEN GRATE
 1C: NEWMAN R-1713, TYPE B CLOSED LD
 8P: NEWMAN R-1442-B GRATE
 6. UTILITY STRUCTURE SYMBOL LEGEND:
 N36: MANHOLE, STRUCTURE # 36
 P: PILEY
 S: SARCH BASIN
 M: MANHOLE
 E: EMBEDDED SECTION WITH RFP RFP
 S: SANITARY MANHOLE
 W: WELPPLEAT
 P: PVC FIRE HYDRANT
 W: WALK VAULT
 P: PRESSURE CONNECTION
 C: CLEAN OUT
 LD: PERFORMED UNDERDRAIN
 A&L: TYPE A, 4" DIA. OF FRAME AND GRADE/LID
 7. CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING UTILITIES FOR CONNECTION OF PROPOSED UTILITIES.
 8. CONTRACTOR SHALL COORDINATE ANY ROAD CLOSURES FOR OPEN CUT UTILITY WORK WITH THE APPROPRIATE AUTHORITIES.
 9. TRENCH BACKFILL
 10. 1-4" PVC SCH 40 CONDUIT FOR GAS
 11. 3-4" PVC SCH 40 CONDUITS FOR COMTEL, AMERICABLE, CABLE
 12. ALL CONDUITS SHALL BE 30" BELOW FINISHED GRADE.
 13. PIPE CROSSING

| NO. | DATE | REVISIONS |
|-----|------------|------------------|
| 1. | 11/24/2025 | ISSUED FOR VALUE |
| 2. | 07/02/2026 | ISSUED FOR VALUE |
| 3. | 07/02/2026 | ISSUED FOR VALUE |

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UTILITY PLAN
FOREST POINTE MIXED USE
SWX FOREST & GILBERT
DOWNER GROVE, IL.

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KELLY CASSON

OCTOBER 17, 2025
 JOB: 25-010
 SHEET:
U1
 8 OF 19

Forest Pointe Mixed Use 5120 Forest Avenue Downers Grove, Illinois January 18, 2026

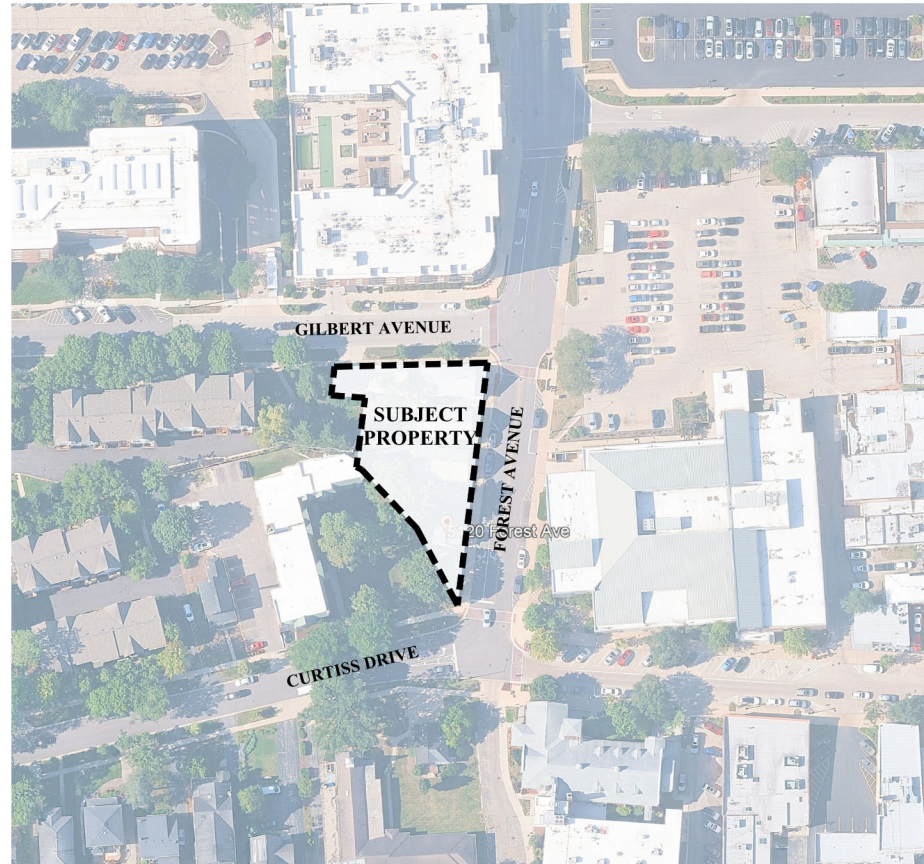
CONSULTANTS:



LANDSCAPE ARCHITECT:
GARY R. WEBER ASSOCIATES, INC
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187



CIVIL ENGINEER:
ADVANTAGE CONSULTING
80 MAIN STREET, SUITE 17
LEMONT, ILLINOIS 60439



LOCATION MAP
SCALE: 1"=50'

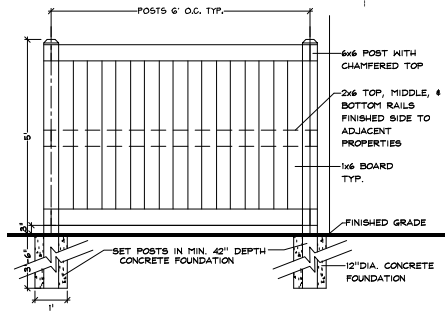
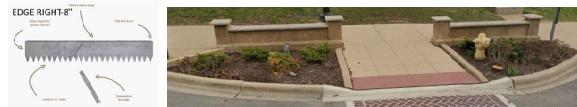
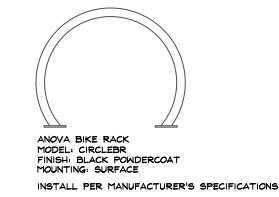
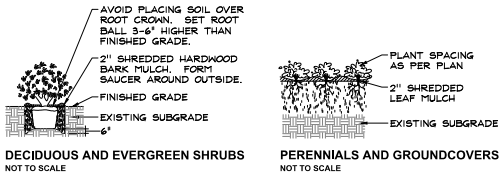
INDEX OF PLAN SHEETS

| <u>SHEET NO.</u> | <u>DESCRIPTION</u> |
|------------------|--------------------------|
| L1.0 | COVER SHEET |
| L1.1 | LANDSCAPE PLAN |
| L1.2 | TREE PRESERVATION PLAN |
| L1.3 | LANDSCAPE SPECIFICATIONS |

PLANT LIST

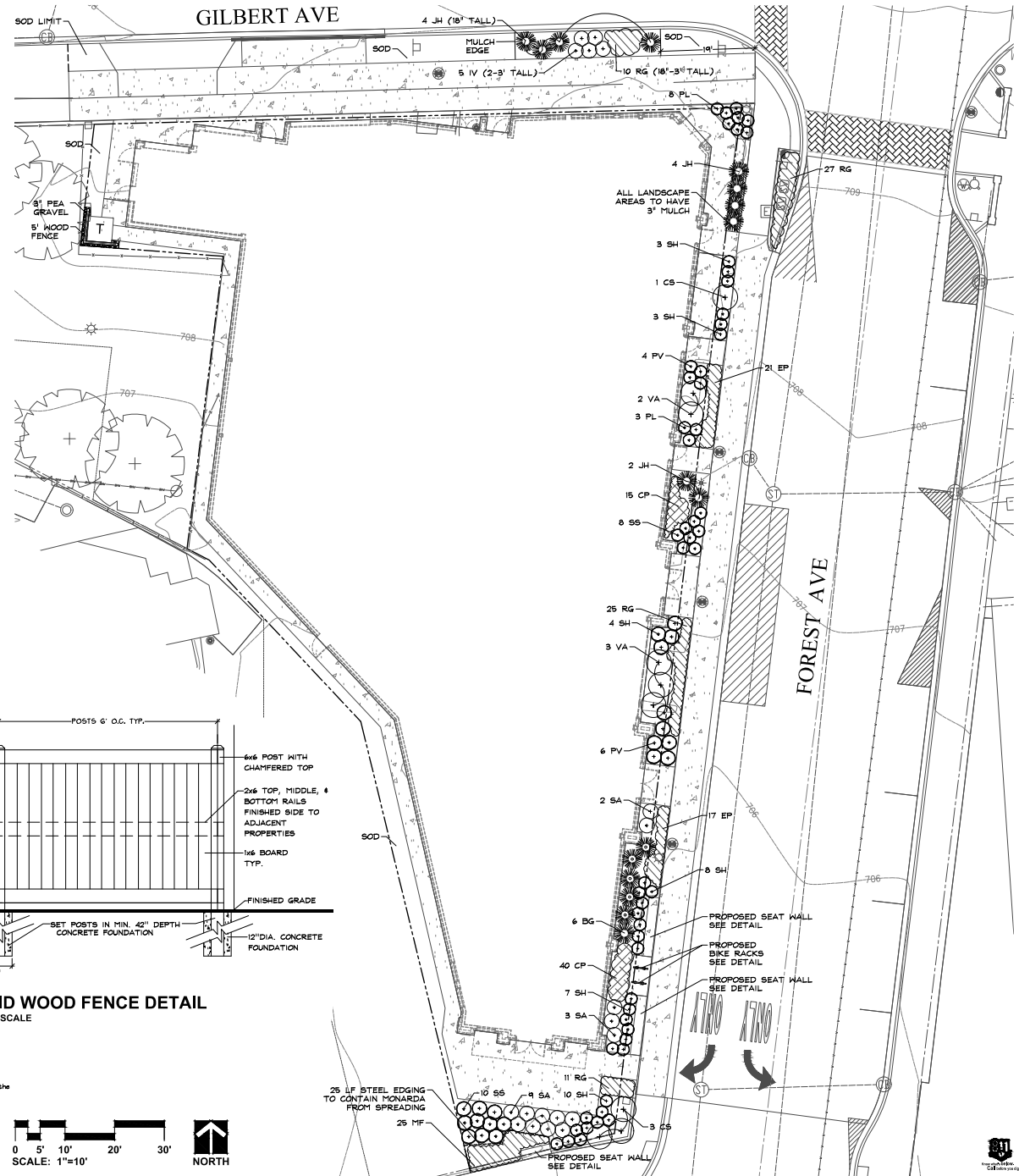
| Key | Qty | Botanical/Common Name | Size | Remarks |
|------------------------------|-----|--|----------|-------------------------|
| DECIDUOUS SHRUBS | | | | |
| CS | 4 | <i>Cornus sericea</i> 'Bailey' BAILEY'S REDTIG BDOGWOOD | 36" Tall | 5' O.C., SALT TOLERANT |
| IV | 5 | <i>Ilex virginica</i> 'Spirita' LITTLE HENRY VIRGINIA SHEETSPIRE | 24" Tall | 3' O.C., SALT TOLERANT |
| SA | 14 | <i>Spiraea alba</i> WHITE MEADOWSWEET | 24" Tall | 3' O.C., SALT TOLERANT |
| VA | 5 | <i>Viburnum acerifolium</i> MAPLE-LEAF VIBURNUM | 30" Tall | 4' O.C., NON-SALT TOL. |
| EVERGREEN SHRUBS | | | | |
| BG | 6 | <i>Dune Green</i> CHICAGO-LAND GREEN BOXWOOD | 24" Wide | 3' O.C., NON-SALT TOL. |
| ORNAMENTAL GRASSES | | | | |
| PV | 10 | <i>Panicum virgatum</i> 'Northwind' NORTHWIND SWITCHGRASS | #1 | 30" O.C., SALT TOLERANT |
| PL | 11 | <i>Panicum virgatum</i> 'Heavy Metal' HEAVY METAL SWITCHGRASS | #1 | 24" O.C., SALT TOLERANT |
| SS | 18 | <i>Schizachyrium scoparium</i> 'Twilight Zone' TWILIGHT LITTLE BLUESTEM | #1 | 24" O.C., SALT TOLERANT |
| SH | 35 | <i>Sporobolus heterolepis</i> PRAIRIE DOGRSEED | #1 | 24" O.C., SALT TOLERANT |
| PERENNIALS | | | | |
| EP | 36 | <i>Echinacea purpurea</i> PURPLE CONEFLOWER | #1 | 18" O.C., SALT TOLERANT |
| MF | 26 | <i>Monarda fistulosa</i> WILD BERGAMOT | #1 | 18" O.C., SALT TOLERANT |
| RG | 75 | <i>Rudbeckia hirta</i> 'Goldsturm' GOLDSTURM BLACK-EYED SUSAN | #1 | 18" O.C., SALT TOLERANT |
| GROUNDCOVERS | | | | |
| CP | 55 | <i>Carex pensylvanica</i> COMMON OAK SEDGE | #SP4 | 12" O.C., NON-SALT TOL. |
| EVERGREEN GROUNDCOVER | | | | |
| JH | 10 | <i>Juniperus horizontalis</i> CREEPING JUNIPER | 24" Wide | 3' O.C., SALT TOLERANT |
| MISC. MATERIALS | | | | |
| 17 | | SHREDDED HARDWOOD MULCH | C.Y. | |
| 735 | | SOD | S.F. | |
| 25 | | 10' STEEL EDGING | L.F. | |
| 4 | | PEA GRAVEL | C.F. | |

PLANTING DETAILS



GENERAL LANDSCAPE NOTES

- Contractor shall verify underground utility lines and is responsible for any damage.
- Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
- Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
- The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
- Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
- Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
- See General Conditions and Specifications for landscape work for additional requirements.



GRWA
GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60197
PHONE: 630.668.1197
www.grwa.com

CLIENT
ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET
SUITE 17
LEMONT, IL 60439

CIVIL ENGINEER
ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET
SUITE 17
LEMONT, IL 60439

FOREST POINTE MIXED USE
DOWNERS GROVE, ILLINOIS
FINAL LANDSCAPE PLAN
LANDSCAPE PLAN

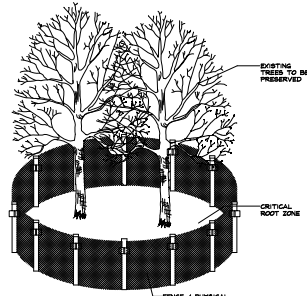
ILLINOIS LANDSCAPE ARCHITECTS ASSOCIATION
LICENSED LANDSCAPE ARCHITECT
SUSAN ROYER
for 0679
STATE OF ILLINOIS
EXPIRES: 06/31/2027

| REVISION | DATE |
|----------|------------|
| 1 | 2025.01.16 |

| | |
|-------------|------------|
| DATE | 2026.01.02 |
| PROJECT NO. | AC25172 |
| DRAWN | TBC |
| CHECKED | SJR |
| SHEET NO. | L1.1 |

L1.1

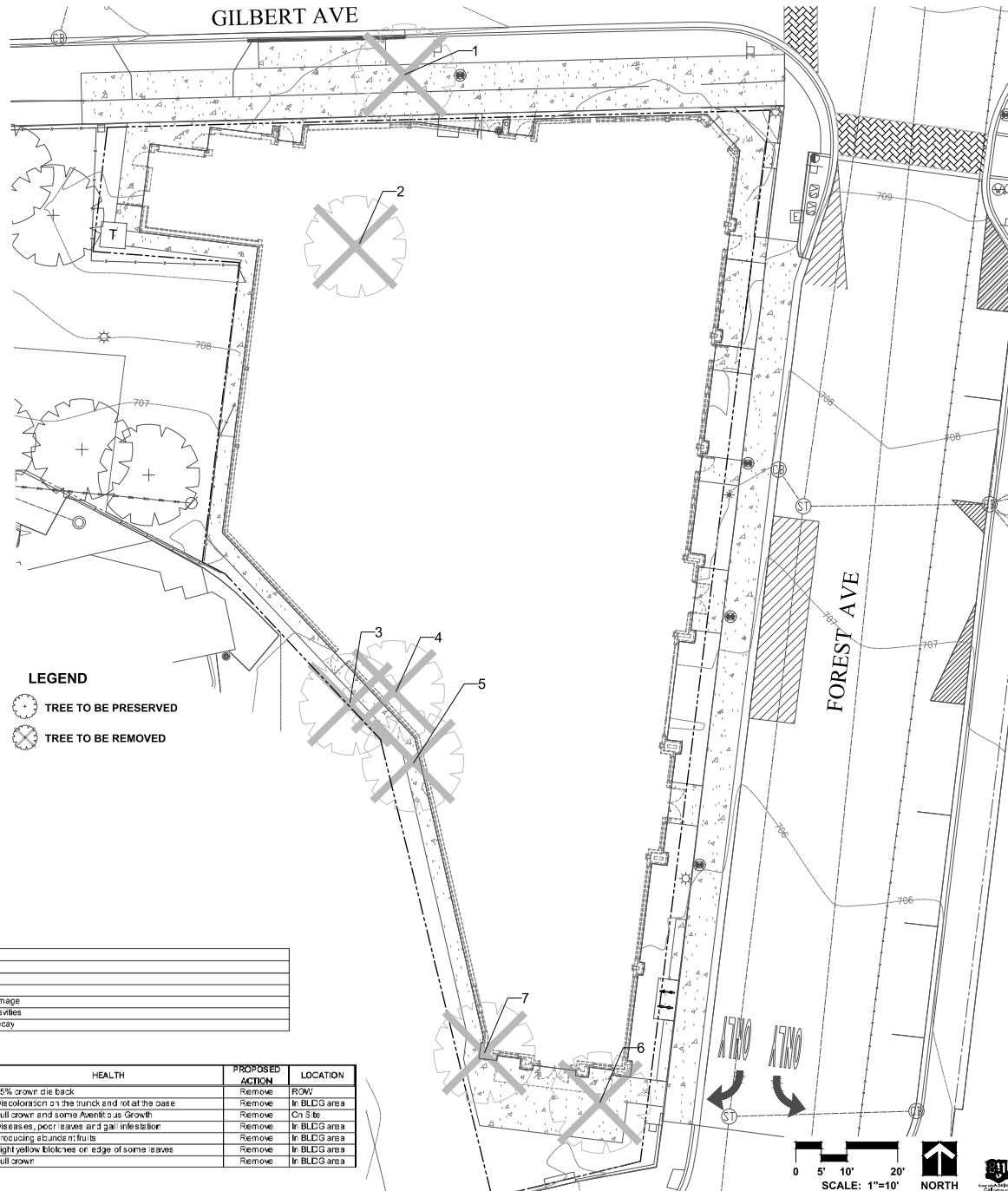
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TREE PRESERVATION DETAIL
(NOT TO SCALE)
SEE NOTES

TREE PRESERVATION NOTES

- Property line shall be located and staked by a professional land surveyor prior to trees removal.
- 48" high snow fence or wood barriers shall extend to the dripline of the trees or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
- Contractor shall take extreme care to protect the root system of existing trees. Should root pruning be necessary it shall not exceed 25% of the tree's root system and shall be done in accordance with recognized horticulture practices under the supervision of a professional arborist, Landscape Architect or Horticulturist.
- All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
- Broken or badly bruised branches shall be removed with a clean cut, if recommended by the professional Arborist, Landscape Architect or Horticulturist.
- Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
- Contractors shall protect trees and vegetation against spills or discharge of fuels, lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
- When underground utilities are proposed within 6' of a preserved tree trunk, they must be cased if possible.



LEGEND

TREE TO BE PRESERVED

TREE TO BE REMOVED

TREE INVENTORY
SWX FOREST & GILBERT
AC25172 - DOWNERS GROVE, IL
Tree inventory fieldwork: 9/25/2025
Completed by: SJR

RATING AND SURVEY CRITERIA

- Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
- All trees 2" DBH and above tagged per the Aurora City Ordinance
- Dead trees and invasive shrubs were not tagged
- Health Rating:

| Rating | Description | Criteria |
|--------|--------------|--|
| 1 | Excellent | Less than 10% dead wood, typical growth for species, no observed defects |
| 2 | Good | Less than 20% dead wood, minor defects, sound structure, no decay |
| 3 | Fair | Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities |
| 4 | Fair to Poor | Approximately 30-50% dead wood, lacking full crown, minor crown or trunk damage |
| 5 | Poor | Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities |
| 6 | Dead | Less than 10% living wood, greater than 80% missing bark, adventitious growth only, decay |

TOTAL TREE COUNT: 33

| TAGNO. | SCIENTIFIC NAME | COMMON NAME | DBH (inches) | CONDITION | STRUCTURE | HEALTH | PROPOSED ACTION | LOCATION |
|--------|------------------------------|----------------|--------------|--------------|--|--|-----------------|--------------|
| 1 | <i>Acer rubrum</i> | Red Maple | 6.2 | Good | Some branches cut off | 15% crown die back | Remove | ROW |
| 2 | <i>Acer rubrum</i> | Red Maple | 24.5 | Poor | Lacking full crown, multiple lg branches cut off | Discoloration on the trunk and rot at the base | Remove | In BLDG area |
| 3 | <i>Acer negundo</i> | Basswood | 14.4 | Fair to Poor | Leaning at a sharp angle and weak wood | Full crown and some adventitious growth | Remove | On Site |
| 4 | <i>Celtis occidentalis</i> | Hackberry | 9.5 | Poor | Lacking full crown | Diseases, poor leaves and gall infestation | Remove | In BLDG area |
| 5 | <i>Juglans nigra</i> | Walnut | 24.2 | Good | Full Crown and upright solid structure | Producing abundant fruit | Remove | In BLDG area |
| 6 | <i>Asculus hippocastanum</i> | Horse chestnut | 15.2 | Good | Fine form and solid trunk | Light yellow blotches or edge of some leaves | Remove | In BLDG area |
| 7 | <i>Acer platanoides</i> | Norway Maple | 16.2 | Good | Full Crown and upright solid structure | Full crown | Remove | In BLDG area |

GRWA
GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60197
PHONE: 630.668.1197
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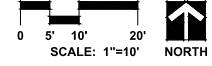
CLIENT
ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET
SUITE 17
LEMONT, IL 60439

CIVIL ENGINEER
ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET
SUITE 17
LEMONT, IL 60439

FOREST POINTE MIXED USE
DOWNERS GROVE, ILLINOIS
FINAL LANDSCAPE PLAN
TREE PRESERVATION PLAN

| REVISION | DATE |
|----------|------------|
| 1 | 2025.01.16 |

DATE: 2026.01.02
PROJECT NO.: AC25172
DRAWN: TRC
CHECKED: SJR
SHEET NO.:



L1.2

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Fish Transportation Group
1950 N. Washington Street, Suite 211
Naperville, Illinois 60563



Memorandum

To: William J. Di Santo, AIA, NCARB
WJDi Studio

From: Tim Doron
Senior Transportation Consultant
Fish Transportation Group

Date: October 18, 2025
Revised January 21, 2026

Re: Forest Pointe Development
Downers Grove, Illinois

Introduction

Fish Transportation Group (FTG), in conjunction with Kimley-Horn, has performed a Traffic Impact Study (TIS) for a proposed mixed-use development located on the southwest corner of Forest Avenue and Gilbert Avenue (Site) in downtown Downers Grove, Illinois. As proposed, the development will have three floors containing approximately 3,773 square feet of retail, 9,799 square feet of office, a 3,610 square foot restaurant, and six residential units. It will also have a 17-space parking garage for the use of the residential and other tenants. The purpose of this study is to identify existing traffic, future traffic generated by both the site and area roadway background growth, and to evaluate the impacts to nearby roadways and intersections. This study will recommend any required improvements to mitigate traffic or parking impacts. The study will be suitable for submittal to the Village of Downers Grove.

Existing Conditions

Existing transportation conditions in the vicinity of the proposed Site were documented based on field visits and traffic counts completed by FTG, supplemented with existing data collected from the Village of Downers Grove, DuPage County, Illinois Department of Transportation (IDOT), as well as Metra and Pace. The following section summarizes Site area existing conditions. The Site Location is shown in **Figure 1**.

Site Area Context

The new mixed-use development is proposed to be located on the southwest corner of Forest Avenue and Gilbert Avenue in downtown Downers Grove, Illinois. The Site is currently occupied by three 2-story and one 1-story residential frame and stucco residential buildings. Two of these structures house professional service businesses. The Site is zoned DC – Downtown Core. The northern end of the Site is located approximately 600 feet from the Metra BNSF commuter rail station and directly across Forest Avenue from the Downers Grove Library. The block bounded by Gilbert Avenue to the north, Curtiss Street to the south, Forest Avenue to the east and Carpenter Street to the west is comprised of both single-family and multi-family residential. On-street parking is permitted on Gilbert Avenue (north side) and on Forest Avenue both sides. Immediately east of the site is the Forest Avenue public lot.

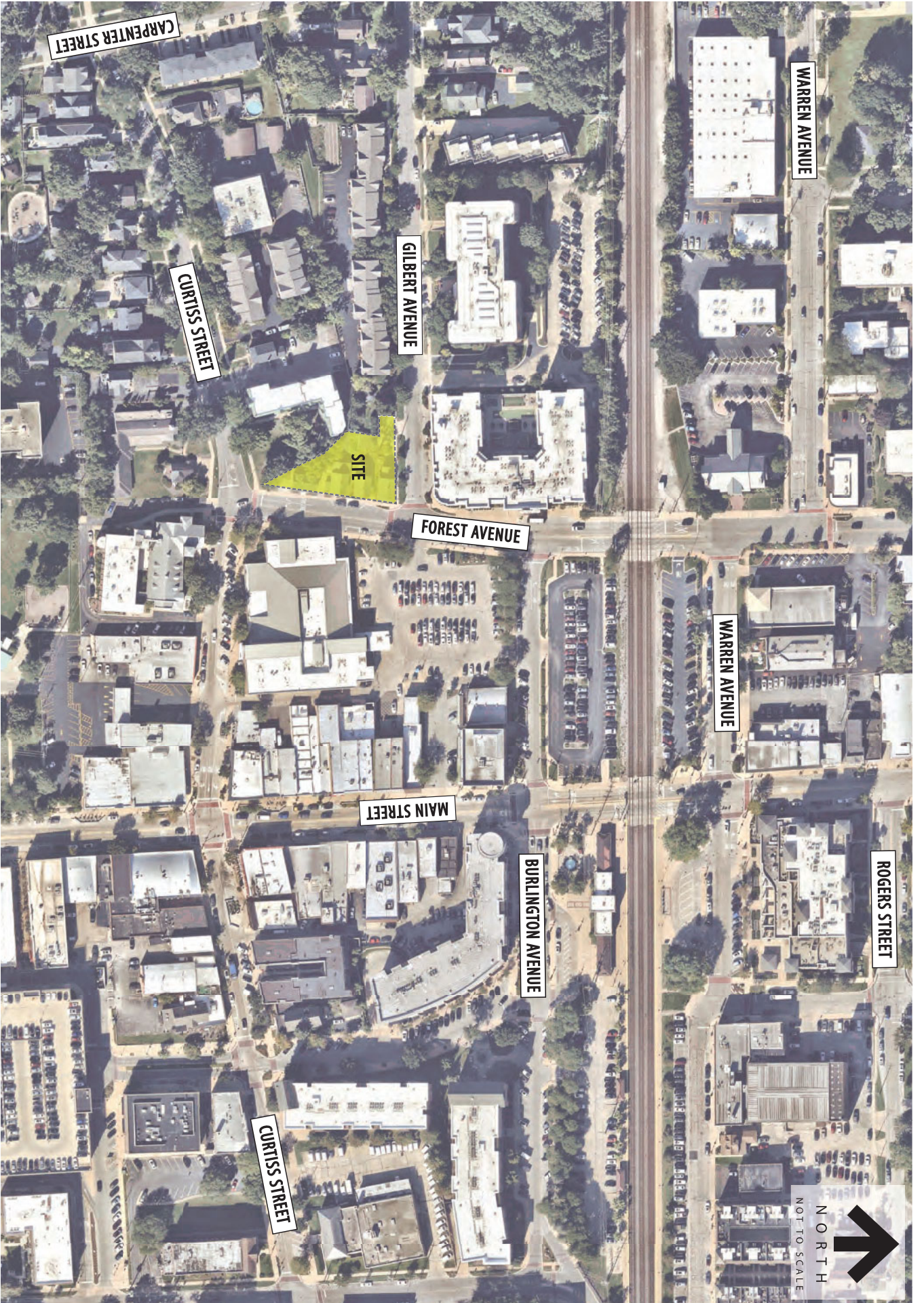


FIGURE 1
SITE LOCATION MAP

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois
Page 3

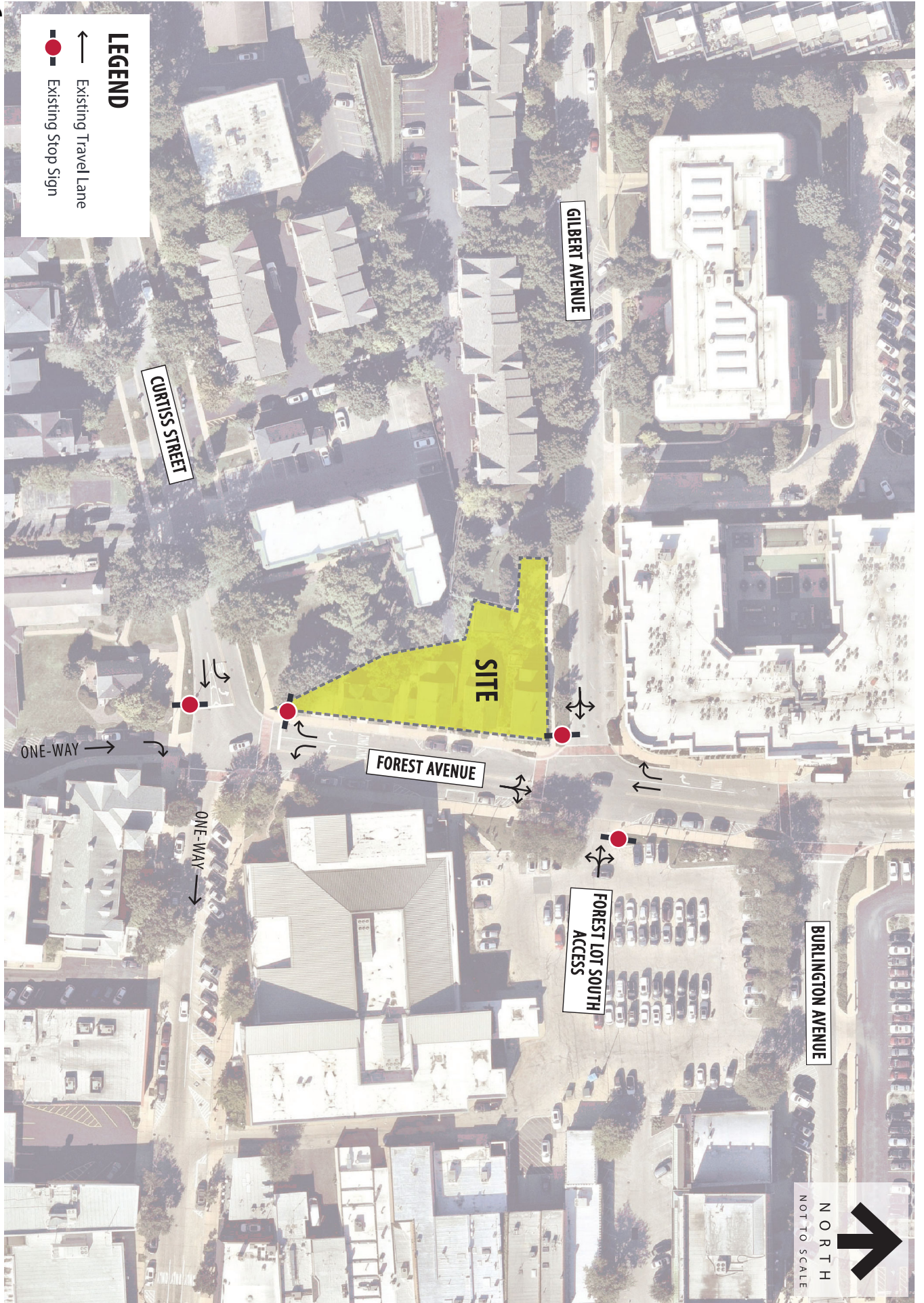
Existing Roadway and Parking Characteristics

The following describes the area roadways and traffic control devices. **Figure 2A** shows Existing Traffic Characteristics and **Figure 2B** shows Existing Parking Characteristics. Photos of each intersection are contained in the Appendix.

- *Forest Avenue* is a north-south two-lane roadway designated as a Collector roadway bordering the Site on the east and is under the jurisdiction of the Village of Downers Grove. Forest Avenue provides one lane of travel in each direction, along with a combination of turn lanes at various intersections and parallel on-street parking. Just north of the Site, Forest Avenue crosses the BNSF Railroad, providing access to the Metra Commuter Rail station on Warren Avenue. At its unsignalized intersection with Gilbert Avenue and the Downers Grove Library parking lot driveway, the north leg of the intersection includes one travel lane and one right-turn lane in the southbound direction, and one travel lane in the northbound direction. No marked crosswalk exists across the north side of the intersection. The south leg of the intersection has a combination through/turn lane on the northbound approach. Curb extensions are in place on the south leg of the intersection along with a pedestrian crossing sign and in-street “Stop for Pedestrians in Crosswalk” sign.

Forest Avenue terminates at its intersection with Curtiss Street south of the site. The north leg of the intersection is stop-sign controlled and includes both southbound left-turn and right-turn lanes and a northbound travel lane. The south side of the intersection is a driveway for the First Congregational Church which also serves as the drop-off/pick-up location for the Church’s weekday childcare program. Curb extensions are in place on the north leg of the intersection with a marked, brick crosswalk. The posted speed limit is 25 miles per hour. On-street parallel parking is allowed on both the east and west side of Forest Avenue in marked spaces for up to 3 hours from 6AM to 6PM. Per the IDOT website, www.gettingaroundillinois.com, the 2024 average annual daily traffic volume (AADT) is 3,900 vehicles per day.

- *Gilbert Avenue* is an east-west two-lane roadway designated as a Collector bordering the Site on the north and is under the jurisdiction of the Village of Downers Grove. Gilbert Avenue provides one travel lane in each direction with 3-hour on-street parking allowed on the north side of the street between 6AM to 6PM. At its intersection with Forest Avenue Gilbert Avenue is under stop sign control. The west leg of the intersection has a combination through/turn lane. The east leg is the library parking lot and contains a combination through/turn lane. A marked, brick crosswalk is provided on the west leg of the intersection. The posted speed limit is 25 miles per hour. Per the IDOT website, www.gettingaroundillinois.com, the 2024 AADT is 3,200 vehicles per day. There is no marked crosswalk on the west side of the intersection.
- *Curtiss Street* is an east-west two-lane roadway designated as a Collector bordering the Site on the south and is under the jurisdiction of the Village of Downers Grove. East of Forest Avenue it becomes one-way eastbound. The west leg provides a separate left turn lane and combination through/right lane. A marked, brick crosswalk is provided on the east leg of the intersection. The posted speed limit is 25 miles per hour. Per the IDOT website, www.gettingaroundillinois.com, the 2024 AADT is 2,350 vehicles per day.



LEGEND

- ← Existing Travel Lane
- Existing Stop Sign

FIGURE 2A
EXISTING TRAFFIC CHARACTERISTICS

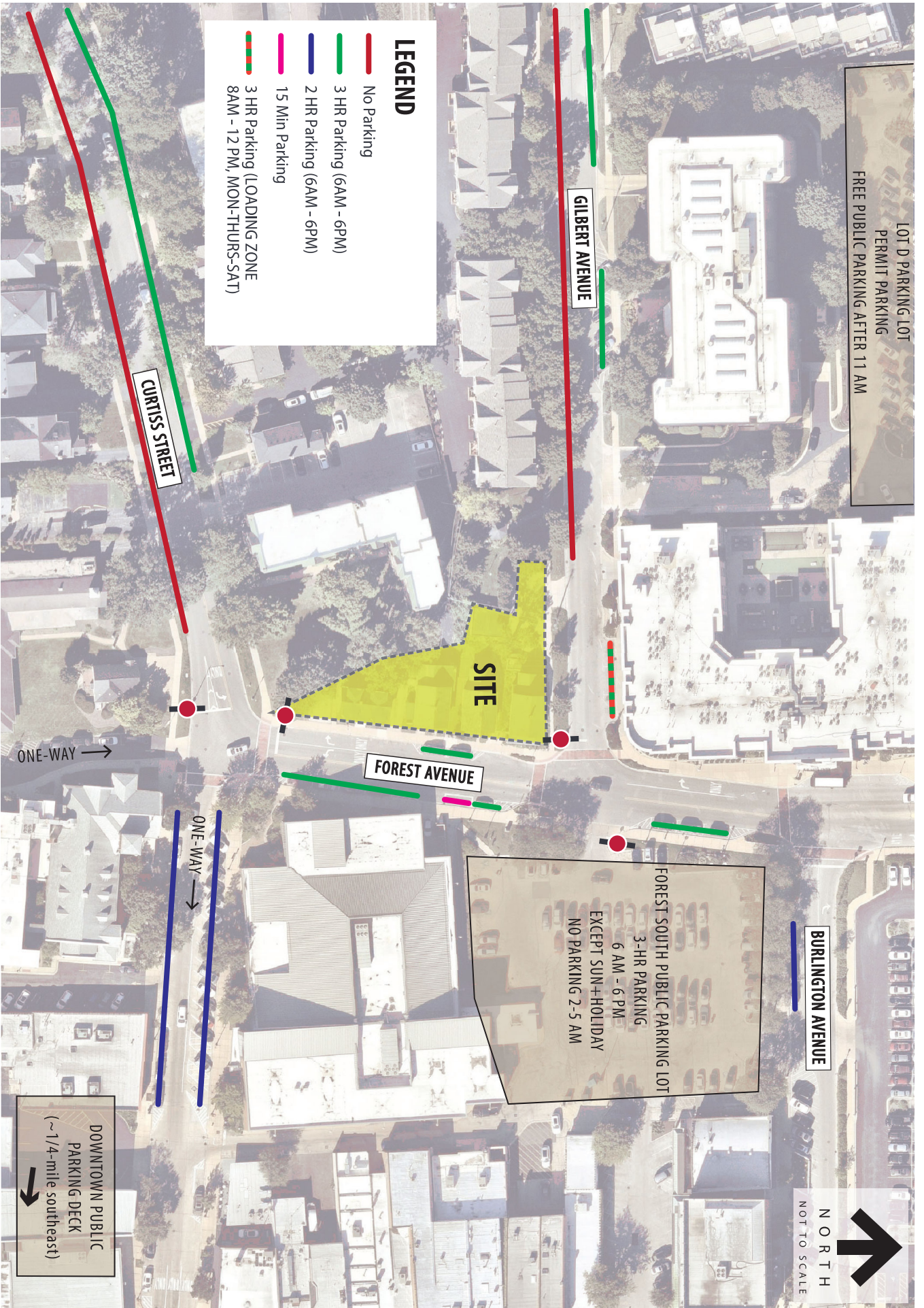


FIGURE 2B
EXISTING PARKING CHARACTERISTICS

Proposed Mixed Use Development
 Forest Pointe
 Downers Grove, Illinois
 Page 6

Pedestrian & Bicycle Facilities

Sidewalks are provided on both sides of all roadways surrounding the Site. Marked brick crosswalks are located at the west and south legs of the Forest Avenue and Gilbert Avenue intersection and the north and east legs of the Forest Avenue and Curtiss Street intersection. Curb extensions are provided on the south leg Forest Avenue at Gilbert Avenue and on the north leg at Curtiss Street. Area roadways are considered bicycle-friendly and are designated as Bicycle Routes in the Village of Downers Grove Bicycle Plan. The Guiding DG Active Transportation Plan recommends a shared use path along Gilbert Avenue. Plans now include 10 feet wide pavement across the frontage of the Site. Bike parking exists at the Downers Grove Library and at the Main Street Metra Station.

Public Transportation

The Site is conveniently located near both Metra Commuter Rail Service and Pace Bus Service. The Downers Grove Metra – Main Street Station, located on the BNSF Line, is about 600 feet from the north end of the Site. Service on the BNSF runs from Chicago Union Station to Downtown Aurora, connecting Downers Grove to Naperville, Lisle, Westmont, and other communities along Ogden Avenue. Pace Bus Route 834 stops at the Main Street Metra Station. Route 834 connects the entirety of northern and southern Downers Grove from Yorktown Center Mall to Woodgrove Festival Shopping Center.

Existing Traffic Volumes

The Site area was observed, and traffic counts were conducted on a typical weekday under clear roadway conditions and during school session. Turning movement counts were collected at two intersections on both a weekday and Saturday during typical busy hours. These were performed on Thursday September 4, 2025, from 7-9AM and 4-6PM, and on Saturday September 6, 2025, from 11AM – 1PM. The two locations studied were:

- Forest Avenue & Gilbert Avenue intersection
- Forest Avenue & Curtiss Street intersection

The results of the traffic counts are shown in **Figure 3** as Existing 2025 Traffic Volumes. The table below indicates the identified peak hours.

Table 1 Peak Hours for Both Locations

| AM Peak Period | PM Peak Period | Saturday Peak |
|-----------------------|-----------------------|----------------------|
| 7:30-8:30 AM | 4:00 -5:00 PM | 11:00 AM-12:00 PM |

LEGEND

- xx** Weekday AM Peak (7:30 – 8:30am)
- (xx)** Weekday PM Peak (4:00 – 5:00pm)
- [xx]** SAT Midday Peak (11:00am – 12:00pm)
- Existing Stop Sign

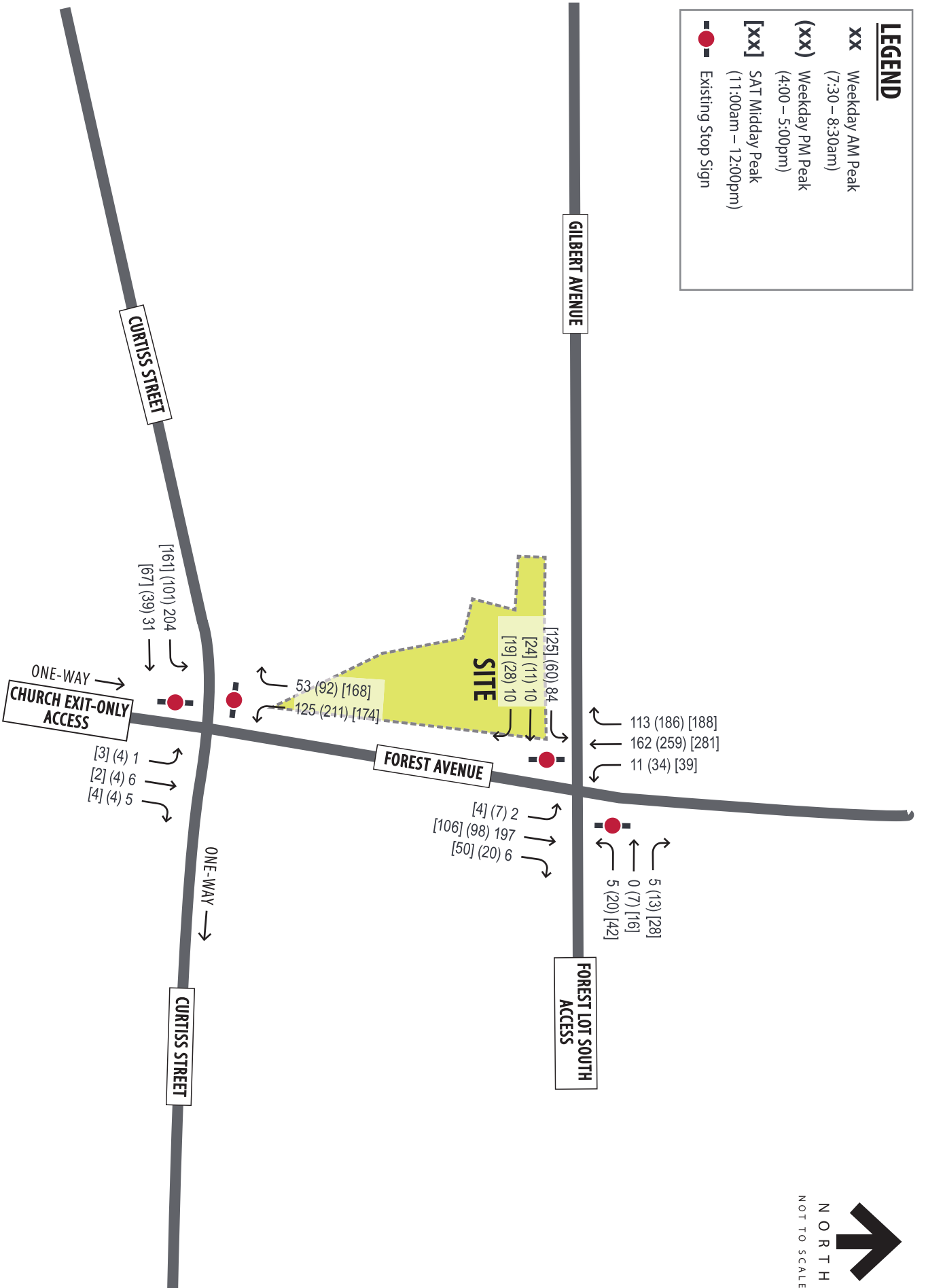


FIGURE 3 EXISTING (2025) TRAFFIC VOLUMES

Proposed Mixed Use Development
 Forest Pointe
 Downers Grove, Illinois
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Existing Capacity Analysis

Capacity analyses were conducted to assess existing operating conditions at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2**. The range of control delay for each rating (as detailed in the HCM) is shown in **Table 3**.

Table 2. Level of Service Grading Descriptions¹

| Level of Service | Description |
|------------------|--|
| A | Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream. |
| B | Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream. |
| C | Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds. |
| D | Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease. |
| E | High control delay; average travel speed no more than 33 percent of free flow speed. |
| F | Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. |

¹Highway Capacity Manual, 7th Edition.

Table 3. Level of Service Grading Criteria

| Level of Service ¹ | Average Control Delay (s/veh) at: | |
|-------------------------------|-----------------------------------|--------------------------|
| | Unsignalized Intersections | Signalized Intersections |
| A | 0 – 10 | 0 – 10 |
| B | > 10 – 15 | > 10 – 20 |
| C | > 15 – 25 | > 20 – 35 |
| D | > 25 – 35 | > 35 – 55 |
| E | > 35 – 50 | > 55 – 80 |
| F ² | > 50 | > 80 |

¹Highway Capacity Manual, 7th Edition ²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

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 Forest Pointe
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Existing 2025 LOS Summary

Based on the standards detailed in the preceding tables, the results of the capacity analysis for existing conditions are summarized in **Table 4**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. The results are based on Synchro's HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4. Existing (2025) Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Sat Midday Peak Hour | |
|--|----------------------|----------|----------------------|----------|----------------------|----------|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Forest Avenue / Gilbert Avenue- South Forest Lot △ | | | | | | |
| Eastbound | 13 | B | 16 | C | 28 | D |
| Westbound | 11 | B | 15 | B | 20 | C |
| Northbound (Left-Turn) | 8 | A | 9 | A | 9 | A |
| Southbound (Left-Turn) | 8 | A | 8 | A | 8 | A |
| Forest Avenue / Curtiss Street ★ | | | | | | |
| Eastbound | 11 | B | 10- | A | 11 | B |
| Northbound | 8 | A | 8 | A | 9 | A |
| Southbound | 9 | A | 10+ | B | 10+ | B |
| <i>Intersection</i> | <i>10+</i> | <i>B</i> | <i>10+</i> | <i>B</i> | <i>10+</i> | <i>B</i> |

★ -All-Way Stop-Controlled Intersection △-Minor-Leg Stop-Controlled Intersection

Comments: The overall intersections and all approaches of the Forest Avenue intersection with Gilbert Avenue and Curtiss Street operate acceptably at LOS C or better during each peak hour. The exception to this is the eastbound approach (west leg) along Gilbert Avenue during the Saturday midday peak hour, which operates at LOS D with a 95th percentile queue of 3 vehicles. This is primarily due to higher volumes along Forest Avenue which is free flow as activity in Downtown on Saturday is increased.

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 Forest Pointe
 Downers Grove, Illinois
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Proposed Development Plan

Site Trip Generation

Based on the proposed land uses described previously, national standards were researched In order to calculate trips generated by the proposed site. Data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Codes (LUC) corresponding to the proposed uses are shown in **Table 5** (formula data) and **Table 6** (Traffic Projections). A copy of the ITE data is provided in the appendix.

Table 5. ITE Trip Generation Formula Data

| ITE Land Use | Unit | Weekday | | | Saturday |
|--|----------------|------------------------------------|-----------------------------------|--|-----------------------------|
| | | Daily | AM Peak Hour | PM Peak Hour | Midday Peak Hour |
| Multifamily Housing (Low-Rise) – Close to Rail Transit (LUC 220) | Dwelling Units | S = 4.72D 50% in/50% out | S = 0.3D 29% in/71% out | S = 0.45D 59% in/41% out | S = 0.22D 43% in/57% out |
| High-Turnover (Sit-Down) Restaurant (LUC 932) | 1 x 1,000 SF | S = 103.75X 50% in/50% out | S = 8.97X 55% in/45% out | S = 9.18X 61% in/39% out | S = 11.1X 51% in/49% out |
| Strip Retail Plaza (<40k) (LUC 822) | 1 x 1,000 SF | S = 54.45X 50% in/50% out | S = 3.93X 55% in/45% out | Ln(S) = 0.68 Ln(X)+2.77 50% in/50% out | S = 6.63X 51% in/49% out |
| General Office Building (LUC 710) | 1 x 1,000 SF | S = 6.18X+207.96 50% in/50% out | S = 1.12X+19.95 88% in/12% out | S = 0.99X+31.14 16% in/84% out | S = 0.88X 54% in/46% out |

S = Total Trips D = Dwelling Units X = 1,000 SF Gross Floor Area

Proposed Mixed Use Development
 Forest Pointe
 Downers Grove, Illinois
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Table 6. Site-Generated Traffic Projections

| Land Use | Size | Weekday | | | | | | | Saturday | | |
|---|------------------|-------------|--------------|-----------|------------|--------------|------------|------------|------------------|-----------|------------|
| | | Daily | AM Peak Hour | | | PM Peak Hour | | | Midday Peak Hour | | |
| | | | In | Out | Total | In | Out | Total | In | Out | Total |
| Multi-family Housing (Low Rise) – Close to Rail Transit | 6 Dwelling Units | 30 | 1 | 1 | 2 | 2 | 1 | 3 | 1 | 1 | 2 |
| High-Turnover (Sit-Down) Restaurant | 3,610 SF | 380 | 18 | 14 | 32 | 20 | 13 | 33 | 20 | 20 | 40 |
| Strip Retail Plaza (<40k) | 3,773 SF | 210 | 8 | 7 | 15 | 20 | 19 | 39 | 13 | 12 | 25 |
| General Office Building | 9,799 SF | 270 | 27 | 4 | 31 | 7 | 34 | 41 | 5 | 4 | 9 |
| Total Trips | | 900 | 54 | 26 | 80 | 49 | 67 | 116 | 39 | 37 | 76 |
| <i>Multi-modal reduction¹</i> | | <i>-150</i> | <i>-9</i> | <i>-4</i> | <i>-13</i> | <i>-7</i> | <i>-11</i> | <i>-18</i> | <i>-6</i> | <i>-6</i> | <i>-12</i> |
| Total New Trips | | 750 | 45 | 22 | 67 | 42 | 56 | 98 | 33 | 31 | 64 |

¹ Based upon census data in the nearby area, a multi-modal reduction of 17% was applied to account for walking, bicycling, and transit trips.

Traffic Analysis

Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as access and parking locations, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which vehicles can travel over various sections of that system. The anticipated directional distributions estimated for the site-generated trips are outlined in **Table 7**.

Table 7. Estimated Trip Distribution

| Traveling to/from | Estimated Trip Distribution |
|------------------------|-----------------------------|
| | Trips |
| North on Forest Avenue | 55% |
| West on Gilbert Avenue | 5% |
| West on Curtiss Street | 40% |
| Total | 100% |

Proposed Mixed Use Development
 Forest Pointe
 Downers Grove, Illinois
 Page 12

In general, some office and commercial/restaurant trips arriving to the study area based on the above distribution were not assigned to exit the study area via the same route. It was assumed that office trips destined for the Downers Grove downtown public parking deck, and commercial/restaurant trips destined for public on-street parking spaces along Curtiss Street east of Forest Avenue will exit the study area utilizing Main Street. Based on these assumptions, the site trip assignment for office trips, residential trips, and commercial trips are shown separately and illustrated on **Figure 4A**, **Figure 4B**, and **Figure 4C**, respectively. These were then combined, and the total site-generated trips are depicted on **Figure 4D**.

Future (2032) No-Build Traffic Projections without Development

The proposed development is expected to be open in 2027, therefore FTG evaluated future traffic conditions for a Year 2032 design horizon (build-plus-five, per typical IDOT requirements). Background traffic growth estimates were reviewed using data from the Chicago Metropolitan Agency for Planning (CMAP). The background annual compounded growth rate based on CMAP year 2050 traffic projections for the study network is 0.76%. The growth rate was applied for a period of 7 years to reflect traffic growth between Year 2025 (existing traffic counts) and future Years 2032. The future projected growth rates are shown in **Table 8** below. The no-build traffic projections for Year 2032 are presented in **Figure 5**.

Table 8. CMAP Projected Growth Rates

| Roadway Segment | CMAP Projected Annual Growth Rate |
|---------------------------------------|-----------------------------------|
| Forest Avenue north of Gilbert Avenue | 0.76% |
| Forest Avenue south of Gilbert Avenue | 0.76% |
| Gilbert Avenue west of Forest Avenue | 0.76% |
| Gilbert Avenue east of Forest Avenue | 0.74% |
| Network Assumption | 0.76% |

These No Build volumes were subjected to capacity analysis modeling to identify how the subject intersections would operate in year 2032 without the development. The results are shown in **Table 9** Future 2032 No-Build LOS summary.

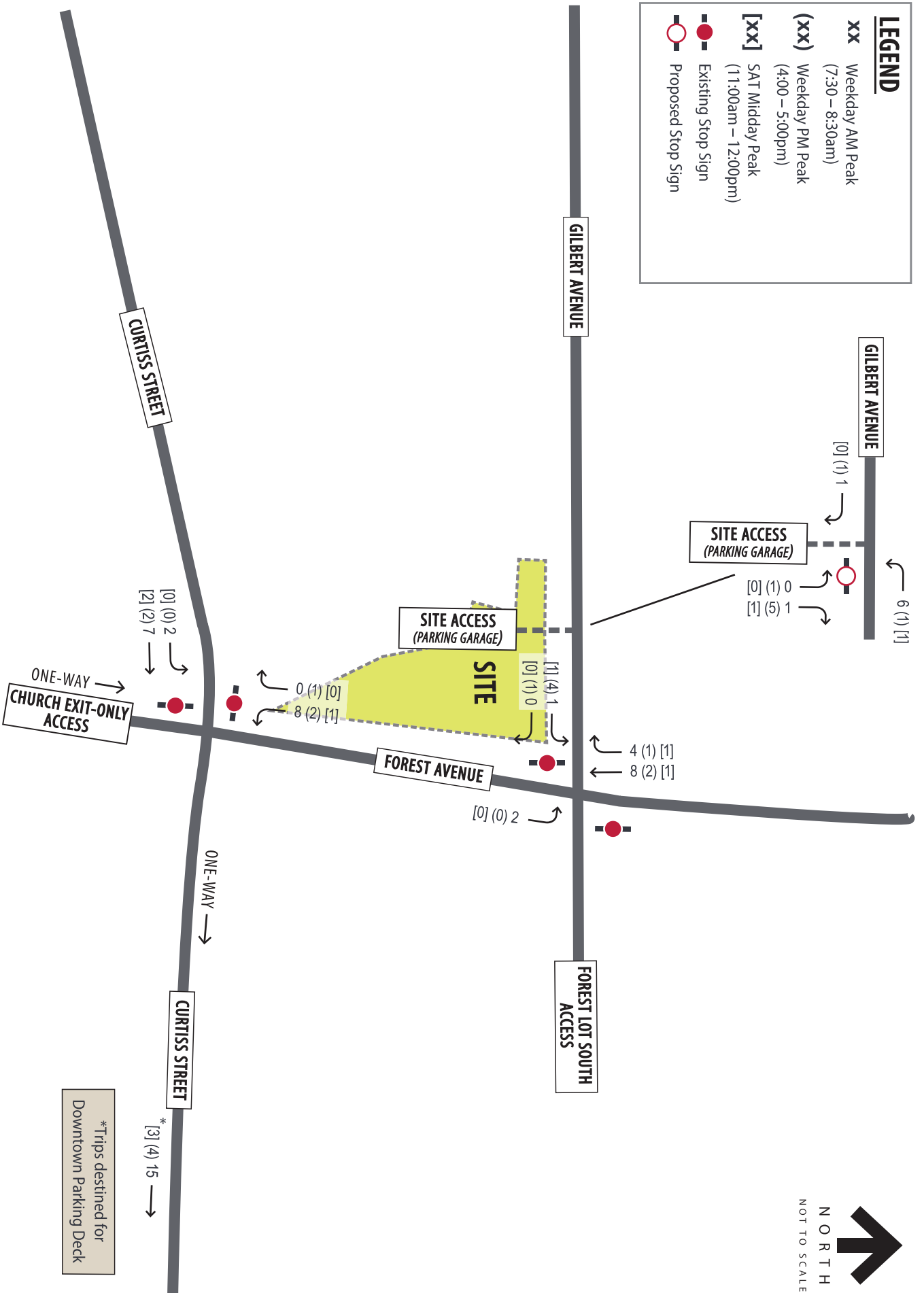
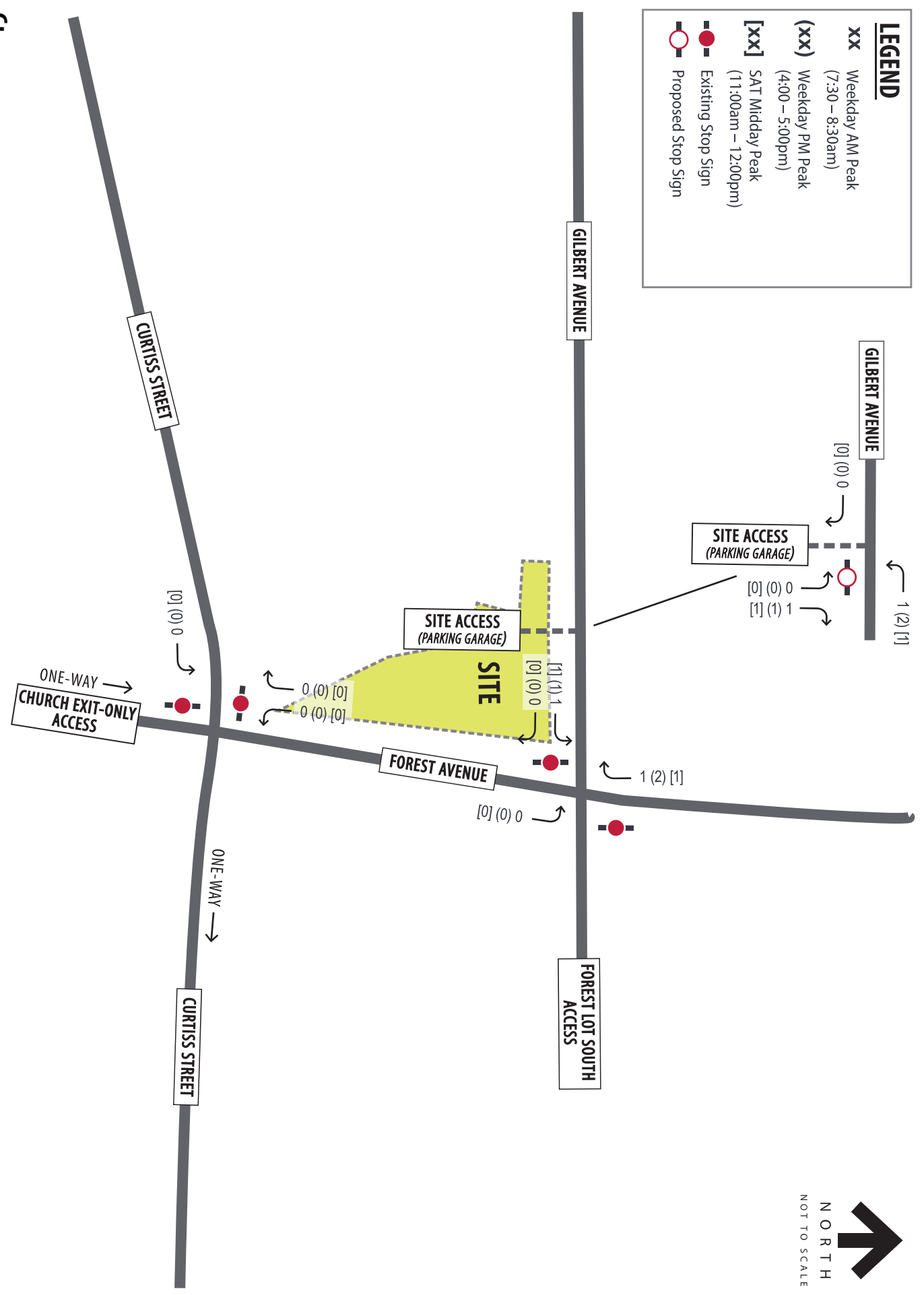


FIGURE 4A
SITE TRIP ASSIGNMENT - OFFICE



LEGEND

| | |
|-------------|--|
| XX | Weekday AM Peak (7:30 – 8:30am) |
| (XX) | Weekday PM Peak (4:00 – 5:00pm) |
| [XX] | SAT Midday Peak (11:00am – 12:00pm) |
| | Proposed Stop Sign |
| | Existing Stop Sign |



FIGURE 4B
SITE TRIP ASSIGNMENT - RESIDENTIAL

| LEGEND | |
|--------|--|
| XX | Weekday AM Peak (7:30 – 8:30am) |
| (XX) | Weekday PM Peak (4:00 – 5:00pm) |
| [XX] | SAT Midday Peak (11:00am – 12:00pm) |
| ● | Existing Stop Sign |
| ○ | Proposed Stop Sign |

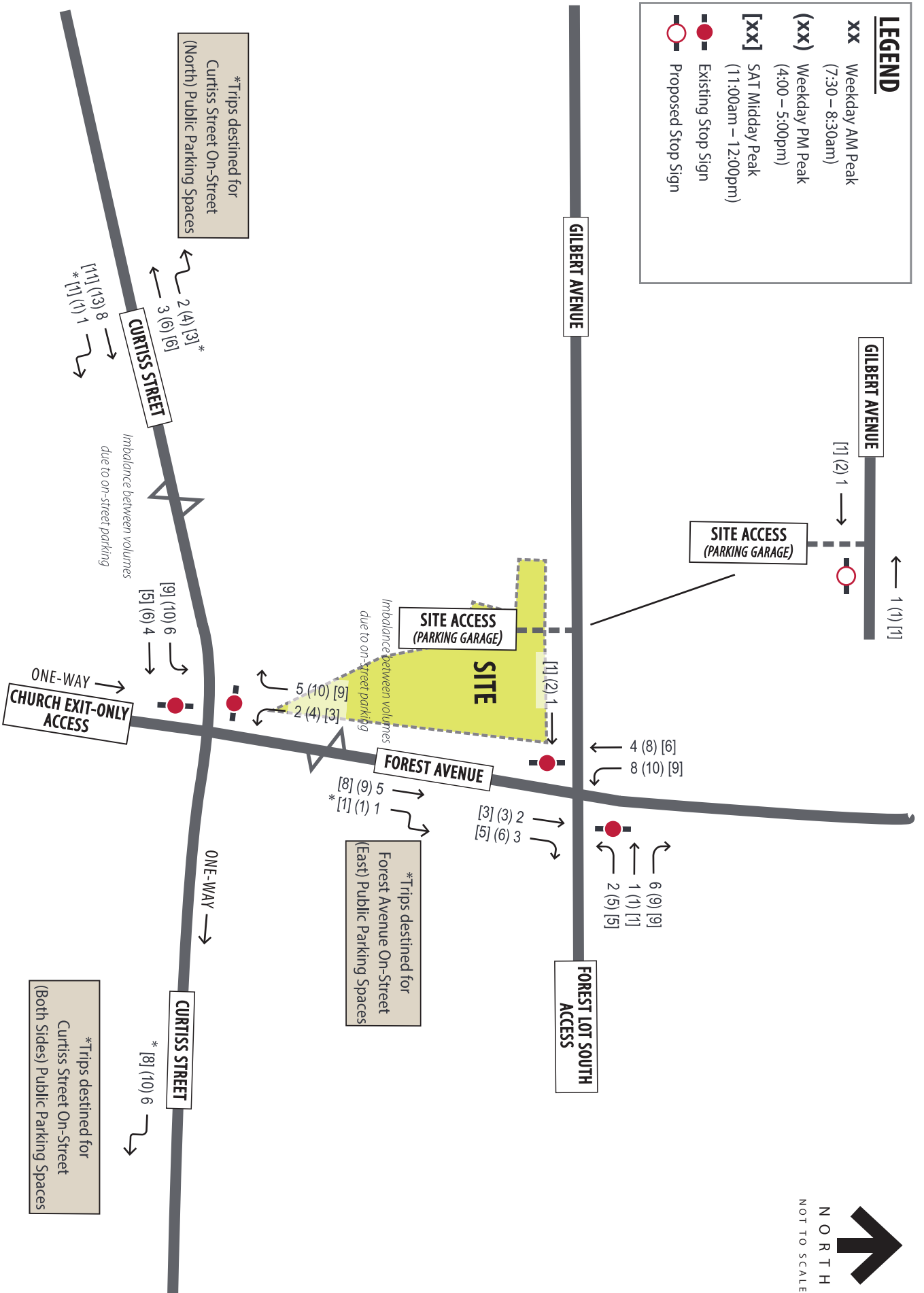


FIGURE 4C
SITE TRIP ASSIGNMENT - RESTAURANT/COMMERCIAL

LEGEND

- XX** Weekday AM Peak (7:30 – 8:30am)
- (XX)** Weekday PM Peak (4:00 – 5:00pm)
- [XX]** SAT Midday Peak (11:00am – 12:00pm)
- Existing Stop Sign
- Proposed Stop Sign

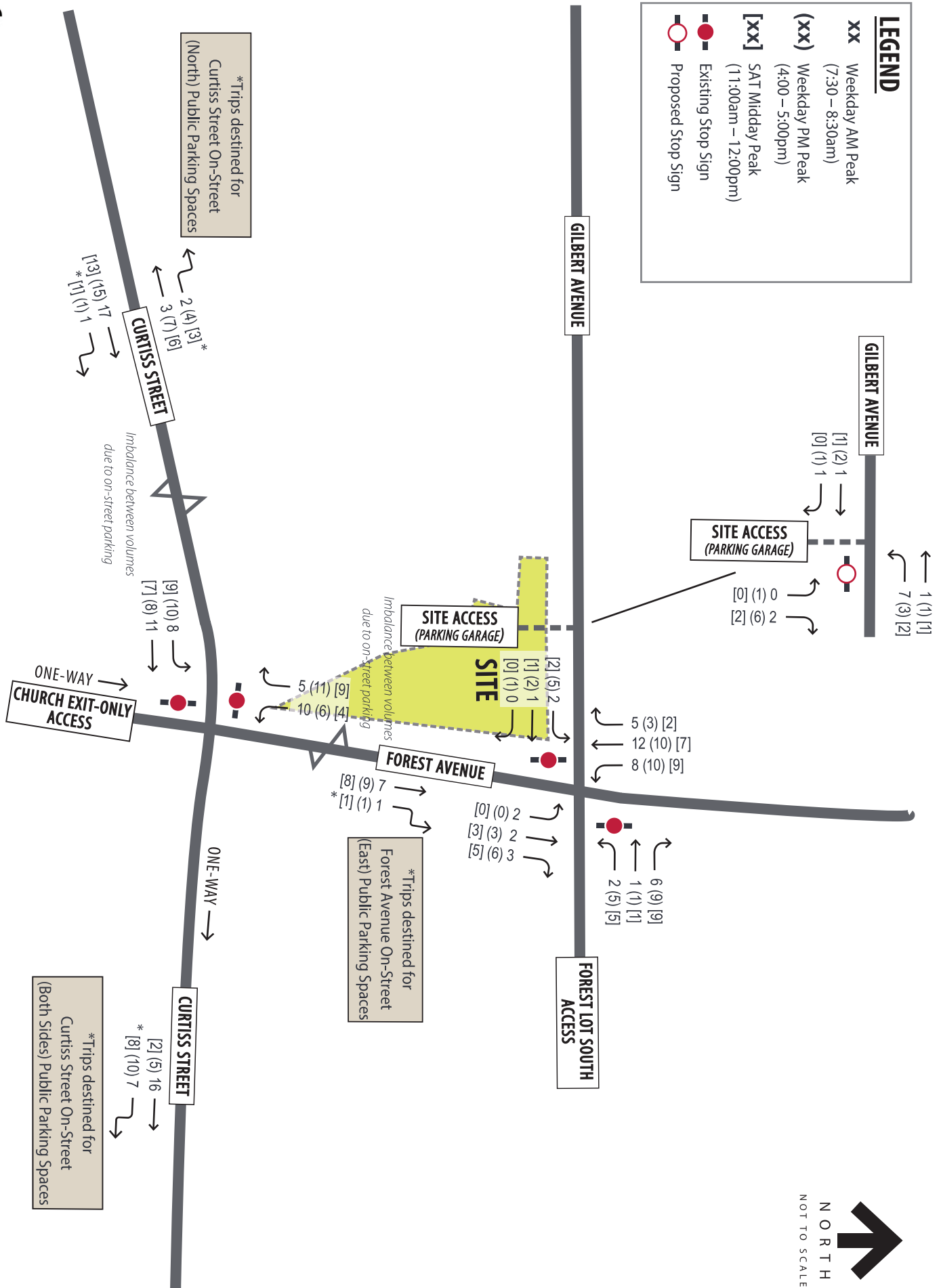
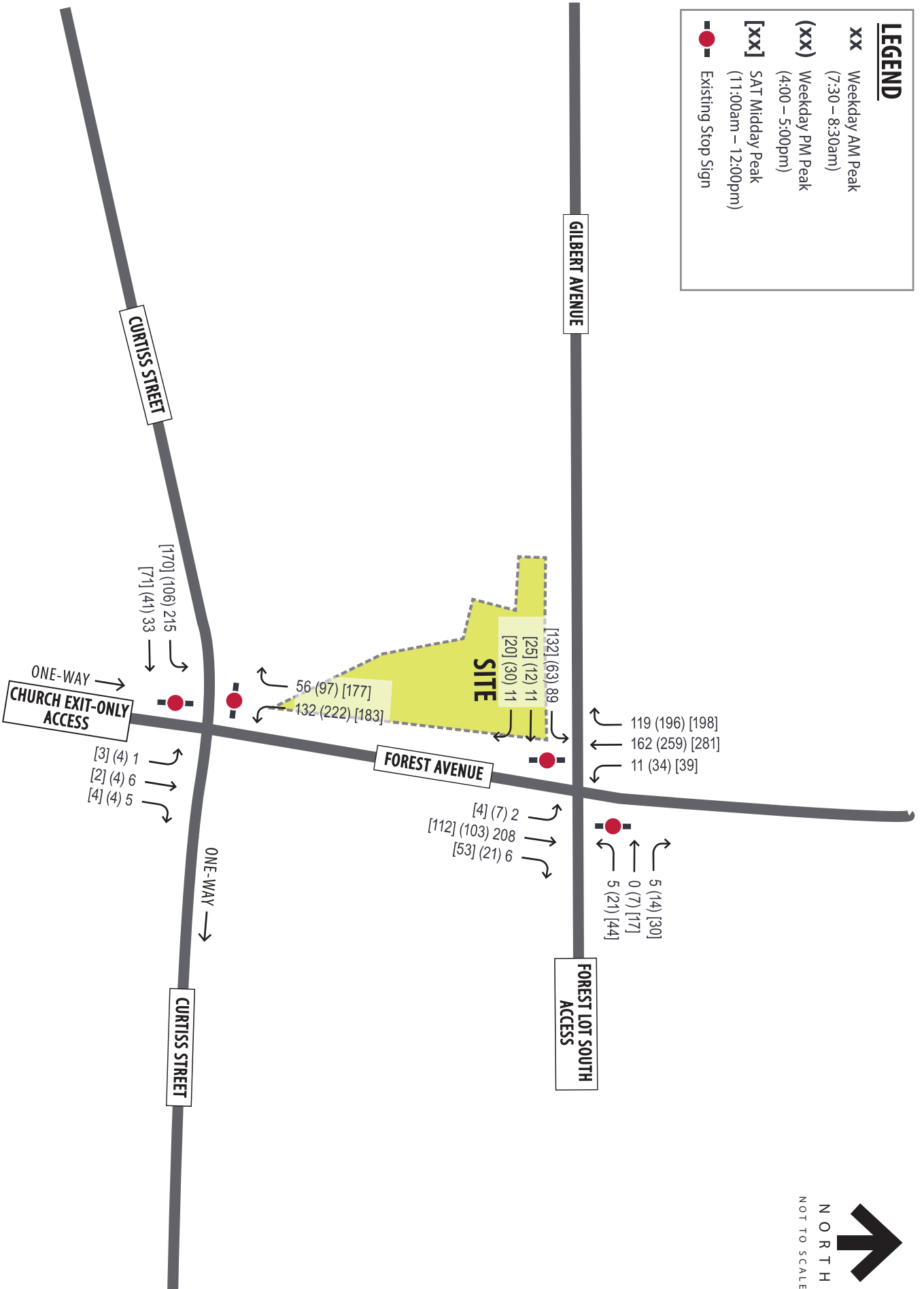


FIGURE 4D
SITE TRIP ASSIGNMENT - TOTAL



| LEGEND | |
|-------------|--|
| xx | Weekday AM Peak (7:30 – 8:30am) |
| (xx) | Weekday PM Peak (4:00 – 5:00pm) |
| [xx] | SAT Midday Peak (11:00am – 12:00pm) |
| | Existing Stop Sign |



NO-BUILD (2032) TRAFFIC PROJECTIONS

FIGURE 5

Proposed Mixed Use Development
 Forest Pointe
 Downers Grove, Illinois
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Future (2032) No-Build LOS Summary

Table 9. Future (2032) No-Build Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Sat Midday Peak Hour | |
|--|----------------------|----------|----------------------|----------|----------------------|----------|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Forest Avenue / Gilbert Avenue- South Forest Lot △ | | | | | | |
| Eastbound | 14 | B | 17 | C | 32 | D |
| Westbound | 11 | B | 15+ | C | 22 | C |
| Northbound (Left-Turn) | 8 | A | 9 | A | 9 | A |
| Southbound (Left-Turn) | 8 | A | 8 | A | 8 | A |
| Forest Avenue / Curtiss Street ★ | | | | | | |
| Eastbound | 11 | B | 10- | A | 11 | B |
| Northbound | 9 | A | 9 | A | 9 | A |
| Southbound | 10- | A | 11 | B | 10+ | B |
| <i>Intersection</i> | <i>10+</i> | <i>B</i> | <i>10+</i> | <i>B</i> | <i>11</i> | <i>B</i> |

★ -All-Way Stop-Controlled Intersection △-Minor-Leg Stop-Controlled Intersection

Comment: With only background traffic growth, the overall intersections, and most approaches of the Forest Avenue intersection with both Gilbert Avenue and Curtiss Street are projected to continue operating acceptably at LOS C or better during each peak hour. The exception to this remains the eastbound approach (west leg) along Gilbert Avenue during the Saturday midday peak hour, which is expected to continue operating at LOS D with a projected 95th percentile queue of 4 vehicles (as compared to 3 vehicles under existing conditions). Once again, this leg of the intersection is under stop control while Forest Avenue is free flow. No changes to this operation are recommended as Forest Avenue is the primary street and this situation only occurs for a brief time during the peak periods.

Proposed Mixed Use Development
 Forest Pointe
 Downers Grove, Illinois
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Future (2032) Build Traffic Projections with Development

Total traffic projections with the development for Year 2032 were calculated by adding the total site-generated trips (Figure 4D) to the future (2036) no-build traffic projections (Figure 5). Total traffic projections for the total future (2032) build scenario are illustrated on **Figure 6**. These total results were then subjected to capacity analysis modelling to identify future operations of the subject intersections. These future results are shown on **Table 10** Future (2032) Build LOS.

Table 10. Future (2032) Build Levels of Service

| Intersection | Weekday AM Peak Hour | | Weekday PM Peak Hour | | Sat Midday Peak Hour | |
|--|----------------------|----------|----------------------|----------|----------------------|----------|
| | Delay (s/veh) | LOS | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Forest Avenue / Gilbert Avenue-South Forest Lot △ | | | | | | |
| Eastbound | 15 | B | 19 | C | 39 | E |
| Westbound | 12 | B | 16 | C | 24 | C |
| Northbound (Left-Turn) | 8 | A | 9 | A | 9 | A |
| Southbound (Left-Turn) | 8 | A | 8 | A | 8 | A |
| Forest Avenue / Curtiss Street ★ | | | | | | |
| Eastbound | 11 | B | 10 | A | 11 | B |
| Northbound | 9 | A | 9 | A | 9 | A |
| Southbound | 10- | A | 11 | B | 10+ | B |
| <i>Intersection</i> | <i>11</i> | <i>B</i> | <i>11</i> | <i>B</i> | <i>11</i> | <i>B</i> |
| Gilbert Avenue / Site Parking Garage △ | | | | | | |
| Westbound (Left-Turn) | 8 | A | 8 | A | 8 | A |
| Northbound | 9 | A | 9 | A | 9 | A |

★ -All-Way Stop-Controlled Intersection

△-Minor-Leg Stop-Controlled Intersection

Comment: With the total future condition of background traffic growth plus Site traffic, the overall intersections, and most approaches of the Forest Avenue intersection with Gilbert Avenue and Curtiss Street are projected to continue operating acceptably at LOS C or better during each peak hour. The exception to this remains the eastbound approach (west leg) along Gilbert Avenue during the Saturday midday peak hour, which is operating at LOS E with a projected 95th percentile queue of 4-5 vehicles (as compared to 3 vehicles under existing conditions). This is due primarily to the increase in background traffic (growth) and traffic on Forest Avenue during busier commercial times on a Saturday.

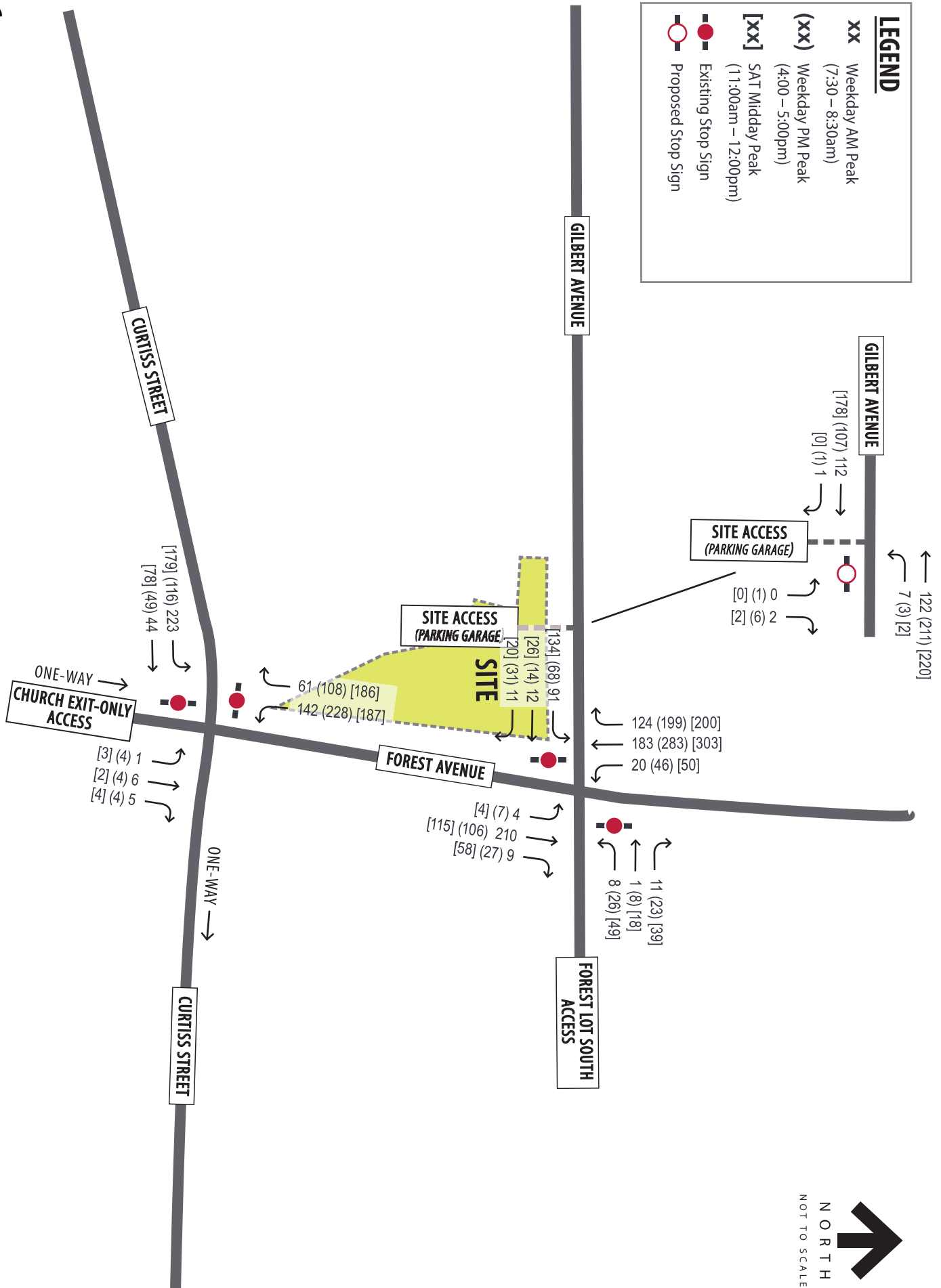


FIGURE 6
BUILD (2032) TRAFFIC PROJECTIONS

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois
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Parking

- There will be 17 total on-site parking spaces in the garage.
- The garage will accommodate one space each for the six residential units.
- The remaining spaces will be allocated as needed.
- Parking for office employees can be accommodated in the second floor of the public parking garage by purchasing a quarterly pass. Visual observations on Thursday October 9th at 2:20 PM showed only about 50% occupancy.
- Additional parking at lots A, B, C, D, F after 8:30 AM with a permit and open after 11:00 AM.
- On-street parking is available for commercial uses plus additional parking (3 hour) in the South Forest lot, immediately to the west.

Recommendations and Conclusion

The traffic impacts to the nearby streets and intersections projected to the year 2032 with the Site traffic included are negligible. The following recommendations are indicated:

- Traffic operations will function well. The exception is the eastbound approach of Gilbert Avenue and Forest Avenue on Saturday. No changes are recommended and Forest Avenue should remain free flow as the volumes are over four times higher than those on Gilbert Avenue. Creating an all way stop condition would degrade the overall operation of the intersection.
- The exit from the garage onto Gilbert Avenue should be under stop sign control
- Restaurant and commercial patrons should be directed to the municipal parking deck, hourly street parking, and other available lots as well as the South Forest lot.
- The multi-use path identified in the DG Active Transportation Plan will be included in the revised site plan along the Gilbert Avenue frontage.
- A loading space is located along Forest Avenue to serve the front door of the restaurant and the building. This is shown on the revised plan.
- Office employees should be directed to the parking garage or lots A-D, F after 8:30 AM (with a DB permit).
- Bike parking should be constructed on both the north and south ends of the site.

In conclusion, the development will be a good complementary use to the downtown. Traffic generated by the development can be accommodated in the surrounding street network with only small impacts during certain busy hours. Loading and pedestrian improvements will complement the area operations.

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Appendix

Photo Inventory

Site plan

Traffic counts

Capacity analysis worksheets 2025 Existing Conditions AM and PM

ITE Trip Generation Manual 12th Edition Excerpts

CMAP Correspondence

Capacity analysis worksheets 2032 No-Build Conditions AM and PM

Capacity analysis worksheets 2032 Build Conditions AM and PM

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Photo Inventory



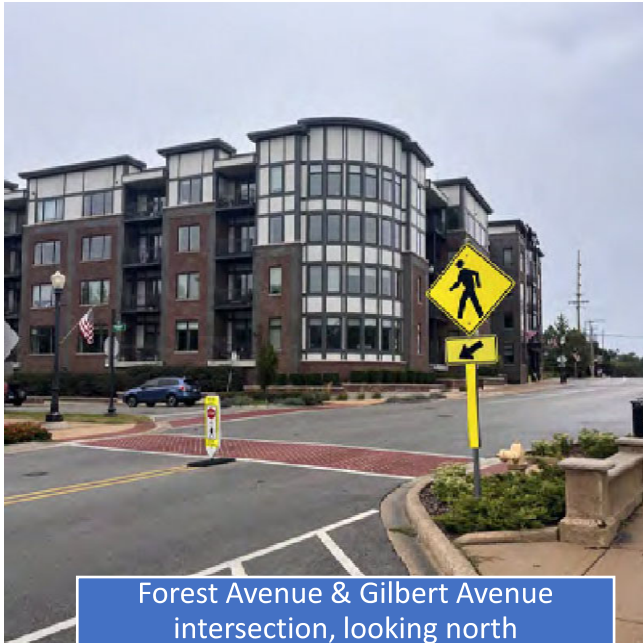
Forest Avenue & Gilbert Avenue - West Leg, looking south



Forest Avenue & Gilbert Avenue - Library Driveway, looking east



Forest Avenue & Gilbert Avenue - South Leg, looking east



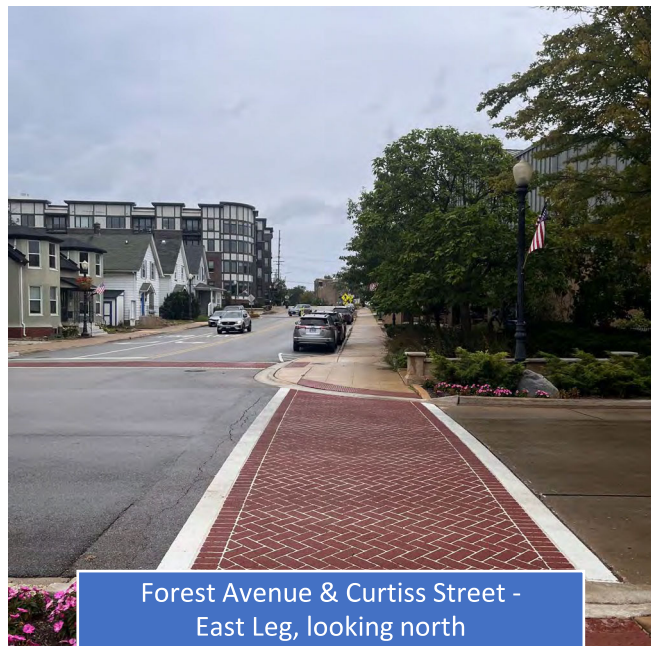
Forest Avenue & Gilbert Avenue intersection, looking north

APPENDIX – SITE PHOTOS: Forest Avenue & Gilbert Avenue





Forest Avenue & Curtiss Street Intersection, looking north



Forest Avenue & Curtiss Street - East Leg, looking north



Forest Avenue & Curtiss Street - North Leg, looking west



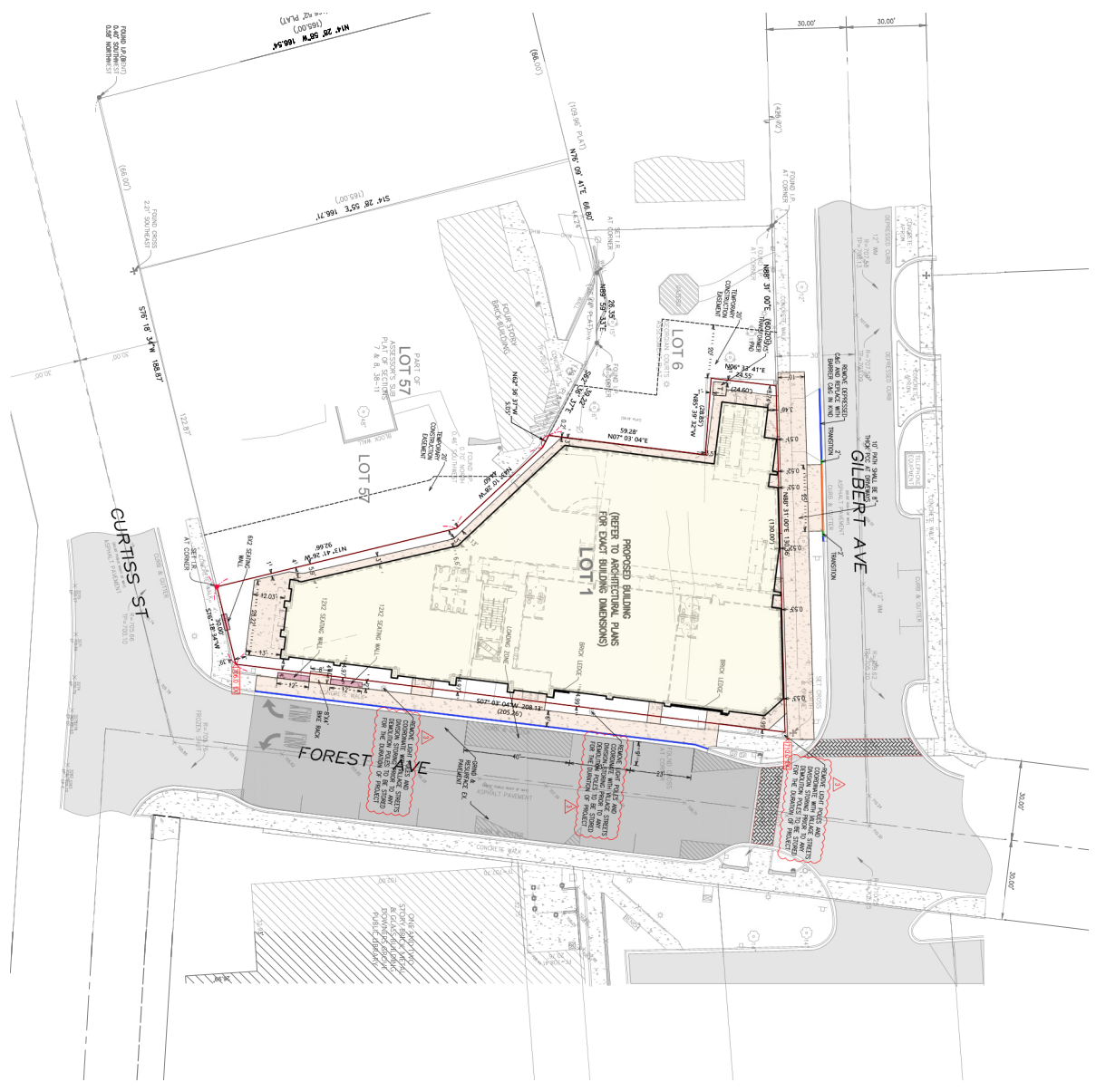
Forest Avenue & Curtiss Street - East leg, looking south

APPENDIX – SITE PHOTOS: Forest Avenue & Curtiss Street

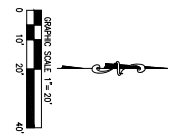
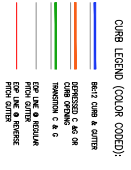


Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Site Plan



- NOTES:**
1. CONTRACTORS AND SUB CONTRACTORS SHALL BE ADVISED BY THE VALUE OF DIMENSIONS GROUND.
 2. ALL ELECTRICAL CONDUITS MUST BE AT LEAST 3" BELOW FINAL GRADE.
 3. ELECTRIC WIRING FOR LIGHT FIXTURES SHALL BE IN EITHER 1" RIGID STEEL CONDUIT OR 1" HIGH DENSITY POLYETHYLENE.
 4. RESERVE EXISTING STALS TO MATCH EXISTING AFTER GRADING & REFINISHING OPERATIONS.
 5. GRIND 1.5" AND RESURFACE.
 6. ALL DISTURBED AREA TO BE GRADED AND PREPARED WITH PERMANENT TOPSOIL AND SOD OR SEEDING.
 7. SEE LANDSCAPE PLAN FOR BARK BARK AND SHORT STONE WALL DETAILS.
 8. THE CONTRACTOR SHALL PROTECT THE EXISTING LIGHT FIXTURES AND SHALL BE RESPONSIBLE FOR THE PROTECTION OF THIS INFRASTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE FOUNDATIONS.



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BROWNSTONE HOMES LTD
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CONCEPT SITE PLAN
FOREST POINTE MIXED USE
SWX FOREST & GILBERT
DOWNER GROVE, IL.



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| NO. | DATE | REMARKS |
|-----|------------|---------------------|
| 1. | 11/26/2025 | REVISED PER VILLAGE |
| 2. | 01/02/2026 | REVISED PER VILLAGE |
| 3. | 01/16/2026 | REVISED PER VILLAGE |

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Traffic Counts

Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

Downers Grove
Forest Avenue & Gilbert Avenue
09-04-25 Thursday

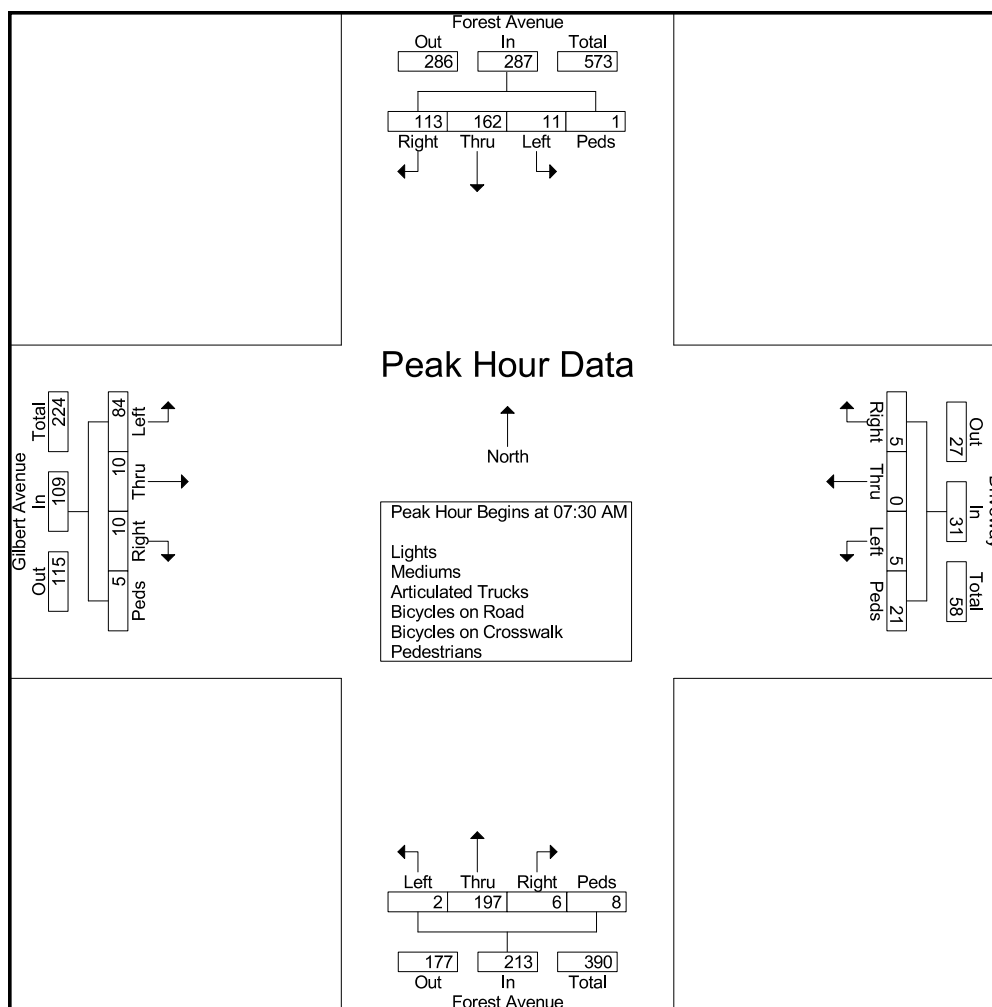
Groups Printed- Lights - Mediums - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

| Start Time | Forest Avenue From North | | | | Driveway From East | | | | Forest Avenue From South | | | | Gilbert Avenue From West | | | | Int. Total |
|--------------------------------|--------------------------|-------------|-------------|------------|--------------------|------------|-------------|-------------|--------------------------|-------------|-------------|------------|--------------------------|------------|-------------|-------------|-------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 07:00 AM | 18 | 21 | 0 | 0 | 2 | 1 | 0 | 1 | 3 | 22 | 1 | 0 | 4 | 1 | 9 | 2 | 85 |
| 07:15 AM | 14 | 23 | 4 | 1 | 0 | 0 | 0 | 2 | 7 | 33 | 0 | 0 | 3 | 2 | 14 | 4 | 107 |
| 07:30 AM | 22 | 42 | 5 | 0 | 0 | 0 | 2 | 7 | 0 | 66 | 0 | 4 | 3 | 2 | 16 | 2 | 171 |
| 07:45 AM | 27 | 42 | 3 | 1 | 3 | 0 | 0 | 5 | 4 | 45 | 1 | 2 | 2 | 3 | 21 | 3 | 162 |
| Total | 81 | 128 | 12 | 2 | 5 | 1 | 2 | 15 | 14 | 166 | 2 | 6 | 12 | 8 | 60 | 11 | 525 |
| 08:00 AM | 26 | 39 | 2 | 0 | 2 | 0 | 1 | 5 | 2 | 51 | 0 | 0 | 3 | 2 | 25 | 0 | 158 |
| 08:15 AM | 38 | 39 | 1 | 0 | 0 | 0 | 2 | 4 | 0 | 35 | 1 | 2 | 2 | 3 | 22 | 0 | 149 |
| 08:30 AM | 29 | 37 | 9 | 0 | 1 | 1 | 1 | 13 | 6 | 31 | 3 | 4 | 5 | 1 | 24 | 2 | 167 |
| 08:45 AM | 18 | 44 | 5 | 0 | 0 | 0 | 2 | 9 | 11 | 28 | 0 | 0 | 5 | 1 | 11 | 1 | 135 |
| Total | 111 | 159 | 17 | 0 | 3 | 1 | 6 | 31 | 19 | 145 | 4 | 6 | 15 | 7 | 82 | 3 | 609 |
| ***No Data*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 47 | 81 | 16 | 0 | 2 | 0 | 10 | 21 | 3 | 28 | 2 | 1 | 4 | 6 | 18 | 1 | 240 |
| 04:15 PM | 23 | 63 | 7 | 0 | 0 | 0 | 4 | 28 | 3 | 26 | 2 | 4 | 3 | 4 | 15 | 1 | 183 |
| 04:30 PM | 52 | 60 | 10 | 0 | 0 | 2 | 6 | 5 | 3 | 22 | 0 | 4 | 6 | 1 | 10 | 16 | 197 |
| 04:45 PM | 43 | 54 | 6 | 0 | 1 | 1 | 5 | 6 | 6 | 19 | 0 | 5 | 5 | 6 | 14 | 1 | 172 |
| Total | 165 | 258 | 39 | 0 | 3 | 3 | 25 | 60 | 15 | 95 | 4 | 14 | 18 | 17 | 57 | 19 | 792 |
| 05:00 PM | 49 | 86 | 9 | 0 | 6 | 2 | 4 | 6 | 7 | 27 | 4 | 9 | 8 | 4 | 17 | 5 | 243 |
| 05:15 PM | 42 | 59 | 9 | 0 | 6 | 2 | 5 | 7 | 4 | 30 | 3 | 1 | 9 | 0 | 19 | 2 | 198 |
| 05:30 PM | 40 | 58 | 7 | 0 | 9 | 1 | 2 | 3 | 3 | 26 | 0 | 7 | 6 | 2 | 23 | 6 | 193 |
| 05:45 PM | 46 | 47 | 5 | 1 | 5 | 3 | 6 | 3 | 1 | 24 | 0 | 4 | 3 | 1 | 15 | 8 | 172 |
| Total | 177 | 250 | 30 | 1 | 26 | 8 | 17 | 19 | 15 | 107 | 7 | 21 | 26 | 7 | 74 | 21 | 806 |
| Grand Total | 534 | 795 | 98 | 3 | 37 | 13 | 50 | 125 | 63 | 513 | 17 | 47 | 71 | 39 | 273 | 54 | 2732 |
| Apprch % | 37.3 | 55.6 | 6.9 | 0.2 | 16.4 | 5.8 | 22.2 | 55.6 | 9.8 | 80.2 | 2.7 | 7.3 | 16.2 | 8.9 | 62.5 | 12.4 | |
| Total % | 19.5 | 29.1 | 3.6 | 0.1 | 1.4 | 0.5 | 1.8 | 4.6 | 2.3 | 18.8 | 0.6 | 1.7 | 2.6 | 1.4 | 10 | 2 | |
| Lights | 525 | 776 | 94 | 0 | 37 | 13 | 50 | 0 | 62 | 502 | 15 | 0 | 67 | 39 | 265 | 0 | 2445 |
| % Lights | 98.3 | 97.6 | 95.9 | 0 | 100 | 100 | 100 | 0 | 98.4 | 97.9 | 88.2 | 0 | 94.4 | 100 | 97.1 | 0 | 89.5 |
| Mediums | 7 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 3 | 0 | 4 | 0 | 37 |
| % Mediums | 1.3 | 1.8 | 3.1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5.9 | 0 | 4.2 | 0 | 1.5 | 0 | 1.4 |
| Articulated Trucks | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| % Articulated Trucks | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.9 | 0 | 1.4 | 0 | 0 | 0 | 0.1 |
| Bicycles on Road | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 18 |
| % Bicycles on Road | 0.2 | 0.6 | 1 | 0 | 0 | 0 | 0 | 0 | 1.6 | 1.2 | 0 | 0 | 0 | 0 | 1.5 | 0 | 0.7 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.6 | 0.3 |
| Pedestrians | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 121 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 51 | 222 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 96.8 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 94.4 | 8.1 |

Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

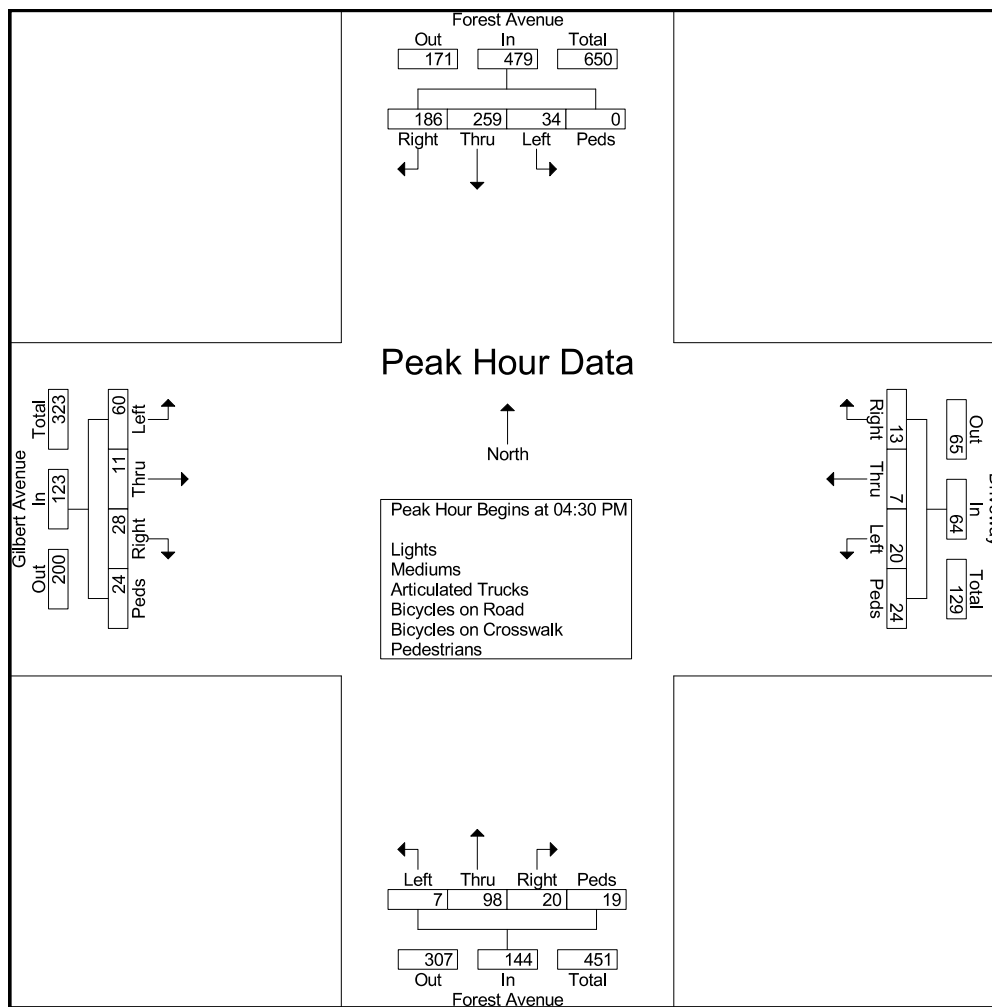
| Start Time | Forest Avenue From North | | | | | Driveway From East | | | | | Forest Avenue From South | | | | | Gilbert Avenue From West | | | | | Int. Total |
|--|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 22 | 42 | 5 | 0 | 69 | 0 | 0 | 2 | 7 | 9 | 0 | 66 | 0 | 4 | 70 | 3 | 2 | 16 | 2 | 23 | 171 |
| 07:45 AM | 27 | 42 | 3 | 1 | 73 | 3 | 0 | 0 | 5 | 8 | 4 | 45 | 1 | 2 | 52 | 2 | 3 | 21 | 3 | 29 | 162 |
| 08:00 AM | 26 | 39 | 2 | 0 | 67 | 2 | 0 | 1 | 5 | 8 | 2 | 51 | 0 | 0 | 53 | 3 | 2 | 25 | 0 | 30 | 158 |
| 08:15 AM | 38 | 39 | 1 | 0 | 78 | 0 | 0 | 2 | 4 | 6 | 0 | 35 | 1 | 2 | 38 | 2 | 3 | 22 | 0 | 27 | 149 |
| Total Volume | 113 | 162 | 11 | 1 | 287 | 5 | 0 | 5 | 21 | 31 | 6 | 197 | 2 | 8 | 213 | 10 | 10 | 84 | 5 | 109 | 640 |
| % App. Total | 39.4 | 56.4 | 3.8 | 0.3 | | 16.1 | 0 | 16.1 | 67.7 | | 2.8 | 92.5 | 0.9 | 3.8 | | 9.2 | 9.2 | 77.1 | 4.6 | | |
| PHF | .743 | .964 | .550 | .250 | .920 | .417 | .000 | .625 | .750 | .861 | .375 | .746 | .500 | .500 | .761 | .833 | .833 | .840 | .417 | .908 | .936 |



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

| | Forest Avenue From North | | | | | Driveway From East | | | | | Forest Avenue From South | | | | | Gilbert Avenue From West | | | | | |
|--|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 52 | 60 | 10 | 0 | 122 | 0 | 2 | 6 | 5 | 13 | 3 | 22 | 0 | 4 | 29 | 6 | 1 | 10 | 16 | 33 | 197 |
| 04:45 PM | 43 | 54 | 6 | 0 | 103 | 1 | 1 | 5 | 6 | 13 | 6 | 19 | 0 | 5 | 30 | 5 | 6 | 14 | 1 | 26 | 172 |
| 05:00 PM | 49 | 86 | 9 | 0 | 144 | 6 | 2 | 4 | 6 | 18 | 7 | 27 | 4 | 9 | 47 | 8 | 4 | 17 | 5 | 34 | 243 |
| 05:15 PM | 42 | 59 | 9 | 0 | 110 | 6 | 2 | 5 | 7 | 20 | 4 | 30 | 3 | 1 | 38 | 9 | 0 | 19 | 2 | 30 | 198 |
| Total Volume | 186 | 259 | 34 | 0 | 479 | 13 | 7 | 20 | 24 | 64 | 20 | 98 | 7 | 19 | 144 | 28 | 11 | 60 | 24 | 123 | 810 |
| % App. Total | 38.8 | 54.1 | 7.1 | 0 | | 20.3 | 10.9 | 31.2 | 37.5 | | 13.9 | 68.1 | 4.9 | 13.2 | | 22.8 | 8.9 | 48.8 | 19.5 | | |
| PHF | .894 | .753 | .850 | .000 | .832 | .542 | .875 | .833 | .857 | .800 | .714 | .817 | .438 | .528 | .766 | .778 | .458 | .789 | .375 | .904 | .833 |



Fish Transportation Group

1950 N Washington Street
Suite 211
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Downers Grove
Forest Avenue & Gilbert Avenue
09-06-25 Saturday

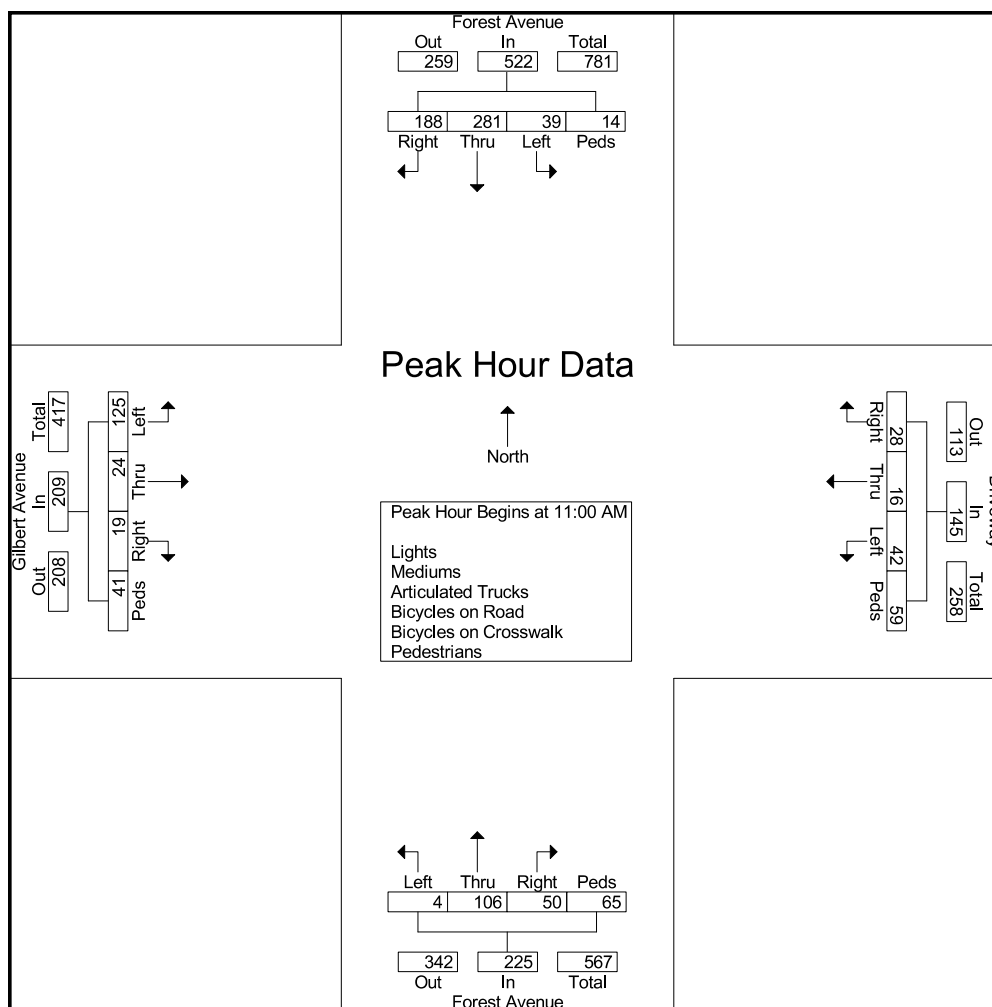
Groups Printed- Lights - Mediums - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

| Start Time | Forest Avenue From North | | | | Driveway From East | | | | Forest Avenue From South | | | | Gilbert Avenue From West | | | | Int. Total |
|--------------------------------|--------------------------|------------|-----------|-----------|--------------------|-----------|-----------|-----------|--------------------------|------------|----------|------------|--------------------------|-----------|------------|-----------|-------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 11:00 AM | 47 | 64 | 6 | 7 | 10 | 5 | 12 | 9 | 12 | 24 | 2 | 12 | 3 | 6 | 28 | 6 | 253 |
| 11:15 AM | 41 | 80 | 13 | 4 | 4 | 3 | 10 | 32 | 15 | 24 | 0 | 21 | 5 | 6 | 40 | 14 | 312 |
| 11:30 AM | 44 | 65 | 7 | 0 | 5 | 5 | 11 | 9 | 11 | 25 | 2 | 16 | 7 | 6 | 25 | 12 | 250 |
| 11:45 AM | 56 | 72 | 13 | 3 | 9 | 3 | 9 | 9 | 12 | 33 | 0 | 16 | 4 | 6 | 32 | 9 | 286 |
| Total | 188 | 281 | 39 | 14 | 28 | 16 | 42 | 59 | 50 | 106 | 4 | 65 | 19 | 24 | 125 | 41 | 1101 |
| 12:00 PM | 35 | 69 | 8 | 2 | 5 | 5 | 5 | 10 | 8 | 30 | 1 | 13 | 4 | 3 | 41 | 12 | 251 |
| 12:15 PM | 36 | 62 | 7 | 0 | 13 | 0 | 5 | 10 | 13 | 30 | 0 | 23 | 2 | 2 | 24 | 14 | 241 |
| 12:30 PM | 45 | 74 | 10 | 0 | 11 | 2 | 4 | 13 | 5 | 35 | 0 | 12 | 3 | 4 | 30 | 3 | 251 |
| 12:45 PM | 53 | 59 | 8 | 3 | 8 | 1 | 4 | 3 | 16 | 33 | 2 | 7 | 8 | 3 | 16 | 8 | 232 |
| Total | 169 | 264 | 33 | 5 | 37 | 8 | 18 | 36 | 42 | 128 | 3 | 55 | 17 | 12 | 111 | 37 | 975 |
| Grand Total | 357 | 545 | 72 | 19 | 65 | 24 | 60 | 95 | 92 | 234 | 7 | 120 | 36 | 36 | 236 | 78 | 2076 |
| Apprch % | 36 | 54.9 | 7.3 | 1.9 | 26.6 | 9.8 | 24.6 | 38.9 | 20.3 | 51.7 | 1.5 | 26.5 | 9.3 | 9.3 | 61.1 | 20.2 | |
| Total % | 17.2 | 26.3 | 3.5 | 0.9 | 3.1 | 1.2 | 2.9 | 4.6 | 4.4 | 11.3 | 0.3 | 5.8 | 1.7 | 1.7 | 11.4 | 3.8 | |
| Lights | 349 | 537 | 68 | 0 | 61 | 22 | 59 | 0 | 88 | 229 | 7 | 0 | 35 | 34 | 231 | 0 | 1720 |
| % Lights | 97.8 | 98.5 | 94.4 | 0 | 93.8 | 91.7 | 98.3 | 0 | 95.7 | 97.9 | 100 | 0 | 97.2 | 94.4 | 97.9 | 0 | 82.9 |
| Mediums | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 3 | 0 | 13 |
| % Mediums | 0.6 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 1.7 | 0 | 0 | 0 | 0 | 1.3 | 0 | 0.6 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 6 | 5 | 4 | 0 | 4 | 2 | 1 | 0 | 3 | 1 | 0 | 0 | 1 | 2 | 2 | 0 | 31 |
| % Bicycles on Road | 1.7 | 0.9 | 5.6 | 0 | 6.2 | 8.3 | 1.7 | 0 | 3.3 | 0.4 | 0 | 0 | 2.8 | 5.6 | 0.8 | 0 | 1.5 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 8 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0 | 5.8 | 0 | 0 | 0 | 0 | 0.4 |
| Pedestrians | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 113 | 0 | 0 | 0 | 78 | 304 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 98.9 | 0 | 0 | 0 | 94.2 | 0 | 0 | 0 | 100 | 14.6 |

Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

| Start Time | Forest Avenue From North | | | | | Driveway From East | | | | | Forest Avenue From South | | | | | Gilbert Avenue From West | | | | | Int. Total |
|--|--------------------------|------|------|------|------------|--------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 47 | 64 | 6 | 7 | 124 | 10 | 5 | 12 | 9 | 36 | 12 | 24 | 2 | 12 | 50 | 3 | 6 | 28 | 6 | 43 | 253 |
| 11:15 AM | 41 | 80 | 13 | 4 | 138 | 4 | 3 | 10 | 32 | 49 | 15 | 24 | 0 | 21 | 60 | 5 | 6 | 40 | 14 | 65 | 312 |
| 11:30 AM | 44 | 65 | 7 | 0 | 116 | 5 | 5 | 11 | 9 | 30 | 11 | 25 | 2 | 16 | 54 | 7 | 6 | 25 | 12 | 50 | 250 |
| 11:45 AM | 56 | 72 | 13 | 3 | 144 | 9 | 3 | 9 | 9 | 30 | 12 | 33 | 0 | 16 | 61 | 4 | 6 | 32 | 9 | 51 | 286 |
| Total Volume | 188 | 281 | 39 | 14 | 522 | 28 | 16 | 42 | 59 | 145 | 50 | 106 | 4 | 65 | 225 | 19 | 24 | 125 | 41 | 209 | 1101 |
| % App. Total | 36 | 53.8 | 7.5 | 2.7 | | 19.3 | 11 | 29 | 40.7 | | 22.2 | 47.1 | 1.8 | 28.9 | | 9.1 | 11.5 | 59.8 | 19.6 | | |
| PHF | .839 | .878 | .750 | .500 | .906 | .700 | .800 | .875 | .461 | .740 | .833 | .803 | .500 | .774 | .922 | .679 | 1.00 | .781 | .732 | .804 | .882 |



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

Downers Grove
Forest Avenue & Curtiss Avenue
09-04-25 Thursday

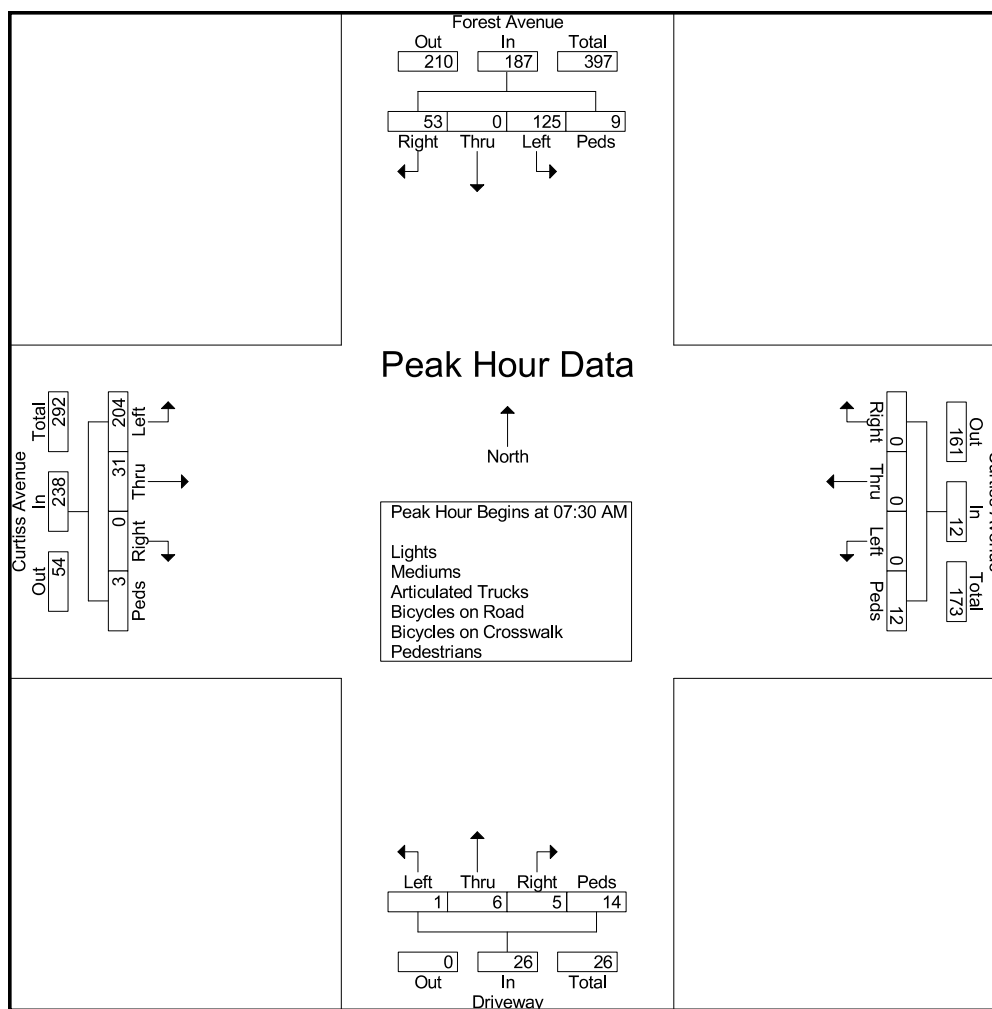
Groups Printed- Lights - Mediums - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

| Start Time | Forest Avenue From North | | | | Curtiss Avenue From East | | | | Driveway From South | | | | Curtiss Avenue From West | | | | Int. Total |
|--------------------------------|--------------------------|----------|------------|-----------|--------------------------|----------|----------|-----------|---------------------|-----------|-----------|-----------|--------------------------|------------|------------|----------|-------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 07:00 AM | 3 | 0 | 22 | 2 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 6 | 23 | 0 | 61 |
| 07:15 AM | 4 | 0 | 22 | 2 | 0 | 0 | 1 | 1 | 2 | 2 | 2 | 3 | 0 | 6 | 40 | 0 | 85 |
| 07:30 AM | 15 | 0 | 32 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 5 | 0 | 6 | 62 | 1 | 127 |
| 07:45 AM | 15 | 0 | 30 | 2 | 0 | 0 | 0 | 3 | 2 | 1 | 1 | 4 | 0 | 7 | 47 | 0 | 112 |
| Total | 37 | 0 | 106 | 8 | 0 | 0 | 1 | 6 | 4 | 8 | 4 | 13 | 0 | 25 | 172 | 1 | 385 |
| 08:00 AM | 14 | 0 | 28 | 3 | 0 | 0 | 0 | 5 | 2 | 2 | 0 | 5 | 0 | 5 | 52 | 1 | 117 |
| 08:15 AM | 9 | 0 | 35 | 2 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 13 | 43 | 1 | 107 |
| 08:30 AM | 10 | 0 | 34 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 10 | 40 | 0 | 100 |
| 08:45 AM | 8 | 0 | 42 | 1 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 5 | 0 | 18 | 37 | 0 | 119 |
| Total | 41 | 0 | 139 | 6 | 0 | 0 | 0 | 13 | 8 | 5 | 1 | 10 | 0 | 46 | 172 | 2 | 443 |
| ***No Data*** | | | | | | | | | | | | | | | | | |
| 04:00 PM | 33 | 0 | 60 | 7 | 0 | 0 | 0 | 17 | 1 | 1 | 1 | 16 | 0 | 9 | 21 | 0 | 166 |
| 04:15 PM | 18 | 0 | 56 | 4 | 0 | 0 | 0 | 15 | 2 | 1 | 2 | 18 | 0 | 12 | 28 | 0 | 156 |
| 04:30 PM | 23 | 0 | 49 | 9 | 0 | 0 | 0 | 11 | 1 | 1 | 0 | 13 | 0 | 9 | 26 | 0 | 142 |
| 04:45 PM | 18 | 0 | 46 | 5 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 3 | 0 | 9 | 26 | 0 | 112 |
| Total | 92 | 0 | 211 | 25 | 0 | 0 | 0 | 46 | 4 | 4 | 4 | 50 | 0 | 39 | 101 | 0 | 576 |
| 05:00 PM | 37 | 0 | 67 | 4 | 0 | 0 | 0 | 5 | 3 | 4 | 0 | 2 | 0 | 8 | 33 | 0 | 163 |
| 05:15 PM | 14 | 0 | 59 | 1 | 0 | 0 | 0 | 2 | 2 | 5 | 1 | 6 | 0 | 11 | 32 | 1 | 134 |
| 05:30 PM | 16 | 0 | 52 | 5 | 0 | 0 | 0 | 3 | 3 | 4 | 1 | 0 | 0 | 6 | 25 | 0 | 115 |
| 05:45 PM | 16 | 0 | 41 | 4 | 0 | 0 | 0 | 8 | 1 | 0 | 2 | 5 | 0 | 7 | 30 | 0 | 114 |
| Total | 83 | 0 | 219 | 14 | 0 | 0 | 0 | 18 | 9 | 13 | 4 | 13 | 0 | 32 | 120 | 1 | 526 |
| Grand Total | 253 | 0 | 675 | 53 | 0 | 0 | 1 | 83 | 25 | 30 | 13 | 86 | 0 | 142 | 565 | 4 | 1930 |
| Apprch % | 25.8 | 0 | 68.8 | 5.4 | 0 | 0 | 1.2 | 98.8 | 16.2 | 19.5 | 8.4 | 55.8 | 0 | 20 | 79.5 | 0.6 | |
| Total % | 13.1 | 0 | 35 | 2.7 | 0 | 0 | 0.1 | 4.3 | 1.3 | 1.6 | 0.7 | 4.5 | 0 | 7.4 | 29.3 | 0.2 | |
| Lights | 242 | 0 | 666 | 0 | 0 | 0 | 1 | 0 | 25 | 30 | 13 | 0 | 0 | 139 | 549 | 0 | 1665 |
| % Lights | 95.7 | 0 | 98.7 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 100 | 0 | 0 | 97.9 | 97.2 | 0 | 86.3 |
| Mediums | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 24 |
| % Mediums | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.1 | 1.6 | 0 | 1.2 |
| Articulated Trucks | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Articulated Trucks | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 |
| Bicycles on Road | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 |
| % Bicycles on Road | 2 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0.7 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 5.7 | 0 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0.3 |
| Pedestrians | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 86 | 0 | 0 | 0 | 3 | 221 |
| % Pedestrians | 0 | 0 | 0 | 94.3 | 0 | 0 | 0 | 98.8 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 75 | 11.5 |

Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

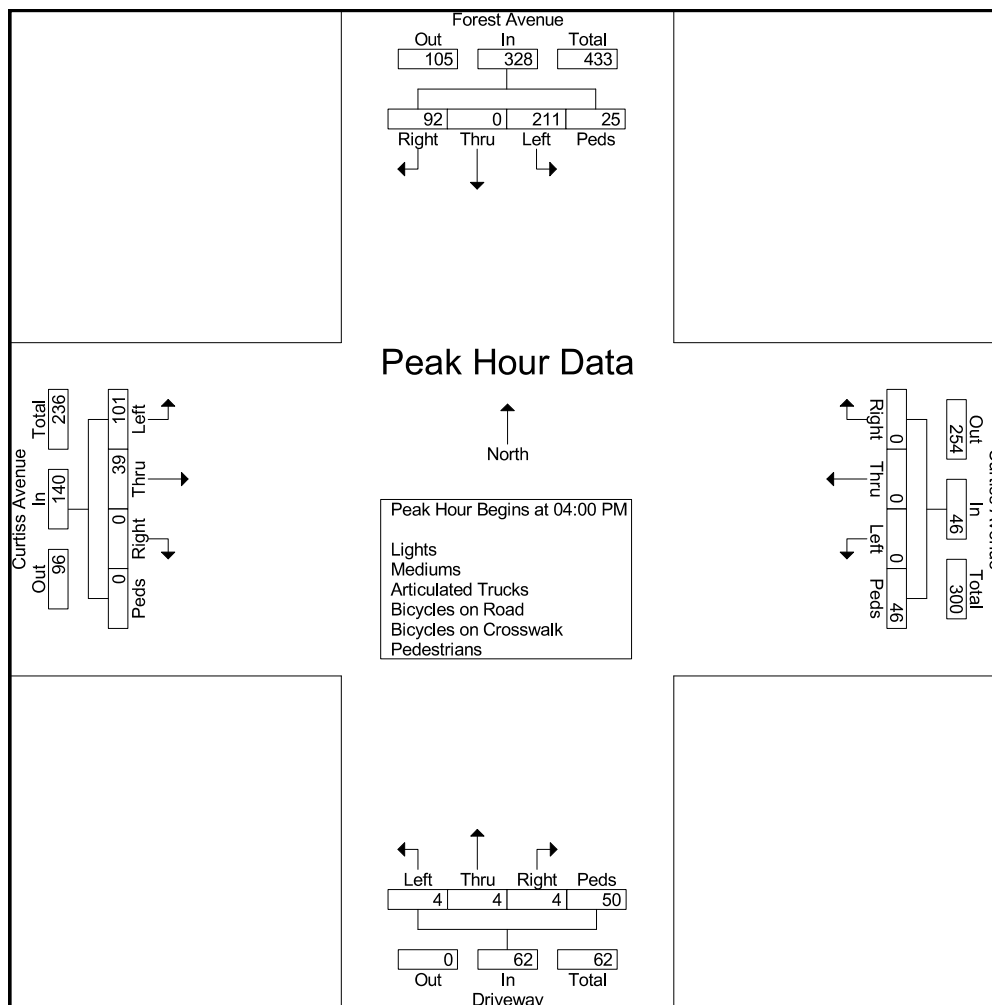
| Start Time | Forest Avenue From North | | | | | Curtiss Avenue From East | | | | | Driveway From South | | | | | Curtiss Avenue From West | | | | | Int. Total |
|--|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 12:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 15 | 0 | 32 | 2 | 49 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 5 | 8 | 0 | 6 | 62 | 1 | 69 | 127 |
| 07:45 AM | 15 | 0 | 30 | 2 | 47 | 0 | 0 | 0 | 3 | 3 | 2 | 1 | 1 | 4 | 8 | 0 | 7 | 47 | 0 | 54 | 112 |
| 08:00 AM | 14 | 0 | 28 | 3 | 45 | 0 | 0 | 0 | 5 | 5 | 2 | 2 | 0 | 5 | 9 | 0 | 5 | 52 | 1 | 58 | 117 |
| 08:15 AM | 9 | 0 | 35 | 2 | 46 | 0 | 0 | 0 | 3 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 13 | 43 | 1 | 57 | 107 |
| Total Volume | 53 | 0 | 125 | 9 | 187 | 0 | 0 | 0 | 12 | 12 | 5 | 6 | 1 | 14 | 26 | 0 | 31 | 204 | 3 | 238 | 463 |
| % App. Total | 28.3 | 0 | 66.8 | 4.8 | | 0 | 0 | 0 | 100 | | 19.2 | 23.1 | 3.8 | 53.8 | | 0 | 13 | 85.7 | 1.3 | | |
| PHF | .883 | .000 | .893 | .750 | .954 | .000 | .000 | .000 | .600 | .600 | .625 | .500 | .250 | .700 | .722 | .000 | .596 | .823 | .750 | .862 | .911 |



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

| Start Time | Forest Avenue From North | | | | | Curtiss Avenue From East | | | | | Driveway From South | | | | | Curtiss Avenue From West | | | | | Int. Total |
|--|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 12:45 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:00 PM | 33 | 0 | 60 | 7 | 100 | 0 | 0 | 0 | 17 | 17 | 1 | 1 | 1 | 16 | 19 | 0 | 9 | 21 | 0 | 30 | 166 |
| 04:15 PM | 18 | 0 | 56 | 4 | 78 | 0 | 0 | 0 | 15 | 15 | 2 | 1 | 2 | 18 | 23 | 0 | 12 | 28 | 0 | 40 | 156 |
| 04:30 PM | 23 | 0 | 49 | 9 | 81 | 0 | 0 | 0 | 11 | 11 | 1 | 1 | 0 | 13 | 15 | 0 | 9 | 26 | 0 | 35 | 142 |
| 04:45 PM | 18 | 0 | 46 | 5 | 69 | 0 | 0 | 0 | 3 | 3 | 0 | 1 | 1 | 3 | 5 | 0 | 9 | 26 | 0 | 35 | 112 |
| Total Volume | 92 | 0 | 211 | 25 | 328 | 0 | 0 | 0 | 46 | 46 | 4 | 4 | 4 | 50 | 62 | 0 | 39 | 101 | 0 | 140 | 576 |
| % App. Total | 28 | 0 | 64.3 | 7.6 | | 0 | 0 | 0 | 100 | | 6.5 | 6.5 | 6.5 | 80.6 | | 0 | 27.9 | 72.1 | 0 | | |
| PHF | .697 | .000 | .879 | .694 | .820 | .000 | .000 | .000 | .676 | .676 | .500 | 1.00 | .500 | .694 | .674 | .000 | .813 | .902 | .000 | .875 | .867 |



Fish Transportation Group

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Suite 211
Naperville, Illinois 60563

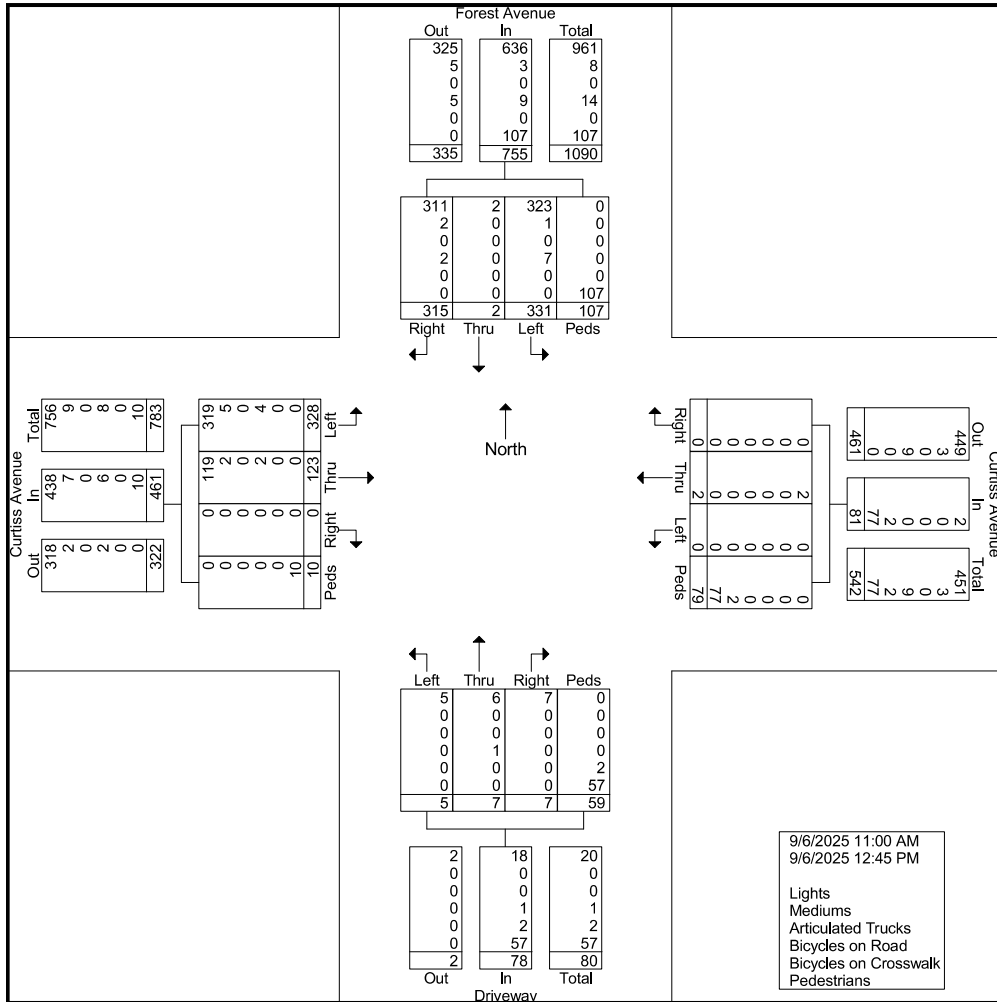
Downers Grove
Forest Avenue & Curtiss Avenue
09-06-25 Saturday

Groups Printed- Lights - Mediums - Articulated Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

| Start Time | Forest Avenue From North | | | | Curtiss Avenue From East | | | | Driveway From South | | | | Curtiss Avenue From West | | | | Int. Total |
|--------------------------------|--------------------------|------------|-------------|-------------|--------------------------|------------|----------|-------------|---------------------|-------------|------------|-------------|--------------------------|-------------|-------------|------------|-------------|
| | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | Right | Thru | Left | Peds | |
| 11:00 AM | 37 | 1 | 42 | 13 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 10 | 0 | 17 | 38 | 3 | 171 |
| 11:15 AM | 41 | 1 | 52 | 12 | 0 | 1 | 0 | 17 | 0 | 1 | 0 | 21 | 0 | 14 | 40 | 4 | 204 |
| 11:30 AM | 43 | 0 | 43 | 18 | 0 | 1 | 0 | 7 | 1 | 0 | 2 | 6 | 0 | 15 | 38 | 0 | 174 |
| 11:45 AM | 47 | 0 | 37 | 16 | 0 | 0 | 0 | 10 | 1 | 0 | 1 | 3 | 0 | 21 | 45 | 0 | 181 |
| Total | 168 | 2 | 174 | 59 | 0 | 2 | 0 | 41 | 4 | 2 | 3 | 40 | 0 | 67 | 161 | 7 | 730 |
| 12:00 PM | 32 | 0 | 46 | 15 | 0 | 0 | 0 | 7 | 3 | 1 | 0 | 5 | 0 | 20 | 36 | 3 | 168 |
| 12:15 PM | 38 | 0 | 31 | 17 | 0 | 0 | 0 | 11 | 0 | 1 | 1 | 4 | 0 | 15 | 42 | 0 | 160 |
| 12:30 PM | 40 | 0 | 41 | 4 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 5 | 0 | 13 | 40 | 0 | 155 |
| 12:45 PM | 37 | 0 | 39 | 12 | 0 | 0 | 0 | 10 | 0 | 1 | 1 | 5 | 0 | 8 | 49 | 0 | 162 |
| Total | 147 | 0 | 157 | 48 | 0 | 0 | 0 | 38 | 3 | 5 | 2 | 19 | 0 | 56 | 167 | 3 | 645 |
| Grand Total | 315 | 2 | 331 | 107 | 0 | 2 | 0 | 79 | 7 | 7 | 5 | 59 | 0 | 123 | 328 | 10 | 1375 |
| Approch % | 41.7 | 0.3 | 43.8 | 14.2 | 0 | 2.5 | 0 | 97.5 | 9 | 9 | 6.4 | 75.6 | 0 | 26.7 | 71.1 | 2.2 | |
| Total % | 22.9 | 0.1 | 24.1 | 7.8 | 0 | 0.1 | 0 | 5.7 | 0.5 | 0.5 | 0.4 | 4.3 | 0 | 8.9 | 23.9 | 0.7 | |
| Lights | 311 | 2 | 323 | 0 | 0 | 2 | 0 | 0 | 7 | 6 | 5 | 0 | 0 | 119 | 319 | 0 | 1094 |
| % Lights | 98.7 | 100 | 97.6 | 0 | 0 | 100 | 0 | 0 | 100 | 85.7 | 100 | 0 | 0 | 96.7 | 97.3 | 0 | 79.6 |
| Mediums | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 10 |
| % Mediums | 0.6 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 1.5 | 0 | 0.7 |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 4 | 0 | 16 |
| % Bicycles on Road | 0.6 | 0 | 2.1 | 0 | 0 | 0 | 0 | 0 | 0 | 14.3 | 0 | 0 | 0 | 1.6 | 1.2 | 0 | 1.2 |
| Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| % Bicycles on Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0 | 0 | 3.4 | 0 | 0 | 0 | 0 | 0.3 |
| Pedestrians | 0 | 0 | 0 | 107 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 10 | 251 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 97.5 | 0 | 0 | 0 | 96.6 | 0 | 0 | 0 | 100 | 18.3 |

Fish Transportation Group

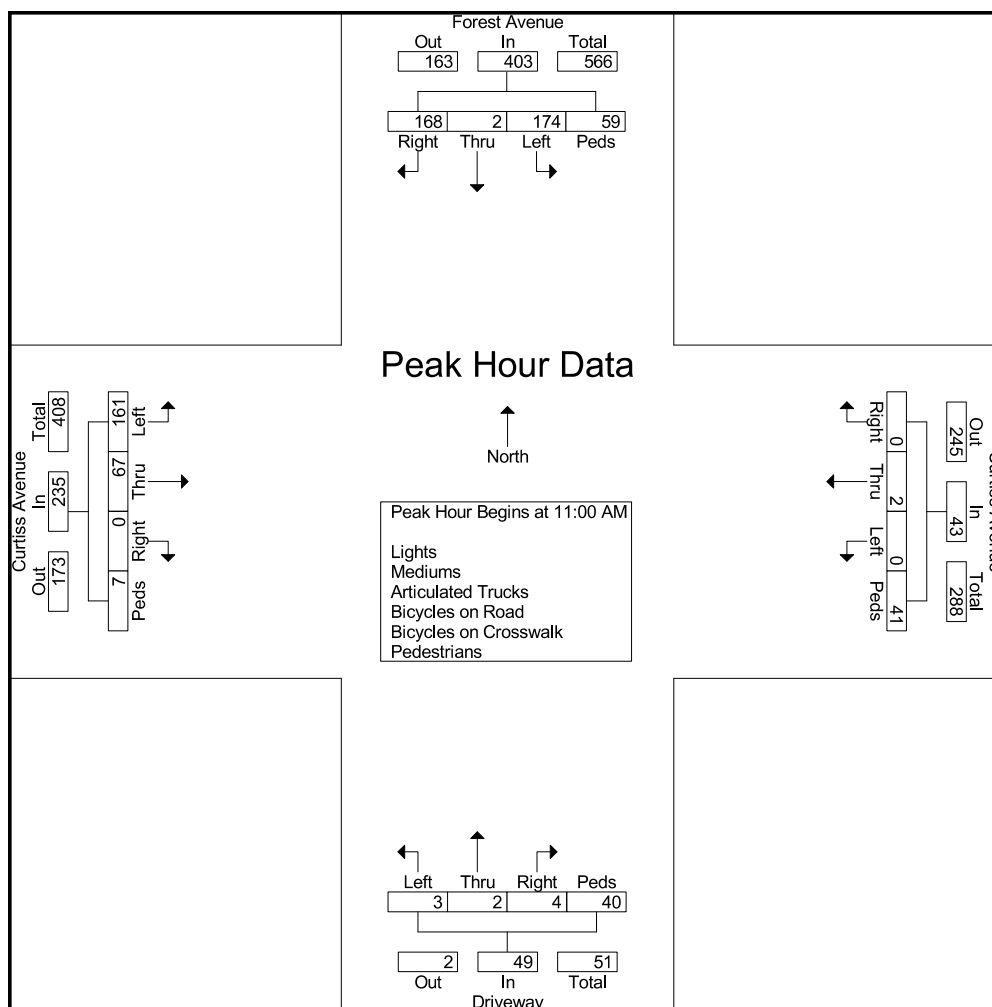
1950 N Washington Street
Suite 211
Naperville, Illinois 60563



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

| Start Time | Forest Avenue From North | | | | | Curtiss Avenue From East | | | | | Driveway From South | | | | | Curtiss Avenue From West | | | | | Int. Total |
|--|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:00 AM | 37 | 1 | 42 | 13 | 93 | 0 | 0 | 0 | 7 | 7 | 2 | 1 | 0 | 10 | 13 | 0 | 17 | 38 | 3 | 58 | 171 |
| 11:15 AM | 41 | 1 | 52 | 12 | 106 | 0 | 1 | 0 | 17 | 18 | 0 | 1 | 0 | 21 | 22 | 0 | 14 | 40 | 4 | 58 | 204 |
| 11:30 AM | 43 | 0 | 43 | 18 | 104 | 0 | 1 | 0 | 7 | 8 | 1 | 0 | 2 | 6 | 9 | 0 | 15 | 38 | 0 | 53 | 174 |
| 11:45 AM | 47 | 0 | 37 | 16 | 100 | 0 | 0 | 0 | 10 | 10 | 1 | 0 | 1 | 3 | 5 | 0 | 21 | 45 | 0 | 66 | 181 |
| Total Volume | 168 | 2 | 174 | 59 | 403 | 0 | 2 | 0 | 41 | 43 | 4 | 2 | 3 | 40 | 49 | 0 | 67 | 161 | 7 | 235 | 730 |
| % App. Total | 41.7 | 0.5 | 43.2 | 14.6 | | 0 | 4.7 | 0 | 95.3 | | 8.2 | 4.1 | 6.1 | 81.6 | | 0 | 28.5 | 68.5 | 3 | | |
| PHF | .894 | .500 | .837 | .819 | .950 | .000 | .500 | .000 | .603 | .597 | .500 | .500 | .375 | .476 | .557 | .000 | .798 | .894 | .438 | .890 | .895 |



Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Capacity analysis worksheets 2025 Existing Conditions AM and PM

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

Existing (2025) Traffic Volumes
AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 84 | 10 | 10 | 5 | 0 | 5 | 2 | 197 | 6 | 11 | 162 | 113 |
| Future Vol, veh/h | 84 | 10 | 10 | 5 | 0 | 5 | 2 | 197 | 6 | 11 | 162 | 113 |
| Conflicting Peds, #/hr | 1 | 0 | 8 | 8 | 0 | 1 | 5 | 0 | 21 | 21 | 0 | 5 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 89 | 11 | 11 | 5 | 0 | 5 | 2 | 210 | 6 | 12 | 172 | 120 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 416 | 442 | 185 | 447 | 559 | 235 | 298 | 0 | 0 | 237 | 0 | 0 |
| Stage 1 | 201 | 201 | - | 238 | 238 | - | - | - | - | - | - | - |
| Stage 2 | 215 | 241 | - | 209 | 321 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 547 | 510 | 857 | 522 | 438 | 804 | 1264 | - | - | 1330 | - | - |
| Stage 1 | 801 | 735 | - | 765 | 708 | - | - | - | - | - | - | - |
| Stage 2 | 787 | 706 | - | 793 | 652 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 534 | 492 | 848 | 486 | 423 | 790 | 1258 | - | - | 1307 | - | - |
| Mov Cap-2 Maneuver | 534 | 492 | - | 486 | 423 | - | - | - | - | - | - | - |
| Stage 1 | 789 | 724 | - | 750 | 695 | - | - | - | - | - | - | - |
| Stage 2 | 780 | 692 | - | 758 | 642 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|------------------------|------|--|-------|--|------|--|-----|--|
| HCM Control Delay, s/v | 13.2 | | 11.09 | | 0.08 | | 0.3 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 17 | - | - | 549 | 601 | 114 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.201 | 0.018 | 0.009 | - | - |
| HCM Control Delay (s/veh) | 7.9 | 0 | - | 13.2 | 11.1 | 7.8 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.7 | 0.1 | 0 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

Existing (2025) Traffic Volumes
AM Peak Hour

| 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 | 204 | 31 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 125 | 0 | 53 |
| Future Vol, veh/h | 204 | 31 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 125 | 0 | 53 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 224 | 34 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 137 | 0 | 58 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 10.9 | 0 | 8.4 | 9.4 |
| HCM LOS | B | - | A | A |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 8% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 50% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 42% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 12 | 204 | 31 | 0 | 125 | 53 |
| LT Vol | 1 | 204 | 0 | 0 | 125 | 0 |
| Through Vol | 6 | 0 | 31 | 0 | 0 | 0 |
| RT Vol | 5 | 0 | 0 | 0 | 0 | 53 |
| Lane Flow Rate | 13 | 224 | 34 | 0 | 137 | 58 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.019 | 0.348 | 0.048 | 0 | 0.22 | 0.074 |
| Departure Headway (Hd) | 5.282 | 5.589 | 5.087 | 5.433 | 5.778 | 4.572 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 676 | 643 | 704 | 0 | 622 | 783 |
| Service Time | 3.325 | 3.319 | 2.817 | 3.479 | 3.507 | 2.3 |
| HCM Lane V/C Ratio | 0.019 | 0.348 | 0.048 | 0 | 0.22 | 0.074 |
| HCM Control Delay, s/veh | 8.4 | 11.3 | 8.1 | 8.5 | 10.1 | 7.7 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0.1 | 1.6 | 0.2 | 0 | 0.8 | 0.2 |

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

Existing (2025) Traffic Volumes
PM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 60 | 11 | 28 | 20 | 7 | 13 | 7 | 98 | 20 | 34 | 259 | 186 |
| Future Vol, veh/h | 60 | 11 | 28 | 20 | 7 | 13 | 7 | 98 | 20 | 34 | 259 | 186 |
| Conflicting Peds, #/hr | 0 | 0 | 19 | 19 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 24 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 72 | 13 | 34 | 24 | 8 | 16 | 8 | 118 | 24 | 41 | 312 | 224 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 557 | 601 | 355 | 591 | 813 | 154 | 560 | 0 | 0 | 166 | 0 | 0 |
| Stage 1 | 418 | 418 | - | 171 | 171 | - | - | - | - | - | - | - |
| Stage 2 | 139 | 183 | - | 420 | 642 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 441 | 414 | 689 | 419 | 313 | 892 | 1011 | - | - | 1412 | - | - |
| Stage 1 | 612 | 591 | - | 831 | 757 | - | - | - | - | - | - | - |
| Stage 2 | 864 | 748 | - | 611 | 469 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 391 | 377 | 664 | 351 | 284 | 874 | 991 | - | - | 1384 | - | - |
| Mov Cap-2 Maneuver | 391 | 377 | - | 351 | 284 | - | - | - | - | - | - | - |
| Stage 1 | 574 | 554 | - | 807 | 735 | - | - | - | - | - | - | - |
| Stage 2 | 831 | 726 | - | 533 | 439 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|-----------------------------|----|--|-------|--|------|--|------|--|
| HCM Control Delay, s/v16.19 | | | 14.82 | | 0.49 | | 0.55 | |
| HCM LOS | C | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 97 | - | - | 440 | 415 | 209 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.271 | 0.116 | 0.03 | - | - |
| HCM Control Delay (s/veh) | 8.7 | 0 | - | 16.2 | 14.8 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | C | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.1 | 0.4 | 0.1 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

Existing (2025) Traffic Volumes
PM Peak Hour

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.1 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑ | | | ↕ | | | ↕ | | ↘ | | ↗ |
| Traffic Vol, veh/h | 101 | 39 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 211 | 0 | 92 |
| Future Vol, veh/h | 101 | 39 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 211 | 0 | 92 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 116 | 45 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 243 | 0 | 106 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|----|-----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 9.7 | 0 | 8.4 | 10.3 |
| HCM LOS | A | - | A | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 33% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 33% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 33% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 12 | 101 | 39 | 0 | 211 | 92 |
| LT Vol | 4 | 101 | 0 | 0 | 211 | 0 |
| Through Vol | 4 | 0 | 39 | 0 | 0 | 0 |
| RT Vol | 4 | 0 | 0 | 0 | 0 | 92 |
| Lane Flow Rate | 14 | 116 | 45 | 0 | 243 | 106 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.02 | 0.192 | 0.068 | 0 | 0.372 | 0.127 |
| Departure Headway (Hd) | 5.268 | 5.945 | 5.442 | 5.664 | 5.517 | 4.312 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 678 | 604 | 658 | 0 | 652 | 831 |
| Service Time | 3.311 | 3.681 | 3.178 | 3.712 | 3.244 | 2.039 |
| HCM Lane V/C Ratio | 0.021 | 0.192 | 0.068 | 0 | 0.373 | 0.128 |
| HCM Control Delay, s/veh | 8.4 | 10.1 | 8.6 | 8.7 | 11.5 | 7.7 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0.1 | 0.7 | 0.2 | 0 | 1.7 | 0.4 |

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

Existing (2025) Traffic Volumes
SAT Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 125 | 24 | 19 | 42 | 16 | 28 | 4 | 106 | 50 | 39 | 281 | 188 |
| Future Vol, veh/h | 125 | 24 | 19 | 42 | 16 | 28 | 4 | 106 | 50 | 39 | 281 | 188 |
| Conflicting Peds, #/hr | 14 | 0 | 65 | 65 | 0 | 14 | 41 | 0 | 59 | 59 | 0 | 41 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 142 | 27 | 22 | 48 | 18 | 32 | 5 | 120 | 57 | 44 | 319 | 214 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 602 | 694 | 425 | 704 | 880 | 222 | 574 | 0 | 0 | 236 | 0 | 0 |
| Stage 1 | 449 | 449 | - | 217 | 217 | - | - | - | - | - | - | - |
| Stage 2 | 153 | 245 | - | 487 | 663 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 412 | 366 | 629 | 352 | 286 | 818 | 999 | - | - | 1331 | - | - |
| Stage 1 | 589 | 572 | - | 785 | 723 | - | - | - | - | - | - | - |
| Stage 2 | 850 | 703 | - | 562 | 459 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 331 | 317 | 575 | 264 | 248 | 768 | 965 | - | - | 1265 | - | - |
| Mov Cap-2 Maneuver | 331 | 317 | - | 264 | 248 | - | - | - | - | - | - | - |
| Stage 1 | 540 | 524 | - | 743 | 684 | - | - | - | - | - | - | - |
| Stage 2 | 780 | 665 | - | 460 | 420 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|-----------------------------|----|--|-------|--|------|--|------|--|
| HCM Control Delay, s/v27.59 | | | 20.39 | | 0.22 | | 0.61 | |
| HCM LOS | D | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 42 | - | - | 345 | 331 | 219 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.553 | 0.296 | 0.035 | - | - |
| HCM Control Delay (s/veh) | 8.7 | 0 | - | 27.6 | 20.4 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | D | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 3.2 | 1.2 | 0.1 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

Existing (2025) Traffic Volumes
SAT Peak Hour

| 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 | 161 | 67 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 174 | 0 | 168 |
| Future Vol, veh/h | 161 | 67 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 174 | 0 | 168 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 179 | 74 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 193 | 0 | 187 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 10.6 | 0 | 8.6 | 9.9 |
| HCM LOS | B | - | A | A |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 33% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 22% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 44% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 9 | 161 | 67 | 0 | 174 | 168 |
| LT Vol | 3 | 161 | 0 | 0 | 174 | 0 |
| Through Vol | 2 | 0 | 67 | 0 | 0 | 0 |
| RT Vol | 4 | 0 | 0 | 0 | 0 | 168 |
| Lane Flow Rate | 10 | 179 | 74 | 0 | 193 | 187 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.015 | 0.297 | 0.113 | 0 | 0.31 | 0.237 |
| Departure Headway (Hd) | 5.486 | 5.982 | 5.479 | 5.815 | 5.773 | 4.567 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 649 | 599 | 652 | 0 | 623 | 784 |
| Service Time | 3.548 | 3.735 | 3.232 | 3.885 | 3.512 | 2.305 |
| HCM Lane V/C Ratio | 0.015 | 0.299 | 0.113 | 0 | 0.31 | 0.239 |
| HCM Control Delay, s/veh | 8.6 | 11.3 | 8.9 | 8.9 | 11.1 | 8.7 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0 | 1.2 | 0.4 | 0 | 1.3 | 0.9 |

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

ITE Trip Generation Manual 12th Edition Excerpts

Multifamily Housing (Low-Rise) Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

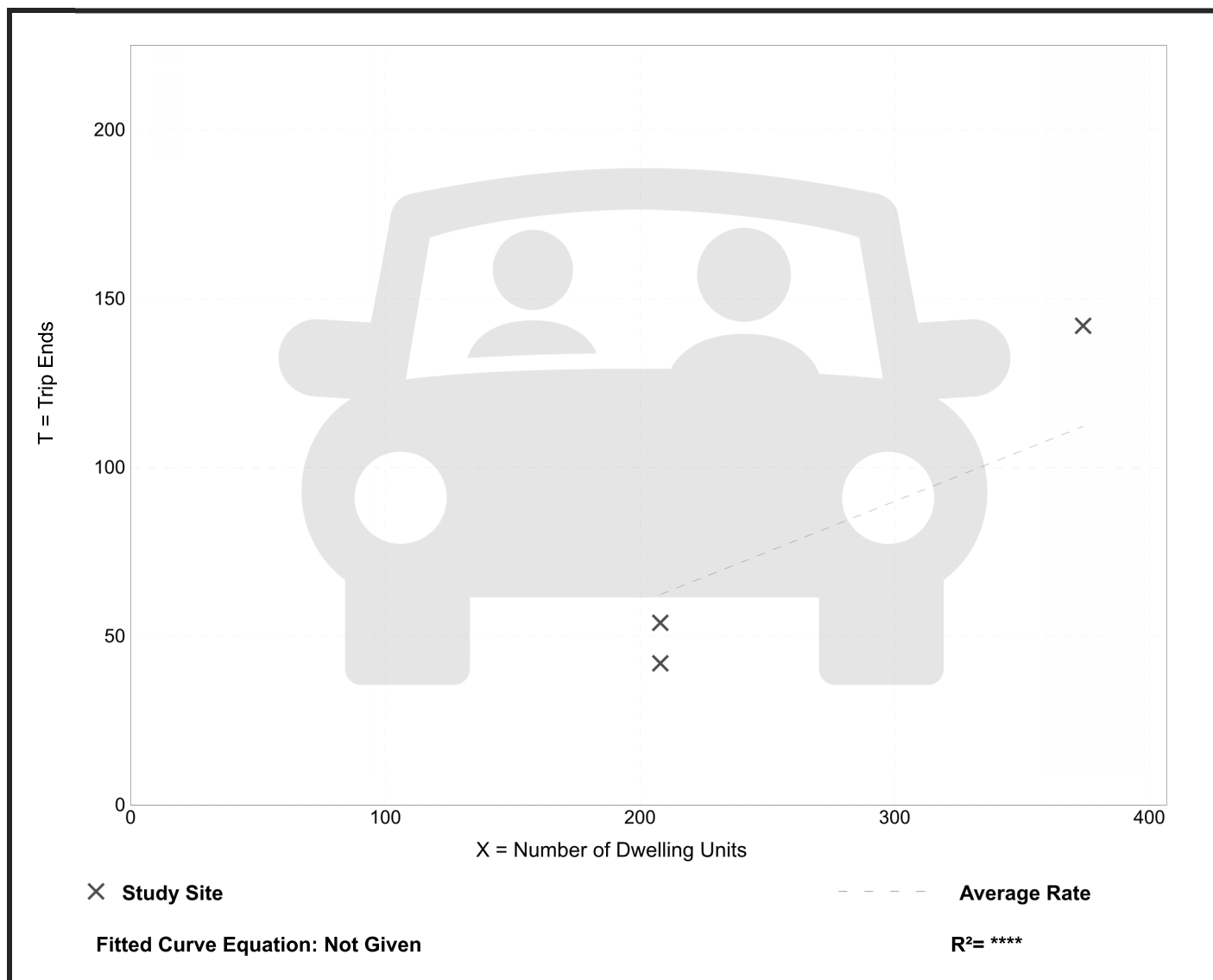
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. Num. of Dwelling Units: 263
 Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.30 | 0.20 - 0.38 | 0.09 |

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Close to Rail Transit (220)

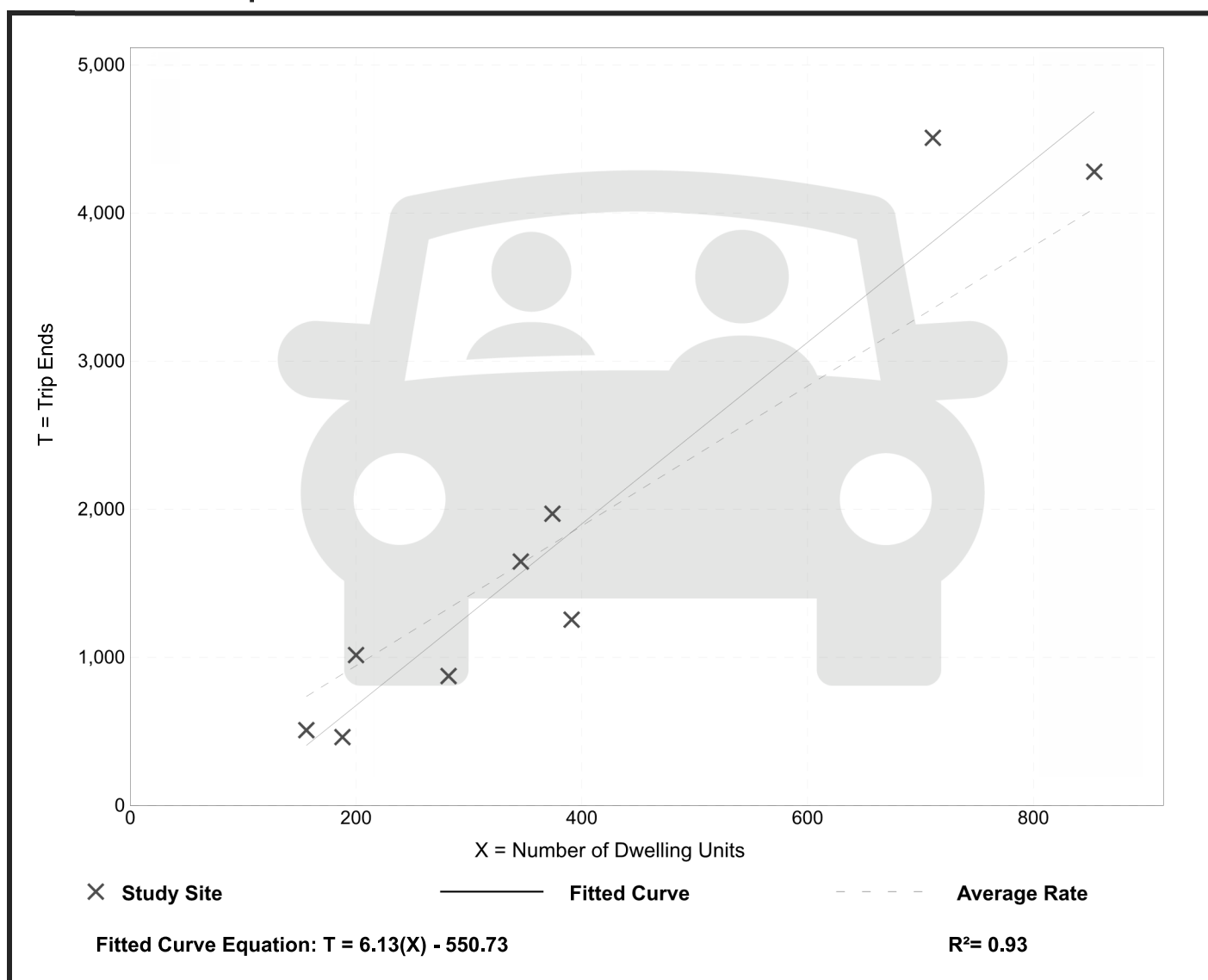
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Dwelling Units: 389
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 4.72 | 2.46 - 6.34 | 1.27 |

Data Plot and Equation



Multifamily Housing (Low-Rise) Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 3

Avg. Num. of Dwelling Units: 263

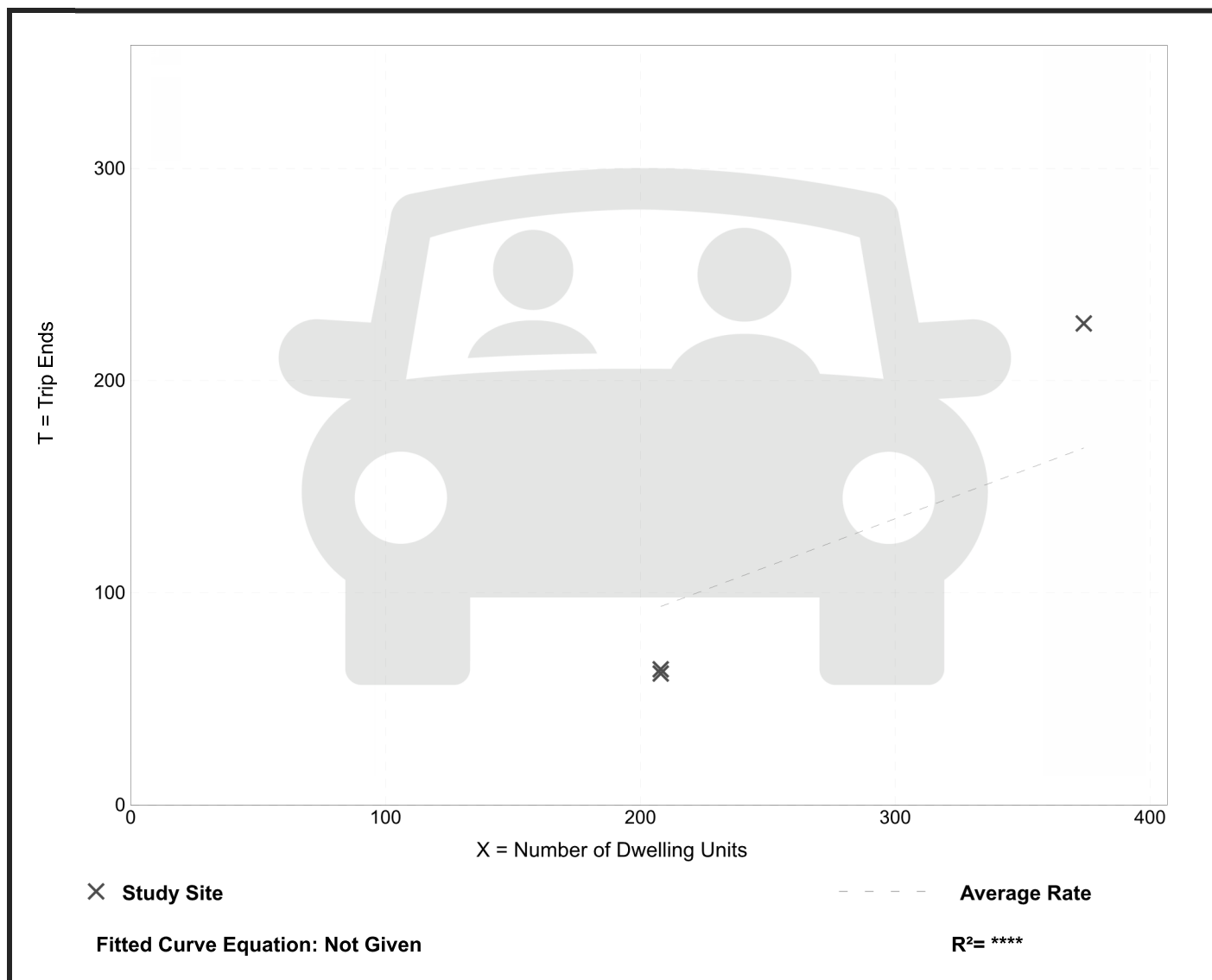
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.45 | 0.30 - 0.61 | 0.19 |

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Low-Rise) Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

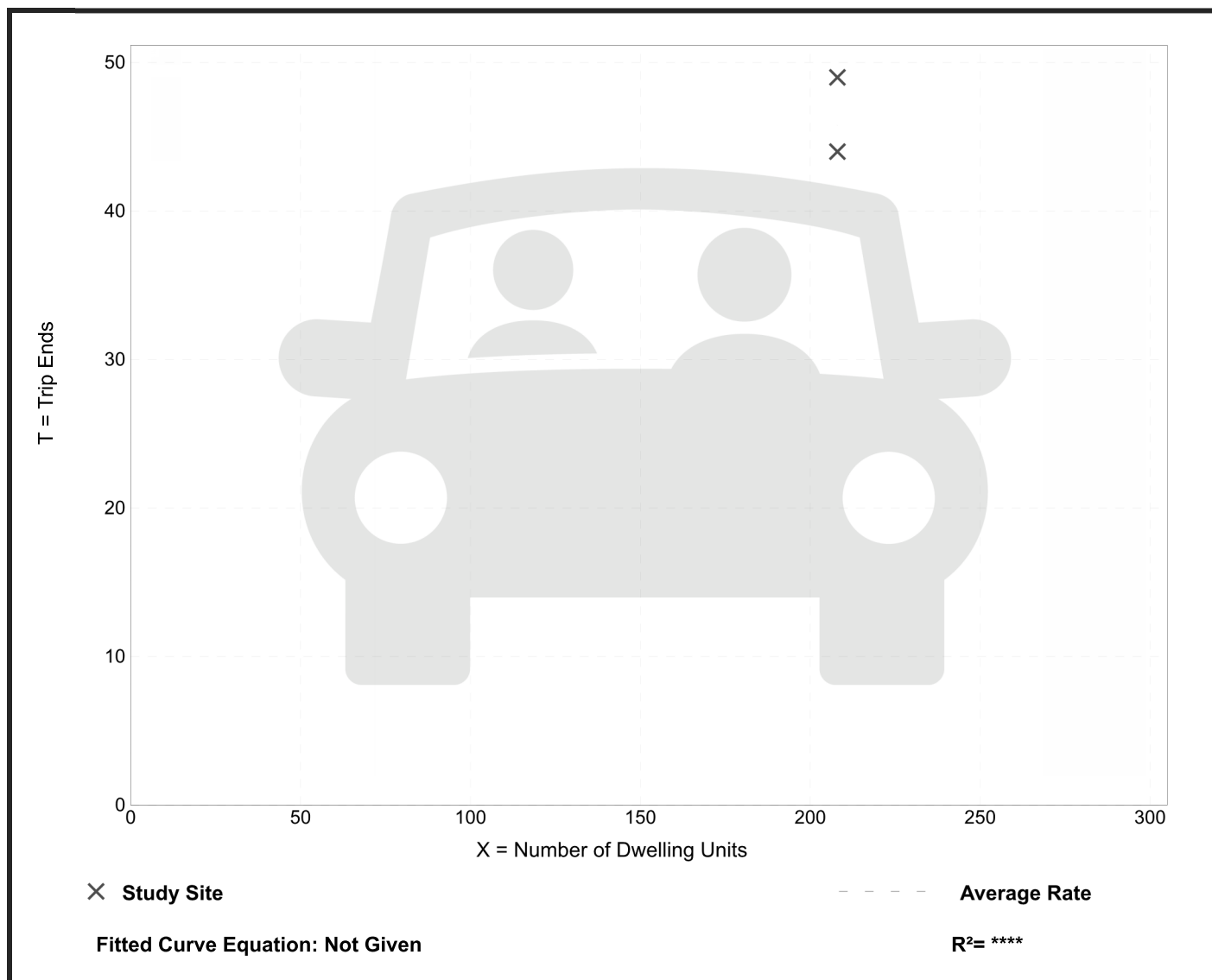
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 208
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 0.22 | 0.21 - 0.24 | * |

Data Plot and Equation

Caution – Small Sample Size



General Office Building (710)

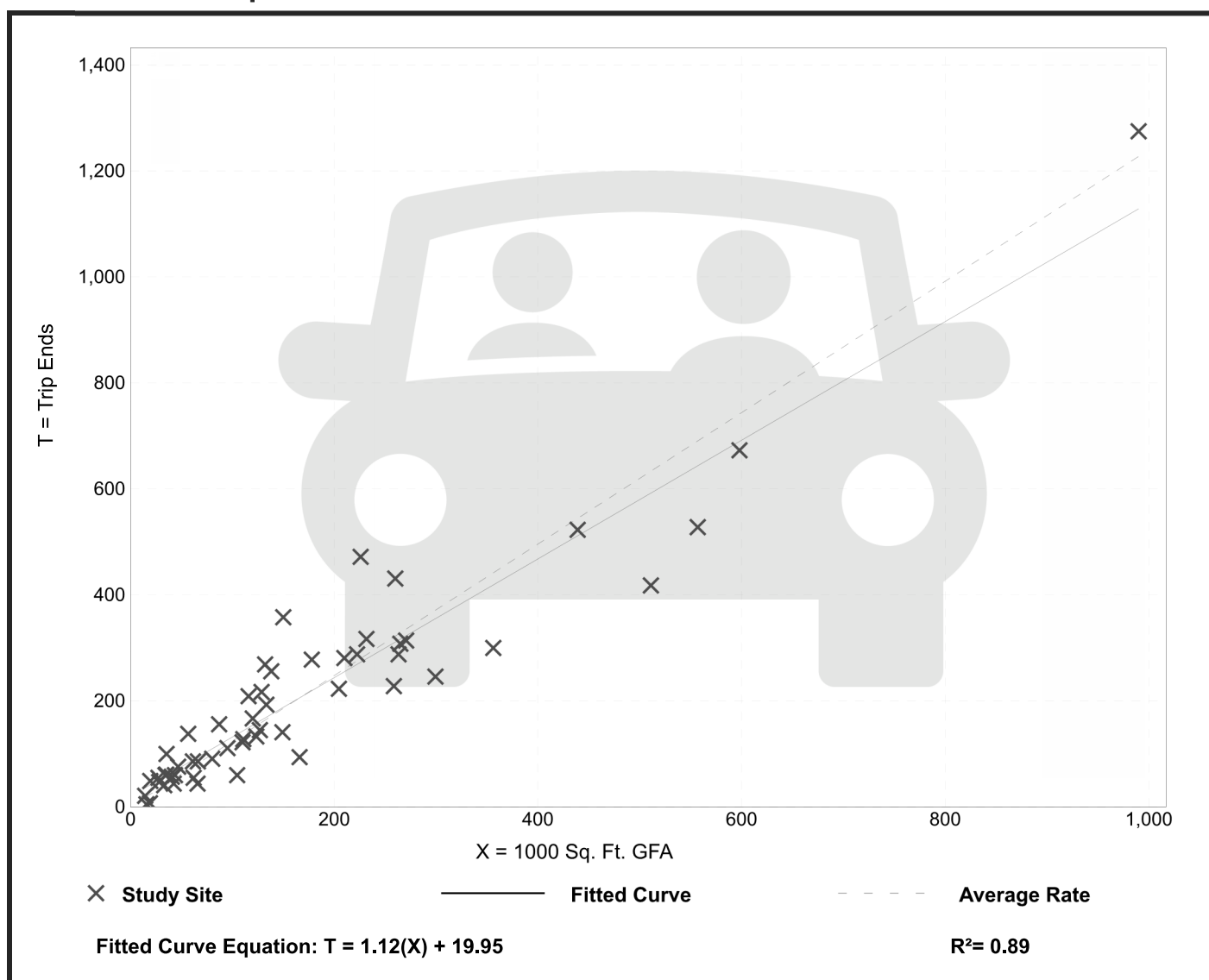
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 54
 Avg. 1000 Sq. Ft. GFA: 170
 Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.24 | 0.32 - 2.83 | 0.40 |

Data Plot and Equation



General Office Building (710)

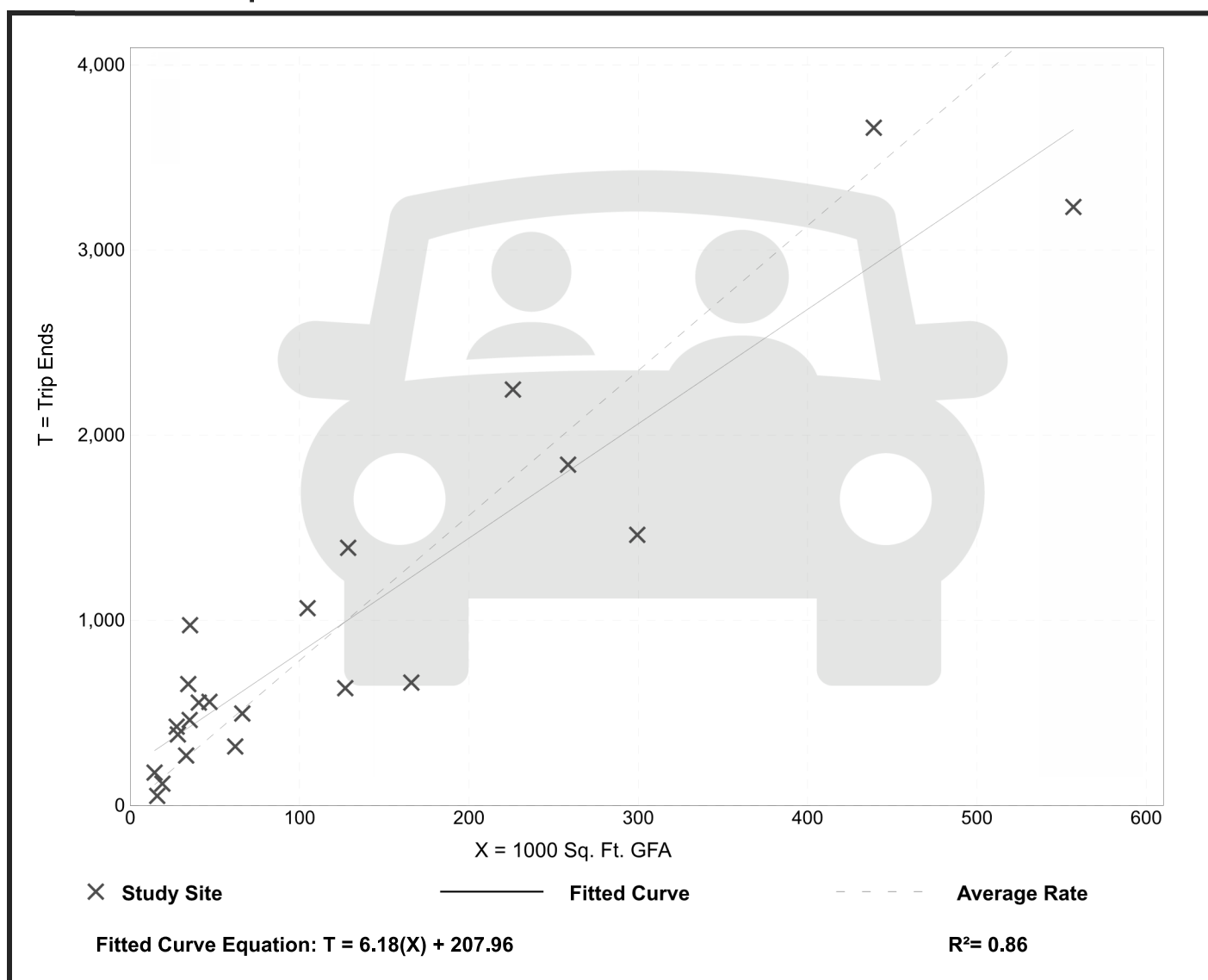
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 126
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 7.83 | 3.27 - 27.56 | 3.71 |

Data Plot and Equation



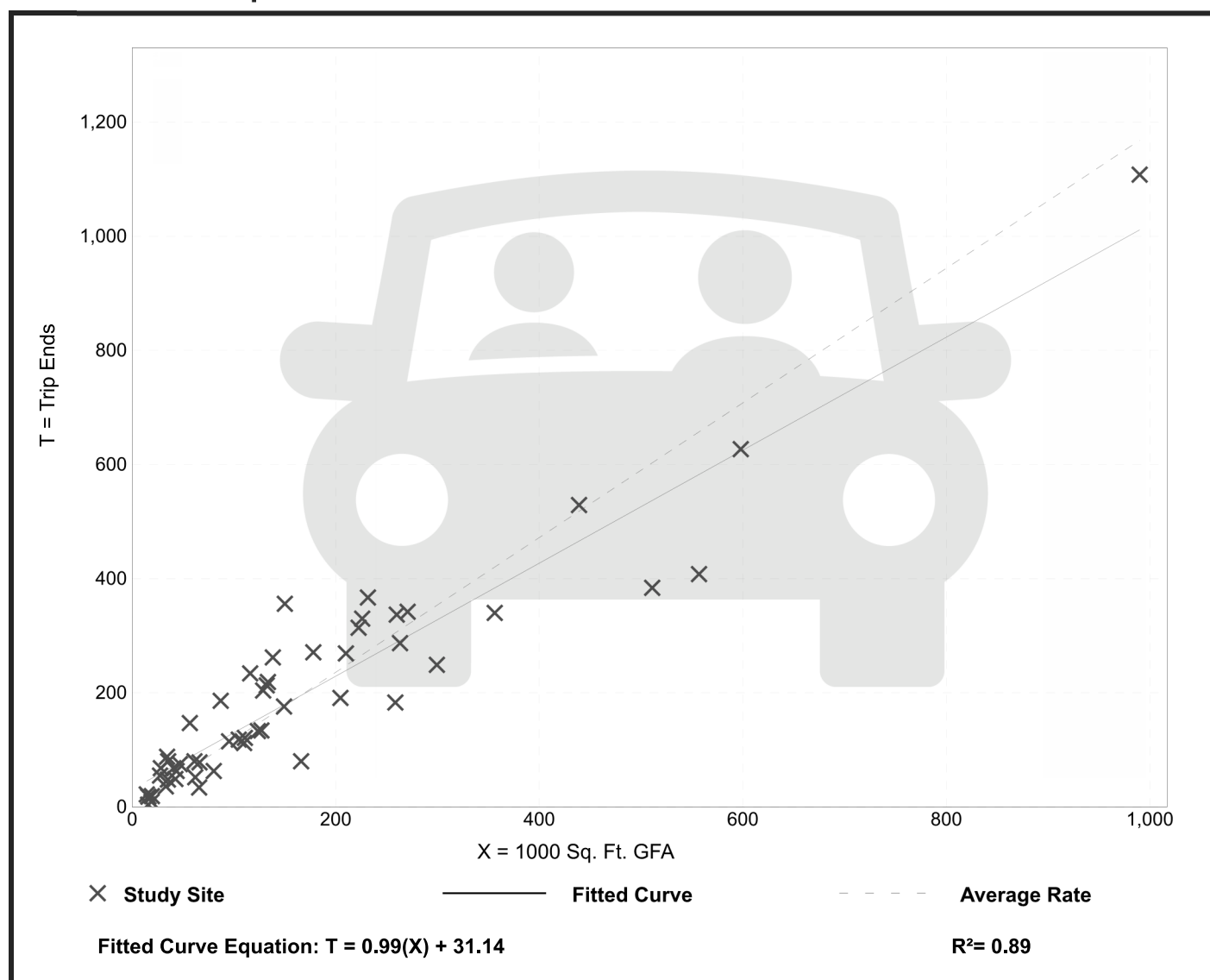
General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 53
 Avg. 1000 Sq. Ft. GFA: 166
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.18 | 0.26 - 2.59 | 0.41 |

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

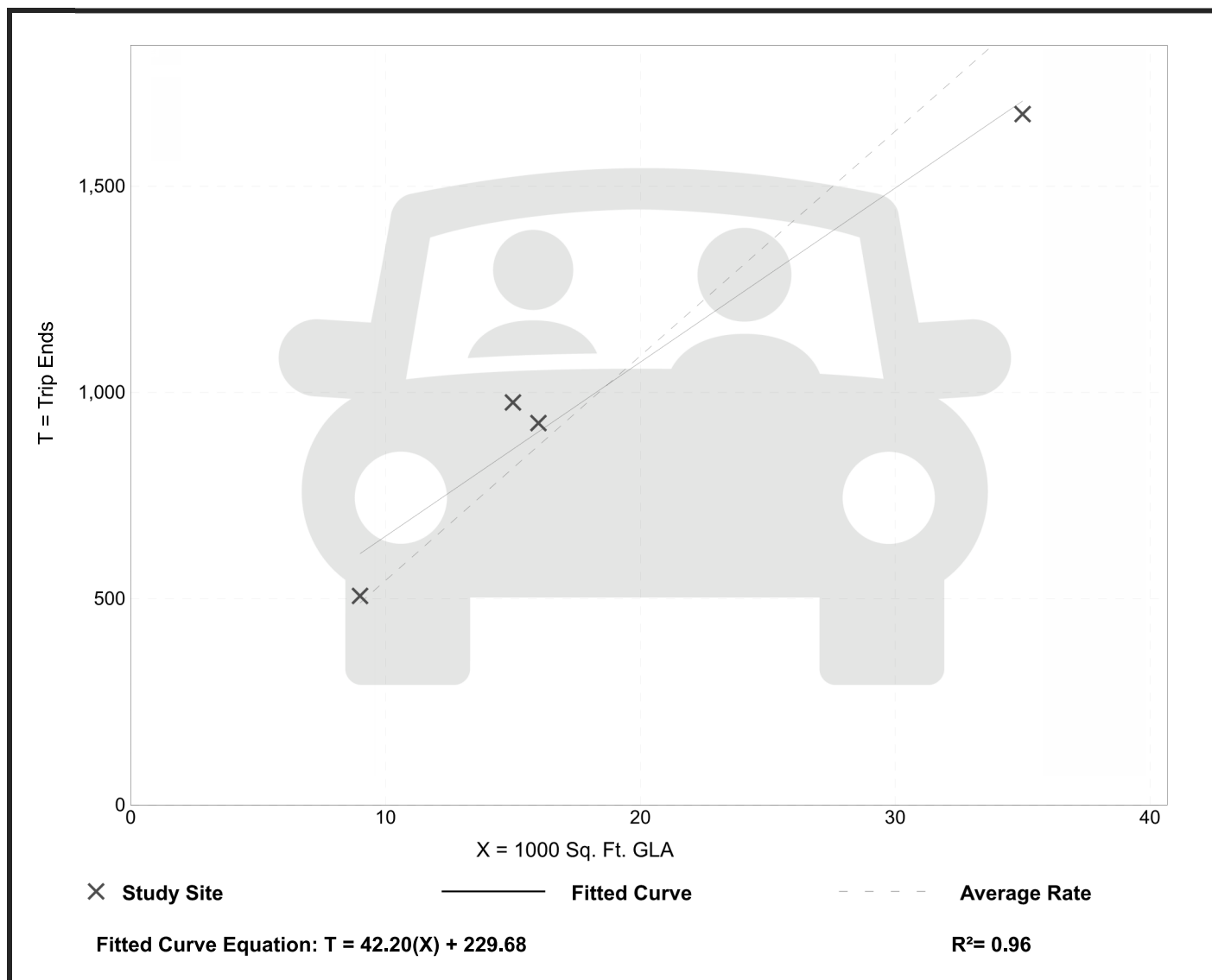
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 54.45 | 47.86 - 65.07 | 7.81 |

Data Plot and Equation

Caution – Small Sample Size



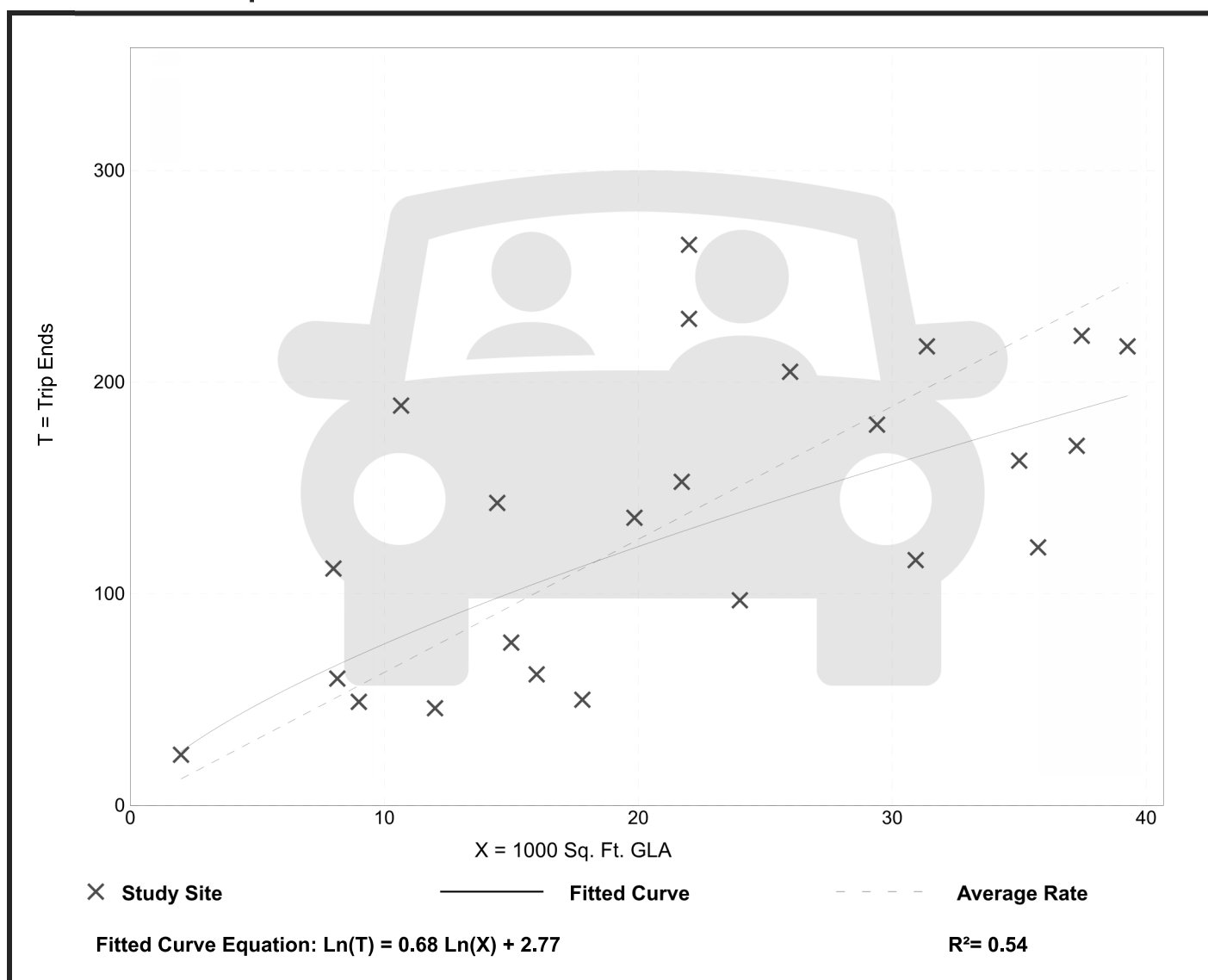
Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 22
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.29 | 2.81 - 17.72 | 3.02 |

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

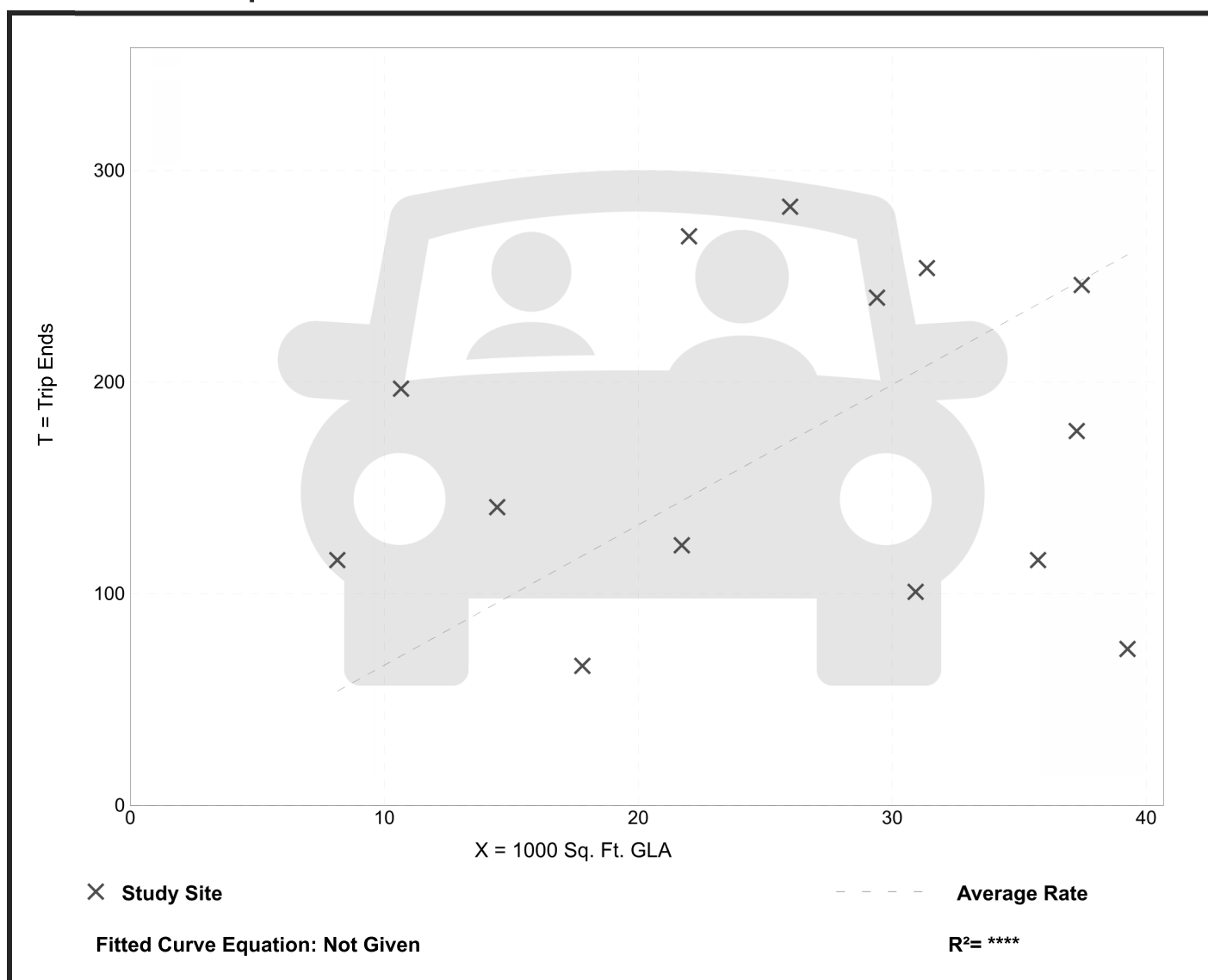
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. 1000 Sq. Ft. GLA: 26
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 6.63 | 1.88 - 18.48 | 3.99 |

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

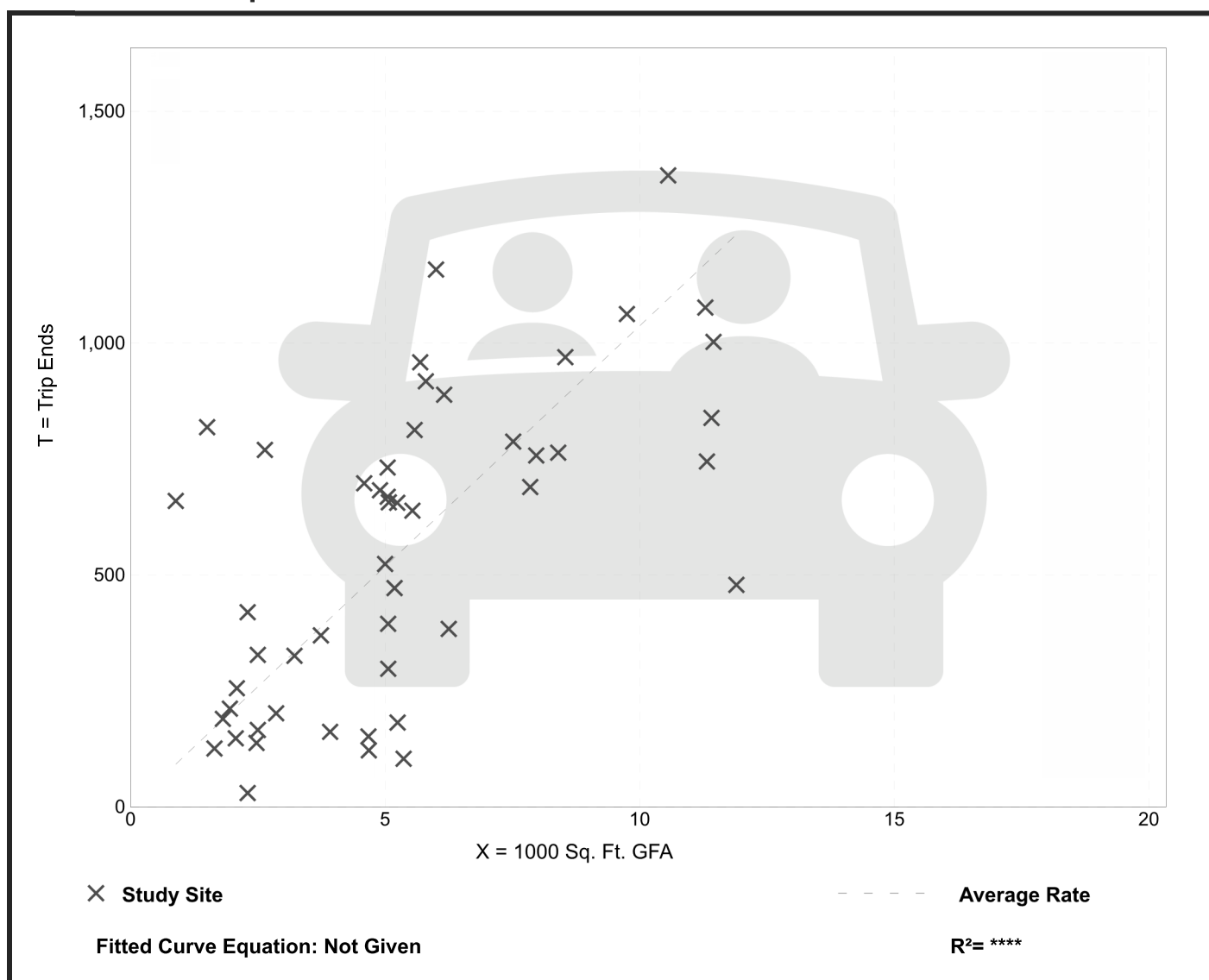
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 103.75 | 13.04 - 742.41 | 67.15 |

Data Plot and Equation



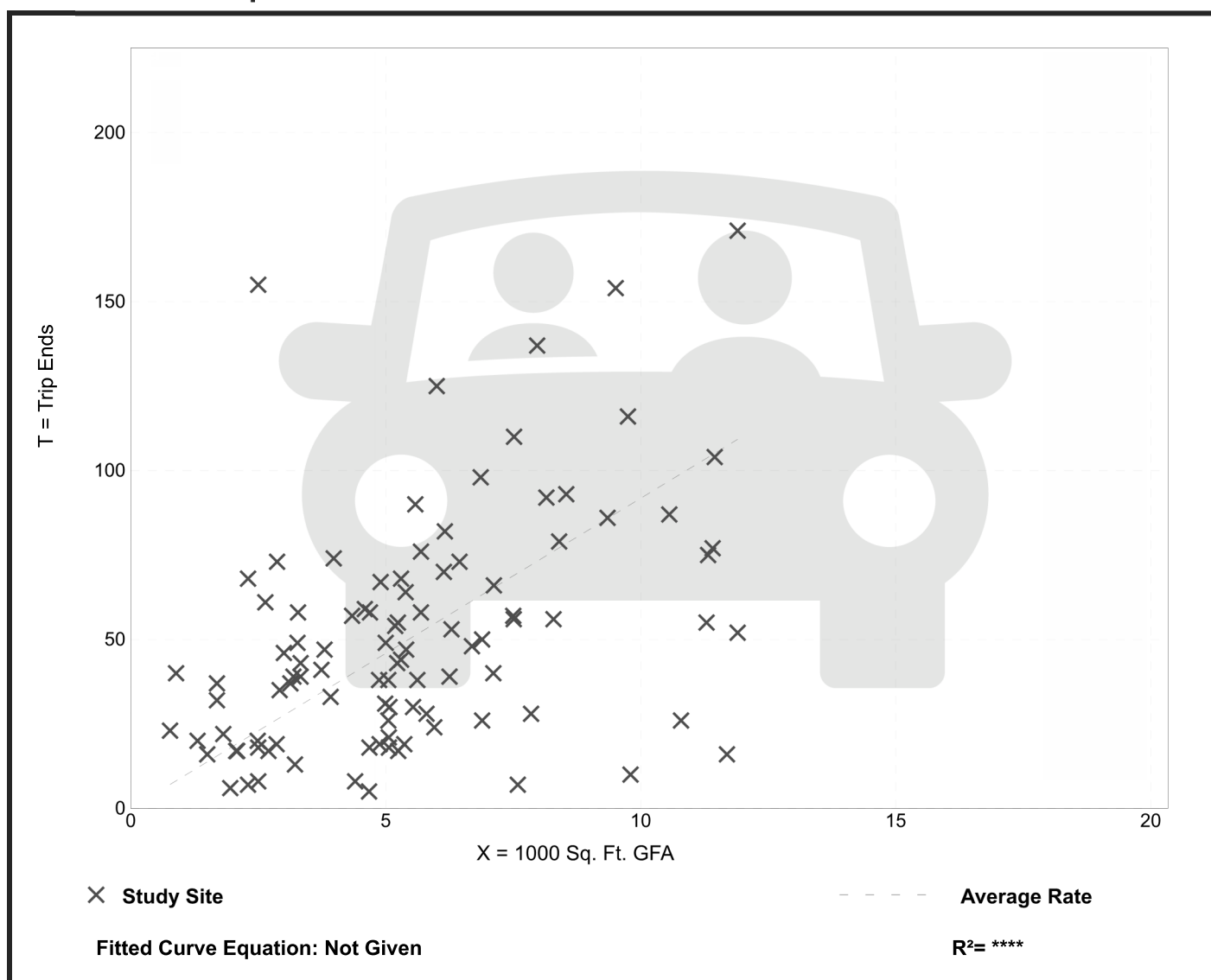
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 100
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 9.18 | 0.92 - 62.00 | 6.36 |

Data Plot and Equation



Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

CMAP Correspondence



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

September 22, 2025

Justin Opitz, AICP
Project Coordinator
Kimley-Horn
570 Lake Cook Road
Suite 200
Deerfield, IL 60015

Subject: Forest Avenue - Gilbert Avenue - Curtiss Street
IDOT

Dear Mr. Opitz:

In response to a request made on your behalf and dated September 20, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

| ROAD SEGMENT | Current ADT (2024) | Year 2050 ADT |
|---------------------------------|---------------------------|----------------------|
| Forest Ave north of Gilbert Ave | 3,900 | 4,750 |
| Forest Ave south of Gilbert Ave | 3,900 | 4,750 |
| Gilbert Ave west of Forest Ave | 3,200 | 3,900 |
| Curtiss St east of Forest Ave | 2,350 | 2,850 |

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 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-49-25\du-49-25.docx

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Capacity analysis worksheets 2032 No-Build Conditions AM and PM

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

No-Build (2032) Traffic Volumes
AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 89 | 11 | 11 | 5 | 0 | 5 | 2 | 208 | 6 | 12 | 171 | 119 |
| Future Vol, veh/h | 89 | 11 | 11 | 5 | 0 | 5 | 2 | 208 | 6 | 12 | 171 | 119 |
| Conflicting Peds, #/hr | 1 | 0 | 8 | 8 | 0 | 1 | 5 | 0 | 21 | 21 | 0 | 5 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 95 | 12 | 12 | 5 | 0 | 5 | 2 | 221 | 6 | 13 | 182 | 127 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 439 | 465 | 195 | 471 | 589 | 246 | 314 | 0 | 0 | 249 | 0 | 0 |
| Stage 1 | 212 | 212 | - | 250 | 250 | - | - | - | - | - | - | - |
| Stage 2 | 227 | 253 | - | 221 | 339 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 528 | 495 | 846 | 503 | 421 | 792 | 1247 | - | - | 1317 | - | - |
| Stage 1 | 790 | 727 | - | 754 | 700 | - | - | - | - | - | - | - |
| Stage 2 | 776 | 698 | - | 781 | 640 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 515 | 477 | 837 | 466 | 406 | 778 | 1242 | - | - | 1294 | - | - |
| Mov Cap-2 Maneuver | 515 | 477 | - | 466 | 406 | - | - | - | - | - | - | - |
| Stage 1 | 777 | 715 | - | 740 | 686 | - | - | - | - | - | - | - |
| Stage 2 | 769 | 684 | - | 743 | 629 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|------------------------|-------|--|-------|--|------|--|--|------|--|--|
| HCM Control Delay, s/v | 13.71 | | 11.29 | | 0.07 | | | 0.31 | | |
| HCM LOS | B | | B | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 17 | - | - | 531 | 583 | 118 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.222 | 0.018 | 0.01 | - | - |
| HCM Control Delay (s/veh) | 7.9 | 0 | - | 13.7 | 11.3 | 7.8 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.8 | 0.1 | 0 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

No-Build (2032) Traffic Volumes
AM Peak Hour

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.4 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑ | | | ↕ | | | ↕ | | ↘ | | ↗ |
| Traffic Vol, veh/h | 215 | 33 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 132 | 0 | 56 |
| Future Vol, veh/h | 215 | 33 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 132 | 0 | 56 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 236 | 36 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 145 | 0 | 62 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 11.1 | 0 | 8.5 | 9.5 |
| HCM LOS | B | - | A | A |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 8% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 50% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 42% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 12 | 215 | 33 | 0 | 132 | 56 |
| LT Vol | 1 | 215 | 0 | 0 | 132 | 0 |
| Through Vol | 6 | 0 | 33 | 0 | 0 | 0 |
| RT Vol | 5 | 0 | 0 | 0 | 0 | 56 |
| Lane Flow Rate | 13 | 236 | 36 | 0 | 145 | 62 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.02 | 0.369 | 0.052 | 0 | 0.235 | 0.079 |
| Departure Headway (Hd) | 5.342 | 5.621 | 5.119 | 5.488 | 5.821 | 4.614 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 668 | 640 | 699 | 0 | 616 | 775 |
| Service Time | 3.39 | 3.357 | 2.855 | 3.54 | 3.555 | 2.347 |
| HCM Lane V/C Ratio | 0.019 | 0.369 | 0.052 | 0 | 0.235 | 0.08 |
| HCM Control Delay, s/veh | 8.5 | 11.6 | 8.1 | 8.5 | 10.3 | 7.7 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0.1 | 1.7 | 0.2 | 0 | 0.9 | 0.3 |

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

No-Build (2032) Traffic Volumes
PM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 63 | 12 | 30 | 21 | 7 | 14 | 7 | 103 | 21 | 36 | 273 | 196 |
| Future Vol, veh/h | 63 | 12 | 30 | 21 | 7 | 14 | 7 | 103 | 21 | 36 | 273 | 196 |
| Conflicting Peds, #/hr | 0 | 0 | 19 | 19 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 24 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 14 | 36 | 25 | 8 | 17 | 8 | 124 | 25 | 43 | 329 | 236 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 585 | 630 | 372 | 620 | 853 | 161 | 589 | 0 | 0 | 173 | 0 | 0 |
| Stage 1 | 440 | 440 | - | 178 | 178 | - | - | - | - | - | - | - |
| Stage 2 | 145 | 190 | - | 442 | 676 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 423 | 399 | 674 | 401 | 296 | 884 | 986 | - | - | 1403 | - | - |
| Stage 1 | 596 | 578 | - | 824 | 752 | - | - | - | - | - | - | - |
| Stage 2 | 858 | 743 | - | 595 | 453 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 372 | 361 | 650 | 331 | 268 | 867 | 967 | - | - | 1375 | - | - |
| Mov Cap-2 Maneuver | 372 | 361 | - | 331 | 268 | - | - | - | - | - | - | - |
| Stage 1 | 556 | 539 | - | 800 | 730 | - | - | - | - | - | - | - |
| Stage 2 | 823 | 721 | - | 512 | 422 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | | SB | | |
|-----------------------------|----|--|-------|--|------|--|--|------|--|--|
| HCM Control Delay, s/v17.15 | | | 15.37 | | 0.47 | | | 0.55 | | |
| HCM LOS | C | | C | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 93 | - | - | 422 | 397 | 210 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.3 | 0.127 | 0.032 | - | - |
| HCM Control Delay (s/veh) | 8.8 | 0 | - | 17.2 | 15.4 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.2 | 0.4 | 0.1 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

No-Build (2032) Traffic Volumes
PM Peak Hour

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.3 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑ | | | ↕ | | | ↕ | | ↘ | | ↗ |
| Traffic Vol, veh/h | 106 | 41 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 222 | 0 | 97 |
| Future Vol, veh/h | 106 | 41 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 222 | 0 | 97 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 122 | 47 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 255 | 0 | 111 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|----|-----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 9.9 | 0 | 8.5 | 10.6 |
| HCM LOS | A | - | A | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 33% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 33% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 33% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 12 | 106 | 41 | 0 | 222 | 97 |
| LT Vol | 4 | 106 | 0 | 0 | 222 | 0 |
| Through Vol | 4 | 0 | 41 | 0 | 0 | 0 |
| RT Vol | 4 | 0 | 0 | 0 | 0 | 97 |
| Lane Flow Rate | 14 | 122 | 47 | 0 | 255 | 111 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.02 | 0.203 | 0.072 | 0 | 0.393 | 0.134 |
| Departure Headway (Hd) | 5.316 | 5.991 | 5.488 | 5.722 | 5.543 | 4.338 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 672 | 599 | 652 | 0 | 651 | 826 |
| Service Time | 3.362 | 3.728 | 3.226 | 3.773 | 3.271 | 2.066 |
| HCM Lane V/C Ratio | 0.021 | 0.204 | 0.072 | 0 | 0.392 | 0.134 |
| HCM Control Delay, s/veh | 8.5 | 10.3 | 8.7 | 8.8 | 11.8 | 7.7 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0.1 | 0.8 | 0.2 | 0 | 1.9 | 0.5 |

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

No-Build (2032) Traffic Volumes
SAT Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 132 | 25 | 20 | 44 | 17 | 30 | 4 | 112 | 53 | 41 | 296 | 198 |
| Future Vol, veh/h | 132 | 25 | 20 | 44 | 17 | 30 | 4 | 112 | 53 | 41 | 296 | 198 |
| Conflicting Peds, #/hr | 14 | 0 | 65 | 65 | 0 | 14 | 41 | 0 | 59 | 59 | 0 | 41 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 150 | 28 | 23 | 50 | 19 | 34 | 5 | 127 | 60 | 47 | 336 | 225 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 631 | 726 | 442 | 734 | 921 | 230 | 602 | 0 | 0 | 247 | 0 | 0 |
| Stage 1 | 471 | 471 | - | 225 | 225 | - | - | - | - | - | - | - |
| Stage 2 | 160 | 256 | - | 509 | 696 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 394 | 351 | 615 | 336 | 270 | 809 | 975 | - | - | 1319 | - | - |
| Stage 1 | 574 | 560 | - | 777 | 717 | - | - | - | - | - | - | - |
| Stage 2 | 842 | 696 | - | 547 | 443 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 311 | 303 | 562 | 248 | 233 | 760 | 942 | - | - | 1255 | - | - |
| Mov Cap-2 Maneuver | 311 | 303 | - | 248 | 233 | - | - | - | - | - | - | - |
| Stage 1 | 523 | 510 | - | 735 | 678 | - | - | - | - | - | - | - |
| Stage 2 | 768 | 658 | - | 442 | 404 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|----|------|------|
| HCM Control Delay, s/v32.29 | | 22 | 0.21 | 0.61 |
| HCM LOS | D | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 40 | - | - | 326 | 314 | 219 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.617 | 0.329 | 0.037 | - |
| HCM Control Delay (s/veh) | 8.8 | 0 | - | 32.3 | 22 | 8 | 0 |
| HCM Lane LOS | A | A | - | D | C | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 3.9 | 1.4 | 0.1 | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

No-Build (2032) Traffic Volumes
SAT Peak Hour

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.5 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑ | | | ↔ | | | ↔ | | ↘ | | ↘ |
| Traffic Vol, veh/h | 170 | 71 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 183 | 0 | 177 |
| Future Vol, veh/h | 170 | 71 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 183 | 0 | 177 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 189 | 79 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 203 | 0 | 197 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|-----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 10.9 | 0 | 8.7 | 10.2 |
| HCM LOS | B | - | A | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 33% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 22% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 44% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 9 | 170 | 71 | 0 | 183 | 177 |
| LT Vol | 3 | 170 | 0 | 0 | 183 | 0 |
| Through Vol | 2 | 0 | 71 | 0 | 0 | 0 |
| RT Vol | 4 | 0 | 0 | 0 | 0 | 177 |
| Lane Flow Rate | 10 | 189 | 79 | 0 | 203 | 197 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.015 | 0.316 | 0.121 | 0 | 0.328 | 0.252 |
| Departure Headway (Hd) | 5.551 | 6.029 | 5.526 | 5.881 | 5.816 | 4.609 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 641 | 595 | 645 | 0 | 618 | 777 |
| Service Time | 3.621 | 3.788 | 3.286 | 3.96 | 3.559 | 2.352 |
| HCM Lane V/C Ratio | 0.016 | 0.318 | 0.122 | 0 | 0.328 | 0.254 |
| HCM Control Delay, s/veh | 8.7 | 11.6 | 9.1 | 9 | 11.4 | 8.9 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0 | 1.3 | 0.4 | 0 | 1.4 | 1 |

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Capacity analysis worksheets 2032 Build Conditions AM and PM

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

Build (2032) Traffic Volumes
AM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↗ |
| Traffic Vol, veh/h | 91 | 12 | 11 | 7 | 1 | 11 | 4 | 210 | 9 | 20 | 183 | 124 |
| Future Vol, veh/h | 91 | 12 | 11 | 7 | 1 | 11 | 4 | 210 | 9 | 20 | 183 | 124 |
| Conflicting Peds, #/hr | 1 | 0 | 8 | 8 | 0 | 1 | 5 | 0 | 21 | 21 | 0 | 5 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 97 | 13 | 12 | 7 | 1 | 12 | 4 | 223 | 10 | 21 | 195 | 132 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 476 | 505 | 208 | 509 | 632 | 250 | 332 | 0 | 0 | 254 | 0 | 0 |
| Stage 1 | 242 | 242 | - | 258 | 258 | - | - | - | - | - | - | - |
| Stage 2 | 233 | 262 | - | 252 | 374 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 499 | 470 | 833 | 474 | 398 | 789 | 1228 | - | - | 1311 | - | - |
| Stage 1 | 761 | 705 | - | 747 | 694 | - | - | - | - | - | - | - |
| Stage 2 | 770 | 691 | - | 753 | 618 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 476 | 448 | 824 | 433 | 380 | 774 | 1223 | - | - | 1288 | - | - |
| Mov Cap-2 Maneuver | 476 | 448 | - | 433 | 380 | - | - | - | - | - | - | - |
| Stage 1 | 743 | 688 | - | 731 | 680 | - | - | - | - | - | - | - |
| Stage 2 | 753 | 676 | - | 708 | 602 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 14.67 | | 11.48 | | 0.14 | | 0.48 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 32 | - | - | 493 | 575 | 177 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.246 | 0.035 | 0.017 | - | - |
| HCM Ctrl Dly (s/v) | 8 | 0 | - | 14.7 | 11.5 | 7.8 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1 | 0.1 | 0.1 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

Build (2032) Traffic Volumes
AM Peak Hour

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.6 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑ | | | ↔ | | | ↔ | | ↘ | | ↘ |
| Traffic Vol, veh/h | 223 | 44 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 142 | 0 | 61 |
| Future Vol, veh/h | 223 | 44 | 0 | 0 | 0 | 0 | 1 | 6 | 5 | 142 | 0 | 61 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 245 | 48 | 0 | 0 | 0 | 0 | 1 | 7 | 5 | 156 | 0 | 67 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 11.3 | 0 | 8.6 | 9.8 |
| HCM LOS | B | - | A | A |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 8% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 50% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 42% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 12 | 223 | 44 | 0 | 142 | 61 |
| LT Vol | 1 | 223 | 0 | 0 | 142 | 0 |
| Through Vol | 6 | 0 | 44 | 0 | 0 | 0 |
| RT Vol | 5 | 0 | 0 | 0 | 0 | 61 |
| Lane Flow Rate | 13 | 245 | 48 | 0 | 156 | 67 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.02 | 0.386 | 0.069 | 0 | 0.255 | 0.087 |
| Departure Headway (Hd) | 5.417 | 5.666 | 5.164 | 5.559 | 5.876 | 4.669 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 658 | 635 | 692 | 0 | 612 | 766 |
| Service Time | 3.471 | 3.407 | 2.905 | 3.619 | 3.613 | 2.405 |
| HCM Lane V/C Ratio | 0.02 | 0.386 | 0.069 | 0 | 0.255 | 0.087 |
| HCM Control Delay, s/veh | 8.6 | 11.9 | 8.3 | 8.6 | 10.6 | 7.9 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0.1 | 1.8 | 0.2 | 0 | 1 | 0.3 |

HCM 7th TWSC
300: Site Parkng Garage & Gilbert Avenue

Build (2032) Traffic Volumes
AM Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 112 | 1 | 7 | 122 | 0 | 2 |
| Future Vol, veh/h | 112 | 1 | 7 | 122 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 122 | 1 | 8 | 133 | 0 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 123 | 0 | 270 |
| Stage 1 | - | - | - | - | 122 |
| Stage 2 | - | - | - | - | 148 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1464 | - | 719 |
| Stage 1 | - | - | - | - | 903 |
| Stage 2 | - | - | - | - | 880 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1464 | - | 715 |
| Mov Cap-2 Maneuver | - | - | - | - | 715 |
| Stage 1 | - | - | - | - | 903 |
| Stage 2 | - | - | - | - | 875 |

| Approach | EB | WB | NB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0 | 0.41 | 8.89 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 929 | - | - | 98 | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.005 | - |
| HCM Ctrl Dly (s/v) | 8.9 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

Build (2032) Traffic Volumes
PM Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 68 | 14 | 31 | 26 | 8 | 23 | 7 | 106 | 27 | 46 | 283 | 199 |
| Future Vol, veh/h | 68 | 14 | 31 | 26 | 8 | 23 | 7 | 106 | 27 | 46 | 283 | 199 |
| Conflicting Peds, #/hr | 0 | 0 | 19 | 19 | 0 | 0 | 24 | 0 | 24 | 24 | 0 | 24 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 17 | 37 | 31 | 10 | 28 | 8 | 128 | 33 | 55 | 341 | 240 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 625 | 677 | 384 | 664 | 900 | 168 | 605 | 0 | 0 | 184 | 0 | 0 |
| Stage 1 | 476 | 476 | - | 185 | 185 | - | - | - | - | - | - | - |
| Stage 2 | 149 | 201 | - | 479 | 716 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 397 | 375 | 664 | 374 | 278 | 876 | 973 | - | - | 1391 | - | - |
| Stage 1 | 570 | 557 | - | 817 | 747 | - | - | - | - | - | - | - |
| Stage 2 | 853 | 735 | - | 567 | 434 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 337 | 334 | 640 | 301 | 248 | 859 | 954 | - | - | 1363 | - | - |
| Mov Cap-2 Maneuver | 337 | 334 | - | 301 | 248 | - | - | - | - | - | - | - |
| Stage 1 | 524 | 512 | - | 793 | 725 | - | - | - | - | - | - | - |
| Stage 2 | 807 | 713 | - | 477 | 399 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|-------------------|-------|--|-------|--|------|--|------|--|
| HCM Ctrl Dly, s/v | 19.28 | | 16.14 | | 0.44 | | 0.68 | |
| HCM LOS | C | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 86 | - | - | 387 | 392 | 252 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.352 | 0.175 | 0.041 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | - | 19.3 | 16.1 | 7.8 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 1.6 | 0.6 | 0.1 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

Build (2032) Traffic Volumes
PM Peak Hour

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.5 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↘ | ↑ | | | ↔ | | | ↔ | | ↘ | | ↘ |
| Traffic Vol, veh/h | 116 | 49 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 228 | 0 | 108 |
| Future Vol, veh/h | 116 | 49 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 228 | 0 | 108 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 133 | 56 | 0 | 0 | 0 | 0 | 5 | 5 | 5 | 262 | 0 | 124 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |

| Approach | EB | WB | NB | SB |
|----------------------------|----|----|-----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 1 | 2 |
| HCM Control Delay, s/veh | 10 | 0 | 8.6 | 10.8 |
| HCM LOS | A | - | A | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 |
|--------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 33% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 33% | 0% | 100% | 100% | 0% | 0% |
| Vol Right, % | 33% | 0% | 0% | 0% | 0% | 100% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 12 | 116 | 49 | 0 | 228 | 108 |
| LT Vol | 4 | 116 | 0 | 0 | 228 | 0 |
| Through Vol | 4 | 0 | 49 | 0 | 0 | 0 |
| RT Vol | 4 | 0 | 0 | 0 | 0 | 108 |
| Lane Flow Rate | 14 | 133 | 56 | 0 | 262 | 124 |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 |
| Degree of Util (X) | 0.021 | 0.224 | 0.087 | 0 | 0.408 | 0.152 |
| Departure Headway (Hd) | 5.398 | 6.038 | 5.535 | 5.796 | 5.601 | 4.396 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 661 | 593 | 646 | 0 | 642 | 814 |
| Service Time | 3.452 | 3.783 | 3.28 | 3.858 | 3.337 | 2.132 |
| HCM Lane V/C Ratio | 0.021 | 0.224 | 0.087 | 0 | 0.408 | 0.152 |
| HCM Control Delay, s/veh | 8.6 | 10.5 | 8.8 | 8.9 | 12.2 | 7.9 |
| HCM Lane LOS | A | B | A | N | B | A |
| HCM 95th-tile Q | 0.1 | 0.9 | 0.3 | 0 | 2 | 0.5 |

HCM 7th TWSC
300: Site Parking Garage & Gilbert Avenue

Build (2032) Traffic Volumes
PM Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 107 | 1 | 3 | 211 | 1 | 6 |
| Future Vol, veh/h | 107 | 1 | 3 | 211 | 1 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 116 | 1 | 3 | 229 | 1 | 7 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 117 | 0 | 353 117 |
| Stage 1 | - | - | - | - | 117 - |
| Stage 2 | - | - | - | - | 236 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1471 | - | 645 935 |
| Stage 1 | - | - | - | - | 908 - |
| Stage 2 | - | - | - | - | 803 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1471 | - | 643 935 |
| Mov Cap-2 Maneuver | - | - | - | - | 643 - |
| Stage 1 | - | - | - | - | 908 - |
| Stage 2 | - | - | - | - | 801 - |

| Approach | EB | WB | NB |
|-------------------|----|-----|------|
| HCM Ctrl Dly, s/v | 0 | 0.1 | 9.13 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 878 | - | - | 25 | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 9.1 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

HCM 7th TWSC
100: Forest Avenue & Gilbert Avenue/South Forest Lot

Build (2032) Traffic Volumes
SAT Peak Hour

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 9.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 134 | 26 | 20 | 49 | 18 | 39 | 4 | 115 | 58 | 50 | 303 | 200 |
| Future Vol, veh/h | 134 | 26 | 20 | 49 | 18 | 39 | 4 | 115 | 58 | 50 | 303 | 200 |
| Conflicting Peds, #/hr | 14 | 0 | 65 | 65 | 0 | 14 | 41 | 0 | 59 | 59 | 0 | 41 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 80 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 152 | 30 | 23 | 56 | 20 | 44 | 5 | 131 | 66 | 57 | 344 | 227 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 663 | 764 | 450 | 769 | 958 | 237 | 613 | 0 | 0 | 256 | 0 | 0 |
| Stage 1 | 499 | 499 | - | 232 | 232 | - | - | - | - | - | - | - |
| Stage 2 | 164 | 265 | - | 538 | 726 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 375 | 334 | 609 | 318 | 257 | 802 | 967 | - | - | 1309 | - | - |
| Stage 1 | 554 | 544 | - | 771 | 713 | - | - | - | - | - | - | - |
| Stage 2 | 838 | 690 | - | 527 | 429 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 284 | 284 | 556 | 229 | 219 | 754 | 934 | - | - | 1245 | - | - |
| Mov Cap-2 Maneuver | 284 | 284 | - | 229 | 219 | - | - | - | - | - | - | - |
| Stage 1 | 498 | 489 | - | 729 | 674 | - | - | - | - | - | - | - |
| Stage 2 | 752 | 652 | - | 418 | 386 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|-------------------|-------|--|-------|--|-----|--|------|--|
| HCM Ctrl Dly, s/v | 39.07 | | 24.34 | | 0.2 | | 0.73 | |
| HCM LOS | E | | C | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 38 | - | - | 301 | 305 | 255 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.68 | 0.395 | 0.046 | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | 0 | - | 39.1 | 24.3 | 8 | 0 | - |
| HCM Lane LOS | A | A | - | E | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 4.6 | 1.8 | 0.1 | - | - |

HCM 7th AWSC
200: Church Exit-Only/Forest Avenue & Curtiss Street

Build (2032) Traffic Volumes
SAT Peak Hour

| Intersection | | | | | | | | | | | | |
|----------------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| Intersection Delay, s/veh | 10.7 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↘ | ↑ | | | ↔ | | | ↔ | | ↘ | | ↘ |
| Traffic Vol, veh/h | 179 | 78 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 187 | 0 | 186 |
| Future Vol, veh/h | 179 | 78 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 187 | 0 | 186 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 199 | 87 | 0 | 0 | 0 | 0 | 3 | 2 | 4 | 208 | 0 | 207 |
| Number of Lanes | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Approach | EB | | | WB | | | NB | | | SB | | |
| Opposing Approach | WB | | | EB | | | SB | | | NB | | |
| Opposing Lanes | 1 | | | 2 | | | 2 | | | 1 | | |
| Conflicting Approach Left | SB | | | NB | | | EB | | | WB | | |
| Conflicting Lanes Left | 2 | | | 1 | | | 2 | | | 1 | | |
| Conflicting Approach Right | NB | | | SB | | | WB | | | EB | | |
| Conflicting Lanes Right | 1 | | | 2 | | | 1 | | | 2 | | |
| HCM Control Delay, s/veh | 11.1 | | | 0 | | | 8.8 | | | 10.4 | | |
| HCM LOS | B | | | - | | | A | | | B | | |
| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 | SBLn2 | | | | | | |
| Vol Left, % | 33% | 100% | 0% | 0% | 100% | 0% | | | | | | |
| Vol Thru, % | 22% | 0% | 100% | 100% | 0% | 0% | | | | | | |
| Vol Right, % | 44% | 0% | 0% | 0% | 0% | 100% | | | | | | |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | | | | | | |
| Traffic Vol by Lane | 9 | 179 | 78 | 0 | 187 | 186 | | | | | | |
| LT Vol | 3 | 179 | 0 | 0 | 187 | 0 | | | | | | |
| Through Vol | 2 | 0 | 78 | 0 | 0 | 0 | | | | | | |
| RT Vol | 4 | 0 | 0 | 0 | 0 | 186 | | | | | | |
| Lane Flow Rate | 10 | 199 | 87 | 0 | 208 | 207 | | | | | | |
| Geometry Grp | 4b | 5 | 5 | 4b | 5 | 5 | | | | | | |
| Degree of Util (X) | 0.016 | 0.335 | 0.134 | 0 | 0.339 | 0.267 | | | | | | |
| Departure Headway (Hd) | 5.619 | 6.066 | 5.563 | 5.941 | 5.867 | 4.659 | | | | | | |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | | | | | | |
| Cap | 632 | 591 | 641 | 0 | 611 | 767 | | | | | | |
| Service Time | 3.695 | 3.831 | 3.328 | 4.028 | 3.616 | 2.408 | | | | | | |
| HCM Lane V/C Ratio | 0.016 | 0.337 | 0.136 | 0 | 0.34 | 0.27 | | | | | | |
| HCM Control Delay, s/veh | 8.8 | 11.9 | 9.2 | 9 | 11.6 | 9.1 | | | | | | |
| HCM Lane LOS | A | B | A | N | B | A | | | | | | |
| HCM 95th-tile Q | 0 | 1.5 | 0.5 | 0 | 1.5 | 1.1 | | | | | | |

HCM 7th TWSC
300: Site Parking Garage & Gilbert Avenue

Build (2032) Traffic Volumes
SAT Peak Hour

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 178 | 0 | 2 | 220 | 0 | 2 |
| Future Vol, veh/h | 178 | 0 | 2 | 220 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 193 | 0 | 2 | 239 | 0 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 0 | 0 | 193 | 0 | 437 |
| Stage 1 | - | - | - | - | 193 |
| Stage 2 | - | - | - | - | 243 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1380 | - | 577 |
| Stage 1 | - | - | - | - | 839 |
| Stage 2 | - | - | - | - | 797 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1380 | - | 576 |
| Mov Cap-2 Maneuver | - | - | - | - | 576 |
| Stage 1 | - | - | - | - | 839 |
| Stage 2 | - | - | - | - | 796 |

| Approach | EB | WB | NB |
|-------------------|----|------|------|
| HCM Ctrl Dly, s/v | 0 | 0.07 | 9.26 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 848 | - | - | 16 | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.002 | - |
| HCM Ctrl Dly (s/v) | 9.3 | - | - | 7.6 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

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VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION MEETING

February 2, 2026, 7:00 P.M.

FILE 25-PZC-0022: THE PETITIONER IS SEEKING APPROVAL OF A PLANNED UNIT DEVELOPMENT, A MAP AMENDMENT FROM DOWNTOWN CORE (DC) TO DOWNTOWN CORE/PLANNED DEVELOPMENT (DC/PD) AND A SPECIAL USE TO CONSTRUCT A MIXED-USE 6-UNIT APARTMENT BUILDING. THE PROPERTY IS ZONED DOWNTOWN CORE (DC). THE PROPERTY IS LOCATED ON THE WEST SIDE OF FOREST AVENUE BETWEEN GILBERT AVENUE AND CURTISS STREET, COMMONLY KNOWN AS 5112-5120 FOREST AVENUES (PINS: 09-08-301-008, -009, -030, AND -031). THE REQUEST ALSO INVOLVES THE CONSIDERATION OF A LOT RECONFIGURATION WITH A VARIANCE AND MAP AMENDMENT OF THE EASTERN PORTION OF THE LOT FROM DOWNTOWN TRANSITION (DT) TO DOWNTOWN CORE/PLANNED DEVELOPMENT (DC/PD). THE PROPERTY IS ZONED DOWNTOWN TRANSITION (DT). THE PROPERTY IS LOCATED ON THE NORTH SIDE OF CURTISS AVENUE, WEST OF FOREST AVENUE, COMMONLY KNOWN AS 1108-1118 CURTISS STREET (PIN: 09-08-301-014 AND -015) BROWNSTOWN HOMES, PETITIONER AND OWNERS, BROWNSTOWN HOMES, LTD AND 1024 DIVISION COMMONS, LLC.

Kelly Casson, Project Coordinator, shared the investor/developer team is made up of lifelong Downers Grove residents who love downtown and are thrilled to be a part of building something new here. She stated they are looking at four vacant commercial buildings on Forest Avenue, between Gilbert and Curtiss, as well as a small portion of land proposed to be subdivided from the adjacent lot, 1108-1114 Curtiss, which is a very irregular shaped lot and 30 feet wide at its widest point. She said the Curtiss parcel is zoned Downtown Transition, and they are petitioning to rezone a portion of that to match the rest of the site, which is Downtown Core. She shared the rezoning requires a variance due to its existing nonconformity because of the minimum lot area per dwelling unit; therefore, if the variance is approved, the nonconformity will be slightly increased. She noted the reconfiguration of the Curtiss parcel would allow them to create something cohesive, it aligns with the Comprehensive Plan, and the standards that are met for the variances are found in the staff report. Ms. Casson displayed the renderings and talked about meeting the design guidelines and some of the standout materials and features, including the brick, inset balconies on the second and third floors, large storefront windows on the first floor, and the patio on the south end. She discussed how the project aligns with the Guiding DG Comprehensive Plan and displayed snapshots of the interior floor plans and underground garage. Ms. Casson felt they met the standards for special use, zoning map amendment, Planned Unit Development, and for the zoning variance. She thanked the Planning and Zoning Staff and Commission for their consideration.

Chairman Rickard asked about the deviation from the build-to-zone, as they are set back a little further. He asked if it was accurate that was somewhat intentional to allow opportunities for uses of the sidewalk, such as outdoor dining. Ms. Casson answered yes, as it makes the patio more practical and useful. Don Brown, Owner of Brownstone Homes, added the structural engineer also had a hard time with steel concrete, so they pushed it back to give a little more brace on the building itself.

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Chairman Rickard asked if there were any questions for the petitioner.

Commissioner Frankovic inquired if street parking would be specifically reserved for residents or commercial use, as there were only eight spaces allotted for residential use and nine spaces for 10 commercial units. Ms. Casson responded they are not dedicating or relying on any street parking for the tenants, and are not counting on all the commercial tenants to be driving there daily at the same time.

Commissioner Patel asked if the second and third floors would be exclusive to residential tenants. Mr. Brown answered the second floor is office space and the third floor is residential, with six extra-large units.

Commissioner Reyes inquired how big the office spaces would be and if there were two restaurants on the bottom floor. Mr. Brown responded the office spaces can be broken up however they want, and there are three spaces on the bottom floor, with one dedicated restaurant space on the left end. He said the other two spaces could be broken up however they want to, but right now they are both 1800 square feet.

Commissioner Barry pointed out there are two different elevations listed as the south elevation on the diagram. He believed one should be the west elevation. Mr. Brown stated that was correct.

Commissioner Frankovic asked if there was an intention to use the rooftop space for anything and if the residential units would be for sale or rental and what the price would be for those. Mr. Brown responded there is no rooftop space and the residential units would be rentals that would be around \$4,000 a month per unit because of the large size of the units.

Tim Doran, traffic consultant with Fish Transportation Group, said there is a lot of public parking in the garage to the east, that has the second floor reserved for commercial parking with a quarterly pass. He stated there are other lots to the north with availability after 8:30 with a permit and no permit after 10:00. He added that the uses for the restaurant and office peak at different times, so they are confident the 17 spaces, with area parking, will be enough to accommodate. He noted that he did a full traffic study on this in accordance with the Village Guidelines.

Commissioner Frankovic asked how many patrons the 3,700 square foot restaurant would hold. Mr. Doran responded he did not know how many seats would be in there.

Commissioner Reyes inquired if they contemplated when the train would be going by when doing the traffic study for capacity purposes and backing up on Forest. Mr. Doran stated there would be periodic backups during the peak hours.

Chairman Rickard asked for public comment.

Chris West, adjacent property owner, thanked the developer for having an open house. He was generally supportive of the project, but wanted to understand if there were any use restrictions on the restaurant during operating hours and he wanted to ensure there would not be any spilling out into their adjacent property area. He voiced that right now it is challenging on who is stopping or not by the library parking lot and if there needs to be any enhanced controls there relative to pedestrian safety. He said right now there are four vacant former business there that are in a state of

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disrepair, and he had safety concerns with the structures themselves coming down and noted that there were also people experiencing homelessness in the area. He wanted to make sure it would be a safe environment and whether that can be accelerated during that process to help clear that land. He was very supportive of the project overall and felt it does a nice job of framing out the block and was consistent with similar use buildings going up right now.

Marshall Schmitt felt there were a lot of problems with this proposal, but focused on traffic and parking. He said the notion there is plenty of parking in Downers Grove is laughable, as parking is impossible in this area. He agreed that sometimes it is periodic, but if someone is going to the library, they cannot find a parking spot and the presentation made clear that the developer does not know what parking they are going to need because they do not know how many businesses or restaurants are going to be in it. He added the idea of having 20 spots when adding all these offices and up to three restaurants makes no sense.

Scott Richards asked what they were thinking putting something like that in that location. He said anybody who says there is not a parking problem downtown has not been downtown for a while and traffic is always backed up due to the trains. He expressed that unless they take over the parking lot at the library, which is full all the time now, there would not be enough parking for a building with six units of residential, offices, and restaurants.

Theresa Schulz, owner of Schulz Properties, commented that she was involved in this transaction and the sale of one of the properties. She said there were many buyers looking at taking this on, but Mr. Brown had a vision she was very excited for, which was to have a level of office space in town and the desire to build something that fit in aesthetically in the community. She expressed that she is very involved with commercial real estate in town and represents a large number of commercial tenants looking for retail space and office space in town, and right now they do not have that. She added they are not required to have on-site parking for offices, but there is a lot just north of the building where she always finds parking.

Janet Winningham expressed this project is insane, as parking for a restaurant, according to the 2019 parking study, requires 45 spaces per restaurant, and they do not have that anywhere here. She said people will look for parking at the library and the lot across the street from the library, and there is already not enough parking there. She said this was punishing the residents who want to come downtown and use the library, and the parking garage is not an answer to a commercial endeavor on Forest, as it is too far. She asked when they are going to stick up for the residents who want to use the amenities downtown. She pointed out that the pattern has been to overbuild, create density that is unworkable, and punish the folks who are entitled to use parking and amenities.

Chairman Rickard asked for the staff report.

Flora León, Senior Planner, explained the petition is for 5112-5120 Forest Avenue and 1108-1118 Curtiss Street, and the entitlements include a request for a lot configuration with a variance, and special use, zoning map amendment, and a Planned Unit Development. She said the property at 5112-5120 Forest is currently zoned DC, Downtown Core, which were previously occupied by commercial tenants, and 1108-1118 Curtiss Street are zoned DT, Downtown Transition, and is currently occupied and will continue to be a multifamily building. She shared all noticing requirements were met and staff received one phone call that was general in nature. In regard to the variance for the lot reconfiguration request, she showed the property line that was proposed to be

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shifted over west, which is the shared property line between the Curtiss and Forest property. She noted there was one nonconforming item associated with the lot reconfiguration, as the existing development at 1108-1118 Curtiss Street does not currently meet the minimum lot area per dwelling unit requirements for the DT Zoning District. She explained that because the lot area is decreasing with this lot reconfiguration, the lot area per dwelling unit associated is also decreasing, so the existing non-conformity is increasing. Staff is supportive of this variation request.

Ms. León then discussed the zoning map amendment, which would be to rezone from DT to DC, the Planned Unit Development, and the request to rezone the property from DC to DC/PUD. She talked about the request for the special use for apartments in the DC Zoning District. She walked through some of the proposed improvements, including two additional on street parking spaces, a new sidewalk along Forest Avenue, seat walls, 10-foot wide shared use path along Gilbert, and proposed outdoor dining patio. She noted that the zoning ordinance requires a total of 8 parking stalls for the six-dwelling unit proposal and the ordinance only requires parking for the residential units, but the petitioner is including an additional nine parking stalls and there are adjacent parking lots to absorb some of the necessary parking in the area. A traffic impact study was included and staff concurred with the findings of that study.

Ms. León, then briefly noted the requested deviations, including a deviation from the build-to-zone along Curtiss, the corner build-to-zone at Curtiss and Forest Avenue, the corner build-to-zone at Gilbert and Forest, and a request for a transformer to deviate from the required 5-foot minimum setback and providing a 1-foot minimum setback in hopes to not make the transformer there such a visible feature. Ms. León shared that the proposed develop incorporates several features that adhere with the guidelines, and overall, staff found that the proposed request was consistent with the Guiding DG Comprehensive Plan. Staff found the standards of approval for the variance, special use, zoning map amendment, and PUD criteria were all met and recommended approval.

Chairman Rickard commented they always hear about parking and traffic concerns and the Village recently did a pretty extensive traffic study when considering adding a parking garage and outcome determined that was not warranted yet. Mr. Zawila added when they did Guiding DG, they looked at streetscape, active transportation, and sustainability, and there was no recommendation to place another parking garage downtown, but Guiding DG did say to look at real time parking count displays and improve signage on available parking, which is something they will look at with a future Community Investment Program (CIP) project.

Chairman Rickard said it seems intentional that these types of developments in downtown are pedestrian oriented, which is why there are no parking requirements for a lot of these uses in the building other than residential. Mr. Zawila voiced there is no parking requirements for commercial uses, with the exception of a medical office. He pointed out the petitioner is providing additional parking that is not required.

Chairman Rickard asked for questions of staff.

Commissioner Toth asked if there were regular enforcement activities to catch people parking at the library unlawfully. Mr. Zawila answered they do have a community service officer serving downtown who looks at individuals exceed the allowable maximum times allowed or overnight parking. He encouraged people to contact their police departments to investigate things like that.

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Mr. Lincoln noted in regard to the second floor of the garage, he agreed it is starting to get harder and harder to find spaces. He asked what the utilization was of the second floor with the permitting for businesses. Mr. Zawila did not have the recent percentages, but he understood there is still available DB parking passes for those. He added that the parking lot on the northside of the tracks also allows DB passes up to 3 p.m., and all parking is available to the public after 3 p.m. in most areas.

Mr. Lincoln stated it was important to this case if there are those spaces left if they are going to be relying on those for these offices. He asked if there was anything in the code that allows them to enforce restaurant operation hours on particular parcels. Mr. Zawila answered there are no limits to operations of restaurants or any businesses in the Village.

Mr. Reyes asked for clarification that there are 17 spaces, with eight reserved for residents living in the development, and nine left for offices and restaurants. Ms. León voiced that was correct.

Chairman Rickard stated all the transportation amenities there are what allow parking requirements for these uses and districts to be reduced like they are. He noted that most big cities do not have internal parking lots, and it seems the parking regulations and requirements in these districts seem to be working. He agreed that parking is hard to come by but there are opportunities out there and some require a little bit of walking, which is the nature of downtown areas. Ms. León added that downtown really focused on pedestrian transportation, which is why they are seeing the 10-foot wide shared use path on Gilbert Avenue, the bike racks, and seat walls features.

Commissioner Lincoln asked if they are looking for relief for the build-to-zone to allow a very specific area off the sidewalk for outdoor dining of a restaurant, as one concern has been that restaurants are starting to overflow into the sidewalk. Ms. León answered yes, that is to designate an outdoor dining area without encroaching into the sidewalk.

Chairman Rickard shared his opinion that the building pretty much covers the whole side of that block and is set back consistently, so he did not view that as a negative or a problem.

Ms. León further commented that the transportation manager reviewed the traffic study and there were no outstanding items noted.

Chairman Rickard gave the petitioner the opportunity to come back up and respond to any comments or questions and/or to add a closing statement.

Mr. Brown agreed the parking situation with the library is bad and that there should be a second parking garage in that area in the future, but the lot behind Burlington Station is open all the time.

Chairman Rickard asked the commissioners for discussion.

Commissioner Reyes expressed just because something is designed to be pedestrian does not mean it is going to be, as most people still drive downtown and parking is a real problem. He understood what is currently there does not require spaces so they are not losing anything, but they are adding a lot of movement and density there, so he could see the problem getting worse with this.

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Commissioner Frankovic agreed with Commissioner Reyes and felt this building in general was too aggressive and dense for the area and pushing the limits too far considering what they already have. She expressed they are in a situation where they need affordable housing in the Village, and the price points of these units do not fit in that realm. She added that as much as they would like for people to bike and walk downtown, it is not happening right now. She felt this was not the right development for the area at this point in time. She did not believe the criteria had been met, as it would be detrimental to the surrounding businesses and residences.

Commissioner Toth felt it was a very thoughtful design and the reduced massing works very well. He said they met the requirements for parking, even though he understood everyone's concerns with parking. He agreed with Chairman Rickard there is not always parking available right where people want to go, but parking can be found. He stated that the current use is very unattractive and this would be a welcomed improvement to the area.

Commissioner Patel liked the design and felt it was appropriate for its use and function in downtown, as downtown is supposed to be pedestrian centric. He disagreed that parking does not exist, it just may not be immediately adjacent to the restaurant or commercial business that people want to visit. In his opinion, the standards were met and he was in support.

Commissioner Barry agreed pedestrian and biking is somewhat aspirational versus reality at this point and parking at the library is a nightmare, but he did not feel this building would move the needle in any great extent regarding that. He stated they are complying with the ordinance and felt they have done the best with what they have. He said parking is a broader issue with downtown and not with this individual project, which added parking spots when it was not required.

Commissioner Wolf agreed with Commissioner Barry. She noted one of the things she was excited about in the Comprehensive Plan was better infrastructure and ways for older and younger people to move throughout the community, and as the Comprehensive Plan comes into fruition, they should expect pedestrian and cycling traffic to increase. She acknowledged the public comment about office space and how it would potentially bring people in and offset some of those spaces and walkability from the train. She felt it was a very thoughtful petition and was in support.

Commissioner Lincon was he conflicted for a lot of reasons. He said the concern over parking with this would not move the needle much, but they also are not moving that needle every time they do this, but it is the aggregate. He noted the parking sounds like an enforcement issue with the library and is separate from this and they are actually gaining a number of parking spaces with this over what is required, but it is not enough parking and could cause issues. He was also concerned about not knowing the specific number of spaces left on the second floor of the garage. He pointed out this is a very irregular shaped lot and they have trouble building things with that weird corner, and it is almost like they need to correct that to allow there to be a reasonable development. He shared that he was leaning towards yes, but there was a lot to consider. In regard to looking at what is being requested for relief, it does look like they are meeting the requirements.

Chairman Rickard commented that the project proposed was put together based on their regulations and design standards and exactly the type of thing their plans and ordinances are asking for in these areas, which is very pedestrian focused. He said their ordinances and documents were just updated and determined to be good, solid standards, and these downtown areas are by design becoming more dense and do not have has much automobile traffic. He felt the proposal was doing exactly

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what their documents are asking them to do and they meet the parking requirements. He pointed out these same rules apply in their existing downtown and every restaurant down there is packed all the time and very rarely has he gone through the parking garage and seen it 100% full.

Commissioner Lincoln appreciated the proposal having a mixture of things, as it seems most are all in on restaurants and apartments.

Commissioner Reyes agreed this is the type of development they want, but felt it was too much for the capacity there. He was not in support, as he did not think it would serve the community as a whole right now.

Commissioner Lincoln shared they need to be careful not to say they do not want something just because they disagree with the zoning ordinance or what they are requesting to put in downtown, as that is separate from what they are being asked here.

Commissioner Frankovic stated the idea of the space is great, but she had an issue with the size and how it could negatively affect the businesses and residences already established there and quality of life. She felt this particular building was too much for this space and needed to be redesigned to something more accommodating to the neighborhood.

Chairman Rickard said if the Village wants less density, then the standards should be changed. He understood there was a little bit of flexibility with some of the mixed use things and PUDs, but if people do not like the requirements, they have to change the requirements and not judge a petition differently because they may feel there is another problem.

WITH RESPECT TO FILE 25-PZC-0022 BASED ON THE PETITIONER'S SUBMITTAL, STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A LOT RECONFIGURATION, SPECIAL USE, TWO ZONING MAP AMENDMENTS, PLANNED UNIT DEVELOPMENT, AND VARIATION AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE, AND IS IN THE PUBLIC INTEREST. THEREFORE, COMMISSIONER TOTH MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND THE VILLAGE COUNCIL APPROVAL OF FILE 25-PZC-0022, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1. THE SPECIAL USE, ZONING MAP AMENDMENTS, PLANNED UNIT DEVELOPMENT, AND VARIATION SHALL SUBSTANTIALLY CONFORM TO THE STAFF REPORT, RENDERINGS, ARCHITECTURE PLANS PREPARED BY WJDi STUDIO DATED JANUARY 23, 2026, ENGINEERING PLANS PREPARED BY ADVANTAGE CONSULTING ENGINEERS DATED JANUARY 18, 2026, LANDSCAPE PLANS PREPARED BY GARY R. WEBER ASSOCIATES, INC. DATED JANUARY 15, 2026, AND TRAFFIC PLANS PREPARED BY FISH TRANSPORTATION GROUP DATED JANUARY 22, 2026, EXCEPT AS SUCH PLANS MAY BE MODIFIED TO CONFORM TO THE VILLAGE CODES AND ORDINANCES.**
- 2. PRIOR TO ISSUING ANY SITE DEVELOPMENT OR BUILDING PERMITS, THE PETITIONER SHALL MAKE PARK AND SCHOOL DONATIONS IN THE AMOUNT OF \$52,261.42 (\$37,837.47 TO THE PARK DISTRICT, \$10,465.83 TO**

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ELEMENTARY SCHOOL DISTRICT 58, AND \$3,958.12 TO HIGH SCHOOL DISTRICT 99).

- 3. PRIOR TO BUILDING PERMIT ISSUANCE, THE FOLLOWING ITEMS ARE REQUIRED TO BE SUBMITTED TO THE VILLAGE:
 - A. A RECORDED LOT RECONFIGURATION**
 - B. A RECORDED PLAT OF LOT CONSOLIDATION**
 - C. A RECORDED PLAT OF EASEMENT**
 - D. A RECORDED TEMPORARY CONSTRUCTION EASEMENT**
 - E. A RECORDED ENCROACHMENT LICENSE****
- 4. THE PROPOSED SEATWALL SHALL BE UPDATED DURING THE BUILDING PERMIT REVIEW TO ENSURE IT IS IN ACCORDANCE WITH GUIDING DG STREETSCAPES PLAN.**

SECOND BY COMMISSIONER WOLF

ROLL CALL:

AYE: TOTH, WOLF, LINCOLN, PATEL, BARRY, CHAIRMAN RICKARD

NAY: FRANKOVIC, REYES

MOTION APPROVED. VOTE: 6-2

/s/ _____
Recording Secretary
(As transcribed by Ditto Transcripts)