Village of Downers Grove

Report for the Village Council Meeting

Table 1 - Council Agenda item.

Subject	1020 31st – Zoning Map Amendment and Planned Unit Development
Submitted By	Stan Popovich, AICP Director of Community Development

Synopsis.

The petitioner is seeking approvals of the following two items related to the property at 1020 31st Street to convert an existing office building into a multi-family residential building:

1. A Planned Unit Development

2. A Zoning Map Amendment to rezone the subject property from O-R, Office-Research to B-2/PUD, General Retail Business/Planned Unit Development.

Strategic Plan Alignment.

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

Fiscal Impact.

N/A

Recommendation.

Approval on the July 14, 2026 active agenda per the Planning and Zoning Commission's 6:1 positive recommendation. The dissenting Planning and Zoning Commission (PZC) member expressed that the development review process should include an opportunity to have a conversation with the school districts, confirmation of sanitary sewer capacity now not during the building permit phase, ample time to discuss additional printed public comment received and placed on the dais, and additional time to review the case to better determine if this development is a benefit to the community. The PZC found that the proposal is compatible with the Comprehensive Plan, meets the standards for a Planned Unit Development and Map Amendment respectively in Section 28.12.040(c)(5) and Section 28.12.030(i).

Background.

Property Information and Zoning Request.

The petitioner is requesting a Planned Unit Development and a Zoning Map Amendment (Rezoning) from O-R, Office-Research to B-2/PUD, General Retail Business/Planned Unit Development to convert an existing office building into a multi-family apartment building at 1020 31st Street. The 5.8-acre property is located on the north side of 31st Street, approximately 350 feet west of Highland Avenue. The current zoning is O-R, Office-Research. The existing site currently consists of two structures, one is a partially occupied office building and the second is a two-level parking garage attached via a pedestrian bridge. The petitioner is proposing to improve the subject property by converting the existing office building into a 184 unit multi-family apartment building. Interior conversion of the building will include the installation of full residential kitchens, in-unit laundry, modern HVAC systems and life-safety upgrades. Additionally, resident amenities will include shared lounge areas, fitness space, co-working spaces, an outdoor amenity deck, sports courts, and a dog park.

Significant modifications to the existing exterior facades of the building will be undertaken to change the appearance of the building. This includes indenting sections of the building to create balconies. The primary building façade will be composed of existing and new insulated composite metal panels and glass. Visual interest is emphasized with the addition of balconies across the building facades. The primary building entry faces 31st Street. The two existing access points onto 31st Street will be maintained.

The petitioner is proposing to reduce the number of parking spaces on the property from 750 to 612. The 612 spaces exceed the required amount of parking spaces. The petitioner is proposing to remove all of the existing surface parking spaces on the east side of the building to create additional green space. Spaces on the second level of the parking garage will be removed and replaced with an outdoor amenity deck with seating and landscaping. Finally, additional surface parking spaces will be removed directly north and east of the attached parking garage to allow for the sports courts, dog park and green space.

A photometric plan has been submitted and identifies that the proposed lighting complies with the Village requirements. A pedestrian connection between the building and 31st Street is provided as required.

Compliance with the Comprehensive Plan.

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Office. Office uses include large-scale office buildings and complexes, office parks and small individual offices. Office uses can be compatible with adjacent residential uses give appropriate buffering and screening. Multi-family development may also occur in and around these areas to promote workforce housing, live-work housing and/or hotel and lodging buildings.

Land Use and Development: Land Use Plan.

- 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.
- Facilitate the preservation of historic buildings and neighborhoods and the adaptive reuse of existing structures.
- Given the landlocked status and built out existing land use patterns, Downers Grove must focus on strategic redevelopment, infill development, and adaptive reuse to maximize limited land.

Economic Development.

- Promote and encourage the improvement and rehabilitation of older buildings and areas which are, or are becoming, functionally obsolete or undesirable.
- If existing office spaces were redeveloped into mixed-use developments, land uses such as multi-family residential and commercial could complement and be compatible with ongoing office uses.
- Continue to work with private developers to ensure future redevelopment or renovations reflect high quality design.

Focus Area Plans.

- Support and encourage the redevelopment or modernization of the area's Class C office buildings that are functionally obsolete, cannot compete with nearby office developments and detract from the Village's overall character.

Compliance with the Zoning Ordinance.

The property is zoned O-R, Office-Research. The petitioner is requesting a Zoning Map Amendment and Planned Unit Development Designation to rezone the property to B-2/PUD, General Retail Business/Planned Unit Development. Per Section 28.5.010 of the Zoning Ordinance apartments are allowed by right in the B-

2 zoning district. The zoning bulk requirements of the proposed development in this zoning district and the overall PUD bulk regulations are summarized in Tables 6 and 8 respectively in the Staff Report. Additionally, a list of requested deviations can be found in Table 7 in the Staff Report.

Compliance with the Subdivision and Development Ordinance.

The Subdivision Ordinance requires that developments requesting Planned Unit Development and Map Amendment approval for multi-family developments provide park and school, land, or cash in lieu of land donations to serve the immediate and future needs of the development. The proposed development will include 184 apartments (twenty-five (25) studio units, sixty-eight (68) one-bedroom units, and ninety-one (91) two-bedroom units). Based upon the number of units and the number of bedrooms, the total cash in lieu of land donation is $1,150,084.75 ($977,389.75 to the Park District, $124,310.64 to Elementary School District 58, and $48,384.36 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 and Public Improvements.

The petitioner's proposal complies with the Village's Stormwater and Floodplain Ordinance. The improvements, will result in a net decrease in impervious surface area, and therefore no additional stormwater improvements are necessary. The subject property has access to 31st Street via two existing drive aisles that will be maintained. The existing utilities servicing the building are sufficient for the proposed use.

Traffic and Parking.

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing traffic conditions and the future conditions based on the proposed conversion of the existing office building into a

multi-family residential building. The study found that the proposed residential units were projected to generate approximately seventy-five percent (75%) fewer trips than the existing office land use, if the office were fully occupied. The access system would be adequate in accommodating the traffic estimated to be generated by the proposed redevelopment. Moreover, the proposed redevelopment would have a limited impact on the operations of the signalized intersection of Highland Avenue with 31st Street, given that under projected conditions the intersection overall and all movements would operate at the same Level of Service (LOS) as existing conditions during the peak hours. As such, the traffic study found no significant impacts to the existing road network.

The Zoning Ordinance requires 368 parking stalls for the 184 dwelling unit proposal, or two (2) stalls per dwelling unit. The proposed development is providing 612 parking spaces for the residential units, or 3.3 stalls per dwelling unit. The proposed parking supply exceeds the requirements and allows for sufficient guest parking.

Public Safety Requirements.

The Fire Prevention Division reviewed the proposal. All floors will be equipped with fire alarms and will be sprinkled, as required by Village regulations.

Public Comment.

In accordance with the Zoning Ordinance, the petitioner held a neighborhood meeting on May 21, 2026. Prior to the PZC meeting staff received numerous communication pieces from the public. This correspondence was provided as an attachment to the Planning and Zoning Commission report. Correspondence received after the PZC report was published but prior to the PZC meeting was provided to the PZC at their meeting and is attached to this Manager Memo.

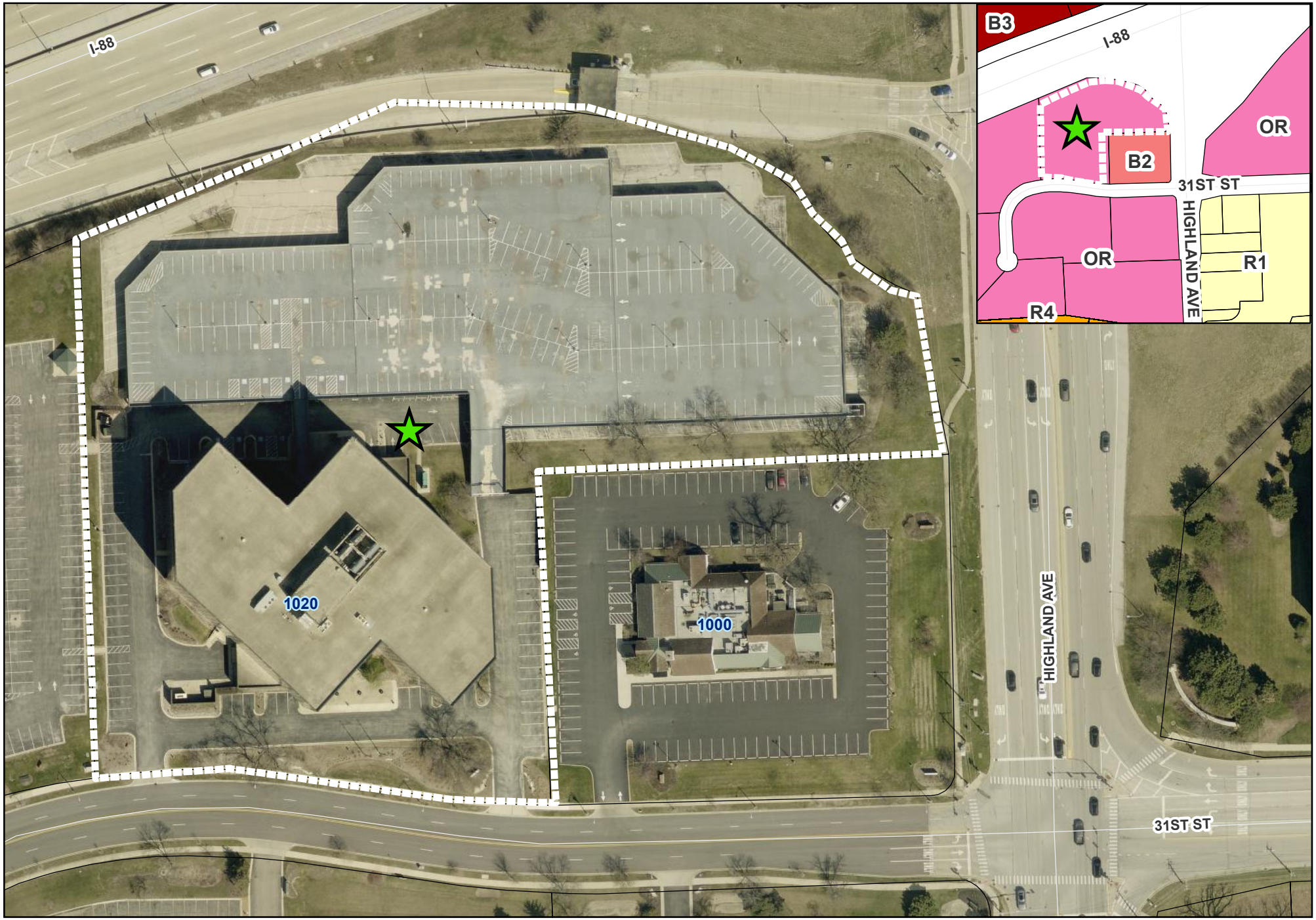
During the PZC meeting, numerous members of the public expressed the following concerns:

- Public Notice: Members of the public expressed concerns about notification for the neighborhood meeting and the public hearing. This petition is compliant with notification standards as identified in Section 28.12.010(f) of the Zoning Ordinance.
- Traffic: Members of the public expressed concerns about traffic congestion at the 31st Street and Highland Avenue intersection, Highland Avenue south of the intersection and the ability to turn onto Highland Avenue from residential subdivisions to the south of 31st Street.
- Schools: Several members of the public expressed apprehension about the ability of the school districts to accommodate any children that may reside at the proposed development.
- Housing Type: Members of the public expressed concern about the proposed rental rates and whether the development includes affordable housing units. Other comments included a desire to see more luxury townhomes and luxury homes constructed adding that age restricted communities should also be considered.
- Property Maintenance: Concerns were noted regarding the ability of the petitioner to properly maintain the property.
- Office Conversions: The public expressed concerns over additional office to multi-family conversion in this office park.
- Entitlement Criteria: Several members of the public did not believe that the project met the standards of approval.
- Property Taxes: Multiple members of the public questioned the effects of the proposal on their property taxes.
- Emergency Management Systems: The public expressed a concern over the potential for increased fire and police department calls to this location.

Attachments

- Aerial Map

- Ordinance
- Staff Report with attachments dated June 1, 2026
- Draft Planning and Zoning Commission Minutes date June 1, 2026
- Public Correspondence received prior to the public hearing



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1020 31st Street - Location Map

Subject Property

Site Location

Ordinance

An Ordinance Amending the Zoning Ordinance of the Village of Downers Grove, Illinois to Designate the Property at 1020 31st Street as Planned Unit Development #75 (Forest Trail Luxury Apartments)

WHEREAS, the owner(s) of the property located approximately 350 feet northwest of the intersection of Highland Avenue and 31st Street, commonly known as 1020 31st Street, Downers Grove, Illinois, PINs 06-09-304-011 (hereinafter referred to as the "Property" and legally described below) have requested that such property be designated as a Planned Unit Development to be known as "Forest Trail Luxury Apartments Planned Unit Development #75" pursuant to the provisions of the Zoning Ordinance of the Village of Downers Grove, as set forth in Chapter 28 of the Downers Grove Municipal Code (hereinafter referred to as the "Zoning Ordinance"); and

WHEREAS, the owner(s) have filed a written petition with the Village conforming to the requirements of the Zoning Ordinance and requesting approval of the Forest Trail Luxury Apartments Planned Unit Development #75 as provided under the Zoning Ordinance; and,

WHEREAS, the Property is zoned "B-2, General Retail Business/Planned Unit Development" pursuant to the Downers Grove Zoning Ordinance; and,

WHEREAS, the Planning and Zoning Commission of the Village of Downers Grove has given the required public notice and has conducted a public hearing on June 1, 2026, for conversion of an existing office building into a 184 unit multi-family apartment building for the Forest Trail Luxury Apartments Planned Unit Development #75 on the Property in accordance with the statutes of the State of Illinois and the ordinances of the Village of Downers Grove and has reported its findings and recommendations to the Village Council of the Village of Downers Grove pursuant to the provisions of the Zoning Ordinance; and,

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

SECTION 1. That the provisions of the preamble are incorporated into this ordinance.

SECTION 2. The documents collectively referred to as "Forest Trail Luxury Apartments Planned Unit Development plans", are incorporated herein by reference as a part of this ordinance.

SECTION 3. That the Village Council hereby finds as follows:

(1) That the Forest Trail Luxury Apartments Planned Unit Development #75 meets the requirements of the Zoning Ordinance as follows:

a. the zoning map amendment review and approval criteria of Sec. 28.12.030.I;

b. the proposed PUD plan and map amendment are consistent with the comprehensive plan and any other adopted plans for the subject area;

c. the PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030;

d. 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; and

e. the 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.

(2) That the proposed development conforms with the requirements of the Zoning Ordinance.

SECTION 4. The Zoning Ordinance is hereby amended by adding to the Zoning Map the boundaries of the following described real estate and by designating said real estate as a Planned Unit Development under the title and style "Forest Trail Luxury Apartments Planned Unit Development #75" to be stated on the face of said map within the boundaries of the real estate hereinafter described, to wit:

Lot 9 and that part of Lot 11 in Highland Oaks First Addition, a subdivision situated in part of the Southwest Quarter (1/4) of Section 29 and part of the Northwest Quarter (1/4) of Section 32, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat recorded October 24, 1978 as Document R78-102664, and Certificate of Correction thereof, recorded June 5, 1981 as Document R81-29606, lying South of a line described as follows:

Commencing at the Northwest corner of said Lot 11; thence North 69 degrees 41 minutes 39 seconds East along the Northerly line of said Lot 11, also being the Southerly right-of-way line of the Northern Illinois Toll Highway (East-West Tollway), a distance of 271.48 feet for a place of beginning; thence Easterly along a curve concave Southerly, having a radius of 760.00 feet and whose chord is 27 degrees 23 minutes 42 seconds to the right of the last described course, a distance of 252.86 feet to a point of compound curve; thence Southeasterly along a curve concave Southwesterly, having a radius of 150.00 feet and whose chord forms an angle of 30 degrees 09 minutes 23 seconds to the right of the chord as extended for the last described curve, a distance of 107.99 feet; thence Southeasterly along a curve concave Northeasterly, having a radius of 182.00 feet and whose chord forms an angle of 4 degrees 37 minutes 55 seconds to the right of the chord as extended for the last described curve, a distance of 101.60 feet to a point of intersection with the East line of said Lot 11, at a point 130.49 feet Northerly of the Southeasterly corner of said Lot 11, where said described line terminates, in DuPage County, Illinois.

Parcel also being described as:

Lot 9 and a part of Lot 11 in Highland Oaks First Addition, being a subdivision situated in part of the Southwest Quarter (1/4) of Section 29 and part of the Northwest Quarter (1/4) of Section 32, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat recorded October 24, 1978 as Document R78-102664, and Certificate of Correction thereof, recorded June 5, 1981 as Document R81-29606, all of which is described as follows:

Beginning at the Northwest corner of said Lot 11; thence North 69 degrees 41 minutes 39 seconds East along the Northerly line of said Lot 11, also being the Southerly right-of-way line of the Northern Illinois Toll Highway (East-West Tollway), a distance of 271.48 feet; thence Easterly along a curve concave Southerly, having a radius of 760.00 feet and whose chord is 27 degrees 23 minutes 42 seconds to the right of the last described course, a distance of 252.86 feet to a point of compound curve; thence Southeasterly along a curve concave Southwesterly having a radius of 150.00 feet and whose chord forms an angle of 30 degrees 09 minutes 23 seconds to the right of the chord as extended for the last described curve, a distance of 107.99 feet; thence Southeasterly along a curve concave Northeasterly, having a radius of 182.00 feet and whose chord forms an angle of 04 degrees 37 minutes 55 seconds to the right of the chord as extended for the last described curve, a distance of 101.60 feet to a point of intersection with the East line of said Lot 11, at a point 130.49 feet Northerly of the Southeasterly corner of said Lot 11; thence South 07 degrees 19 minutes 06 seconds East 130.49 feet to the Southeast corner of Lot 11; thence North 89 degrees 56 minutes 28 seconds West 318.77 feet to the Northwest corner of Lot 10 in said subdivision; thence South 00 degrees 03 minutes 32 seconds West 266.16 feet to the Southeast corner of Lot 9; thence Westerly along the South line of Lot 9 being a curve concave Northerly, having a radius of 697.15 feet and whose chord forms an angle of 96 degrees 51 minutes 32 seconds to the right of the last described course, a distance of 98.89 feet to a point of

tangency; thence North 79 degrees 01 minutes 06 seconds West along the South line of Lot 9, a distance of 97.55 feet to a point of curvature; thence Westerly along the South line of Lot 9, being a curve concave Southerly, having a radius of 539.82 feet and whose chord forms an angle of 8 degrees 55 minutes 21 seconds to the left of the last described course, a distance of 168.13 feet to the Southwest corner of Lot 9; thence North 00 degrees 03 minutes 32 seconds East 426.52 feet to the place of beginning, in DuPage County, Illinois.

PARCEL 2

Perpetual easement for the benefit of Parcel 1, as reserved in a Deed recorded October 13, 1982 as Document R82-46940, for the construction, installation, operation, maintenance, repair, and replacement of underground drainage facilities, and pipelines across, through, and under the following described property:

That part of Lot 11 in Highland Oaks First Addition, a subdivision situated in part of Sections 29 and 32, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat recorded as Document Number R78-102664 in DuPage County, Illinois, described as follows:

Commencing at the Northeast corner of said Lot 11; thence South 69 degrees 41 minutes 39 seconds West along the Northerly line of said Lot 11, a distance of 222.00 feet; thence South 76 degrees 16 minutes 25 seconds East a distance of 112.00 feet for a place of beginning; thence South 13 degrees 43 minutes 35 seconds West, a distance of 88.62 feet to a point on a curve; thence Southeasterly along a curve concave Southwesterly, having a radius of 150.00 feet and whose chord bears South 58 degrees 54 minutes 20 seconds East, a distance of 15.72 feet; thence North 13 degrees 43 minutes 35 seconds East along a line, parallel with and 15 feet Easterly of a previously described line, a distance of 93.32 feet; thence North 76 degrees 16 minutes 25 seconds West, a distance of 15.00 feet to the place of beginning.

PARCEL 3

Perpetual easement for the benefit of Parcel 1, as reserved in a Deed recorded October 13, 1982 as Document R82-46940, for the construction, installation, operation, maintenance, repair, and replacement of storm water drainage, detention, and retention pond facilities over, along, across, upon, and under the following described property:

That part of Lot 11 in Highland Oaks First Addition, a subdivision situated in part of Sections 29 and 32, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat recorded as Document Number R78-102664 in DuPage County, Illinois, described as follows:

Beginning at the Northeast corner of said Lot 11; thence South 69 degrees 41 minutes 39 seconds West along the Northerly line of said Lot 11, a distance of 222.00 feet; thence South 76 degrees 16 minutes 25 seconds East a distance of 214.76 feet, to a point on the East line of said Lot 11; thence Northerly along said East lot line, being also the West right-of-way line of Highland Avenue, a distance of 128.00 feet to the place of beginning.

Commonly known as:

1020 31st Street, Downers Grove, IL 60515

PINs: 06-29-304-011

SECTION 5. The Forest Trail Luxury Apartments Planned Unit Development #75 is hereby approved to permit a Planned Unit Development authorizing the conversion of an existing office building into a 184 unit multi-family apartment building, subject to the conditions and restrictions contained therein, and subject to the following:

1. The Planned Unit Development shall substantially conform to the staff report dated June 1, 2026, architectural drawings prepared by Ware Macomb dated April 22, 2026 and last revised May 19, 2026; landscape drawings prepared by Studio Sprawl dated and last revised May 19, 2026, and photometric drawing prepared by LS&A dated and last revised on May 18, 2026.

2. The petitioner shall remove an additional forty (40) surface parking spaces, north and east of the existing parking garage and replace with open green space.

3. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $1,150,084.75 ($977,389.75 to the Park District, $124,310.64 to Elementary School District 58, and $48,384.36 to High School District 99).

SECTION 6. That all ordinances or resolutions, or parts thereof, in conflict with the provisions of this ordinance be and are hereby repealed.

SECTION 7. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____

By: Mayor

Passed:

Published:

Attest:

_____

By: Village Clerk

Village of Downers Grove

Planning and Zoning Commission - Report

Table 1 - Detailed information on this Planning and Zoning Commission Report.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	June 1, 2026 at 7:00 PM
Subject	26-PZC-0021, 1020 31st Street
Type	Zoning Map Amendment and Planned Unit Development
Submitted by	Flora León, AICP, Senior Planner

Request.

The petitioner is requesting approval for a Planned Unit Development and a Zoning Map Amendment (Rezoning) from O-R, Office-Research to B-2/PUD, General Retail Business/Planned Unit Development to convert an existing office building into a multi-family apartment building at 1020 31st Street.

Notice.

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

General Information.

Table 2 – Details about the applicant's identity and location.

Applicant Name	Applicant Address
Neder Capital Services LLC	370 West Dundee Road Wheeling, IL 60090

Table 3 - Property ownership details for primary and additional owner(s).

Owner Name	Owner Address
Neder Capital Services LLC	370 West Dundee Road Wheeling, IL 60090

Property Information.

Table 4 - Detailed subject property summary (parcel identification, size, and zoning)

Existing Zoning	O-R, Office-Research
Existing Land Use	Office Building
Property Size	5.80 acres (252,688 square feet)
PIN	06-29-304-011

Table 5 - Details regarding the surrounding properties, zoning, and land uses.

Direction	Zoning	Future Land Use
East	B-2, General Retail Business and O-R/P.U.D. #29, Office-Research/ Planned Unit Development #29	Office
West	O-R, Office-Research	Office

Direction	Zoning	Future Land Use
North	B-3, General Services and Highway Business and B-3/P.D. # 44, General Services and Highway Business/ Planned Unit Development #44	Regional Commercial
South	O-R, Office-Research	Office

Analysis.

Submittals.

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

1. Project Narrative
2. Approval Criteria
3. Plat of Survey
4. Site Plan
5. Landscape Plans
6. Elevations
7. Traffic Impact Study
8. Neighborhood Meeting Summary

Project Description.

The petitioner is requesting a Planned Unit Development and a Zoning Map Amendment (Rezoning) from O-R, Office-Research to B-2/PUD, General Retail Business/Planned Unit Development to convert an existing office building into a multi-family apartment building at 1020 31st Street. The 5.8-acre property is located on the north side of 31st Street and approximately 350 feet west of Highland

Avenue and is zoned O-R, Office-Research. The existing site currently consists of two structures, one is a partially occupied office building and the second is a two-level parking garage attached via a pedestrian bridge. The petitioner is proposing to improve the subject property by converting the existing office building into a one hundred and eight four (184) unit multi-family apartment building. Interior conversion of the building will include the installation of full residential kitchens, in-unit laundry, modern HVAC systems and life-safety upgrades. Additionally, resident amenities will include shared lounge areas, fitness space, co-working spaces, an outdoor amenity deck, sports courts, and a dog park.

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A photometric plan has been submitted and identifies that the proposed lighting complies with the Village requirements. One pedestrian connection between the building and 31st Street is provided as required.

Compliance with the Comprehensive Plan.

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Office. Office uses include large-scale office buildings and complexes, office parks and small individual offices. Office uses can be compatible with adjacent residential uses give appropriate buffering and screening. Multi-family development may also occur in and around these areas to promote workforce housing, live-work housing and/or hotel and lodging buildings. The petitioner is proposing to redevelop the partially occupied office building into an apartment building.

Land Use and Development: Land Use Plan.

- 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.
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- If existing office spaces were redeveloped into mixed-use developments, land uses such as multi-family residential and commercial could complement and be compatible with ongoing office uses.

- Continue to work with private developers to ensure future redevelopment or renovations reflect high quality design.

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Requirements.

Table 6 - Zoning regulations for 1020 31st Street.

Zoning Regulation	Required	Proposed
Building 31st Street Setback (South)	25 feet	51.6 feet (existing)
Building Interstate 88 Street Setback (North)	25 feet	31 feet (existing)
Building Side Interior Setback (East)	N/A	31 feet
Parking 31st Street Setback (South)	25 feet	41 feet (existing)
Parking Interstate 88 Street Setback (North)	25 feet	8* feet (Existing)
Parking Side Interior Setback (East)	N/A	55.4 feet (existing)

Zoning Regulation	Required	Proposed
Parking Side Interior Setback (West)	N/A	5.9 feet (existing)
Floor Area Ratio	0.75 (max)	0.93* (existing)
Building Height	35 feet (max)	82 feet*
Open Space	25,268.8 square feet (10% of 252,688 square feet)	62,092 square feet (24.5% of 252.688 square feet)

* Deviation required from the Zoning Ordinance

Table 6 - Zoning requirements for the overall planned unit development (PUD).

PUD Overall Bulk Regulations	Required	Proposed
PUD Land Area	N/A	252,688 square feet
Floor Area Ratio	0.75 (max)	0.93 (existing)
Building Height	35 feet (max)	82 feet (existing)
Building Coverage	N/A	13.4%
Open Space	25,268.8 square feet (10% of 252,688 square feet)	62,092 square feet (24.5% of 252,688 square feet)
Parking Spaces	368 (2 spaces per 1 dwelling unit)	612

The following improvements require relief from the Zoning Ordinance regulations:

Deviation Requests.

Table 7 - Deviation requests and petitioner's rationale.

Improvement	Relief Request	Petitioner's Rationale
FAR – Floor Area Ratio	Requirement: Maximum .75 Proposed: .93	The FAR is an existing condition of the structure. The project is an adaptive reuse of the existing structure rather than new construction. The FAR cannot be modified without demolition, which would be inconsistent with the Village's sustainability and redevelopment objectives.
Height	Requirement: Maximum 35 feet Proposed: 82 feet	The height is an existing condition of the structure. The project is an adaptive reuse of the existing structure rather than new construction. The height cannot be modified without demolition, which would be inconsistent with the Village's sustainability and redevelopment objectives.
Parking Interstate 88 Street Setback (North)	Requirement: 25 feet Proposed: 8 feet	The surface parking is an existing condition of the site. The project is an adaptive reuse of the existing structure rather than new construction. The surface parking cannot be modified without demolition, which would be inconsistent with the Village's sustainability and redevelopment objectives.

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 the Subdivision and Development Ordinance.

The Subdivision Ordinance requires that developments requesting Planned Unit Development and Map Amendment approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include one hundred and eighty four (184) apartments (twenty-five studio units, sixty-eight one-bedroom units, and ninety-one two-bedroom units). Based upon the number of units and the number of bedrooms, the total donation is $1,150,084.75 ($977,389.75 to the Park District, $124,310.64 to Elementary School District 58, and $48,384.36 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 and Public Improvements.

The petitioner's proposal complies with the Village's Stormwater and Floodplain Ordinance. The improvements, will result in a net decrease in impervious surface area, and therefore no additional stormwater improvements are necessary. The subject property has access to 31st Street via two existing drive aisles that will be maintained. The existing utilities servicing the building are sufficient for the proposed use.

Traffic and Parking.

A traffic impact study for the proposed development was completed by the petitioner. The study examined the existing traffic conditions and the future conditions based on the proposed redevelopment of the existing office building into a multi-family residential building. The study found that the proposed

residential units were projected to generate approximately seventy-five percent (75%) fewer trips than the existing office land use, if fully occupied. The access system would be adequate in accommodating the traffic estimated to be generated by the proposed redevelopment. Moreover, the proposed redevelopment would have a limited impact on the operations of the signalized intersection of Highland Avenue with 31st Street, given that under projected conditions the intersection overall and all movements would operate at the same Level of Service (LOS) as under existing conditions during the peak hours. As such, the traffic study found no significant impacts to the existing road network.

The Zoning Ordinance requires three hundred and sixty-eight (368) parking stalls for the one hundred and eight four (184) dwelling unit proposal, or two (2) stalls per dwelling unit. The proposed development is providing six hundred and twelve (612) parking spaces for the residential units, or 3.3 stalls per dwelling unit. The parking supply would more than exceed the requirements and allow for sufficient guest parking.

Public Safety Requirements.

The Fire Prevention Division reviewed the proposal. 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 two hundred and fifty (250) feet or less from the subject property in addition to posting public hearing signs and publishing a legal notice in the Daily Herald. Staff did not receive any questions from the public.

As required by the Zoning Ordinance, the petitioner help a neighborhood meeting on May 21th, 2026. A total of two (2) individuals attended with various questions and comments. A summary of the meeting and the petitioner's response from that meeting are attached.

Standards of Approval.

The petitioner is requesting approval of a Planned Unit Development and Zoning Map Amendment (Rezoning) to convert an existing partially occupied office building into a one hundred and eight four (184) unit apartment building. 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.

Planned Unit Developments, Sec 28.12.040(c)(5) Review and Approval Criteria

a. the zoning map amendment review and approval criteria of DGMC Section 28.12.030(i) in the case of new Planned Unit Development proposals;
b. whether the proposed PUD development plan and map amendment would be consistent and in substantial compliance with the comprehensive plan, downtown design guidelines and any other adopted plans for the subject area;
c. whether PUD development plan complies with the PUD overlay district provisions of DGMC Section 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; and
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.

Zoning Map Amendments (Rezoning), Sec 28.12.030(i) Review and Approval Criteria

(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.

Draft Motion.

Staff will provide a recommendation at the June 1st, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Planned Unit Development and Zoning Map Amendment staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommendation of 26-PZC-0021:

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 Planned Unit Development and Map Amendment as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 26-PZC-0021, subject to the following conditions:

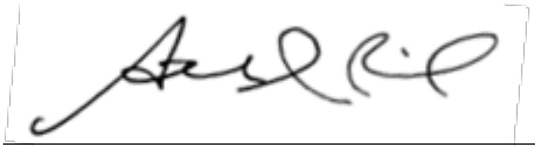
1. The Planned Unit Development shall substantially conform to the staff report, architectural drawings prepared by Ware Macomb dated April 22nd, 2026 and last revised May 19th, 2026; landscape drawings prepared by

Studio Sprawl dated and last revised May 19th, 2026, and photometric drawing prepared by LS&A dated and last revised on May 18th, 2026.

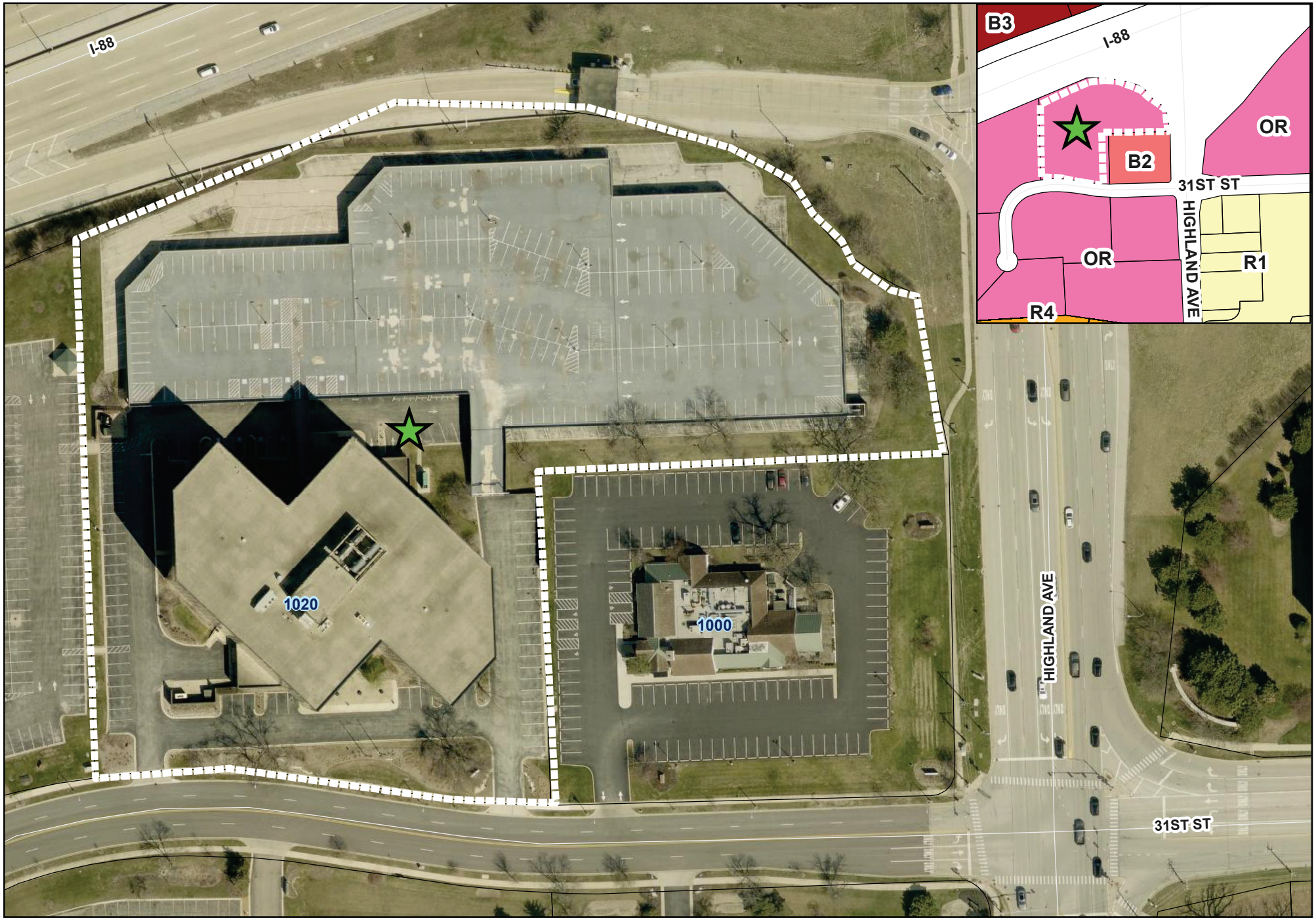
2. The petitioner shall remove an additional 40 surface parking spaces, north and east of the existing parking garage and replace with open green space.

3. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $1,150,084.75 ($977,389.75 to the Park District, $124,310.64 to Elementary School District 58, and $48,384.36 to High School District 99).

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development



N

0 50 100 200 Feet

1020 31st Street - Location Map

Subject Property

Site Location

HIGHLANDS OAKS
HOLDING, LLC

May 22, 2026

Highlands Oaks Holding, LLC
370 W. Dundee Road
Wheeling, IL 60090

Village of Downers Grove
c/o Community Development Department
850 Curtiss Street
Downers Grove, Illinois 60515

Re: Project Summary (1020 W. 31st Street, PIN: 06-29-304-011)

To Whom It May Concern:

The undersigned is an authorized signer of Highlands Oaks Holding, LLC, which owns the above-referenced property. The subject property is developed with an office building that is partially occupied. We seek to convert the building into a multi-family residential use. To do so, we require the property to be rezoned from OR to B-2 with a Planned Unit Development (PUD) overlay.

The proposed development would consist of the following improvements:

- Adaptive reuse of the existing office building into a 184-unit multifamily residential community, supporting the Village's Comprehensive Plan goals of expanding housing options and redeveloping underutilized properties.
- Development of a mix of one-bedroom and two-bedroom residential units designed to provide housing opportunities for a range of residents, including young professionals, downsizing households, and those seeking rental housing in Downers Grove.
- Interior conversion of the building including installation of full residential kitchens, in-unit laundry, modern HVAC systems, and life-safety upgrades to meet current residential building standards.
- Creation of resident amenities, including shared lounge areas, fitness space, and co-working areas that promote community interaction and support modern living patterns.
- Improvements to the existing parking, landscaping, and exterior façade to modernize the property while maintaining compatibility with the surrounding area.
- Reuse of the existing structure to support the Village's sustainability and redevelopment objectives by repurposing an underutilized office property rather than new greenfield development.

In addition to the project scope outlined above, we offer the following responses to the items requested by Village Staff:

a. Map Amendment

The Applicant respectfully requests a Map Amendment to rezone the subject property from OR (Office Research) to B-2 (Community Shopping Center) with a Planned Unit Development (PUD) overlay. The B-2/PUD designation will accommodate the proposed adaptive reuse of the existing office building as a multi-family residential community while allowing the flexibility necessary to address the site's existing physical conditions through the PUD process.

b. Deviations

The Applicant is requesting deviations from the following standards: (i) the maximum Floor Area Ratio (FAR) of 0.75; (ii) the maximum building height of 35 feet; and (iii) the placement of the sports court and dog run within the street yard. The FAR and building height deviations reflect existing conditions of the structure. The building was originally constructed under the prior OR zoning standards, and its existing footprint and height pre-date the current regulations. Because the project is an adaptive reuse of the existing structure rather than new construction, the FAR and building height cannot be modified without demolition, which would be inconsistent with the Village's sustainability and redevelopment objectives.

c. Guest Parking

The proposed development includes 184 units with a total of 612 parking spaces on site. At a ratio of two (2) dedicated spaces per unit, 368 spaces will be allocated to residents, leaving 244 spaces available for guest parking and overflow use. Guest parking will be managed through a combination of dedicated guest spaces on the west side of the building and a designated guest parking area within the existing parking garage. This arrangement will provide ample parking for visitors while keeping resident parking organized and separated from guest traffic.

d. Move-Ins and Move-Outs

Move-ins and move-outs will be scheduled and coordinated through the property's management software, which will allow residents to reserve specific dates and time windows in advance. This system will limit the number of simultaneous moves and ensure that move activity is distributed throughout the week. The building has an existing freight elevator with direct access to a loading dock, both of which will be retained and used exclusively for move-ins and move-outs. Restricting move activity to this dedicated access point will significantly reduce congestion at the main residential entrances and minimize disruption to other residents and adjacent properties. See Architectural sheet A1111 for illustrated clarification.

e. Removal of Surface Parking and Addition of Green Space, Dog Park, and Sports Court

As part of the redevelopment, the Applicant is removing a number of surface parking spaces on the east side of the building in order to create additional green space at grade as well as on the parking garage deck. The expanded green space will enhance and beautify the site, soften the visual impact of the existing structure, and help achieve the percentage of green space required by the Village. In addition to this new green space, the Applicant proposes a sports court and dog park sited within the dedicated parking garage area at the rear of the property. With perimeter fencing in place, these amenities will be

appropriately screened from the adjacent highway and will function as unique on-site amenities for residents while contributing to the overall landscape and pedestrian environment of the property.

f. Existing Nonconforming Surface Parking Area

The surface parking area along the eastern lot line is an existing condition that pre-dates the current zoning regulations. It was originally constructed under the prior O-R zoning standards, and its location and configuration are part of the original development of the property. As the project is an adaptive reuse of the existing site, the existing nonconforming parking area is being maintained as an established condition of the property. Retaining this parking area preserves the functional use of the site and is consistent with the Village's sustainability and redevelopment objectives.

We look forward to presenting this project at a public hearing in the near future.

Sincerely,

HIGHLANDS OAKS HOLDING, LLC

By: _____

Name: Dennis Stratievsky

Its: Authorized signer

Planned Unit Development

Form #PZC1

Review and Approval Criteria

Address of Project Site: 1020 W. 31st Street

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.

   See responses on Zoning Map Amendments form #PZC3.

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.

   Yes, the property is in the Finley Road/Butterfield Road area, which has shopping centers, stand-alone restaurants and office buildings. There are also residential zoned properties nearby. The Comprehensive Plan encourages redevelopment of the area's office buildings so that they do not become functionally obsolete. The proposed PUD aligns with this goal.

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

   Yes, this PUD creates 1 and 2 bedroom apartments for a variety of lifestyle choices to meet the needs of different groups. The PUD helps advance the goals/policies of the Comprehensive Plan as set forth above. The PUD is a creative way to respond to the lagging office market and it offers a coordinated transportation system, with tenants/guests arriving by car, ride share, or using the Village's proposed bicycle route on 31st Street.

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.

   Yes, since the property is already developed as an office building, the applicant requires the following deviations from B-2 zoning to accommodate the residential use: (i) maximum FAR of 0.75; (ii) maximum building height of 35 feet; and (iii) the placement of the sports court and dog run within the street yard. The addition of housing in this area will be a tremendous public benefit, as it will fill a nationwide housing gap and increase sales tax in the area.

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.

   Yes. The relief requested is limited to three deviations reflecting the property's existing conditions: (i) maximum FAR of 0.75; (ii) maximum building height of 35 feet; and (iii) the setback of the existing parking area along the eastern lot line. Because each deviation reflects a condition already present on the site, the approval imposes no new height, mass, or parking impact on surrounding owners.

Zoning Map Amendments

Form #PZC3

Review and Approval Criteria

Address of Project Site: 1020 W. 31st Street

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.

   To the east is used for a restaurant/bar and is zoned B2. To the south and west and is used for office space and is zoned OR. To the north (across the highway) is a shopping mall and is zoned B2.

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

   The demand for office use is less than residential use and thus the subject property, as well as surrounding properties, are likley to experience porperty value declines if the subject property continues to have a partially occupied office building.

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

   There will be no diminution on value, as the public health, safety & welfare will improve by increasing housing options, which will yield more sales tax, etc. by bringing new residents.

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

   The OR zoning of the property was adequate while the office market was strong; however, an increase in work-from-home has hurt the office market and created vacancies. The OR zoning does not permit residential, which is why this zoning change is being requested.

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

   The property is partially occupied, but not at full tenant capacity. Properties to the east and north are zoned B2 and appear to have remained occupied, which shows that the B2 zoning designation would be appropriate for the site.

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

   There is a significant need for additional housing options in the community. This development will provide several amenities (pickleball, basketball, green space, etc) which will enhance the welfare of the residents and will enhance the positive image that Downers Grove maintains.

7. The Comprehensive Plan.

   The property is in the Finley Road/Butterfield Road area, which has shopping centers, stand-alone restaurants and office buildings. There are also residential zoned properties nearby. The Comprehensive Plan encourages redevelopment of the area's office buildings so that they do not become functionally obsolete. The proposed rezoning aligns with this goal.

YOU'RE INVITED

Neighborhood Open House

Thursday, May 21, 2026
12:00 – 1:00 PM · 3:00 – 4:00 PM
At the building · 1020 W. 31st Street

Drop in at either session — walk the site, look at the plans, meet the team, and ask whatever's on your mind.

A new chapter for *1020 West 31st Street.*

You're receiving this because you live nearby. We'd like to share what's being proposed for the partially vacant office building down the street.

CONCEPTUAL RENDERING · MAIN ENTRANCE · WARE MALCOMB ARCHITECTS

Hello, neighbor.

Highlands Oaks Holding, LLC has filed an application with the Village of Downers Grove for a rezoning from OR to B-2/PUD at 1020 W. 31st Street.

Nothing is being demolished, no land is being cleared, and no new construction is being added to the footprint. We are taking a building and giving it a new life as housing.

What this means for the block.

The office market has softened considerably since people began working remotely. Rather than let an underused building drift further into decline, we want to bring 184 new homes and shared outdoor space to the property.

This update walks you through the design, the timing, and how to get in touch.

184	612	75%	0
APARTMENT HOMES (1 & 2 BEDROOM)	PARKING STALLS ON-SITE	FEWER PEAK-HOUR TRIPS VS. OFFICE USE	NEW BUILDINGS — ADAPTIVE REUSE

What's planned, and why we think you'll like it.

02

An adaptive reuse — not a tear-down.

The existing six-story building stays. The interior will be reconfigured into 184 apartments — a mix of one-bedroom and two-bedroom homes — with full residential kitchens, in-unit laundry, modern HVAC, and updated life-safety systems throughout.

Reusing the building means less construction traffic, less noise, less dust, and a much shorter timeline than starting from scratch.

Outside, we are updating the façade, improving the landscaping, and reorganizing parking so the site looks and works better than it does today.

Four things this brings to the neighborhood.

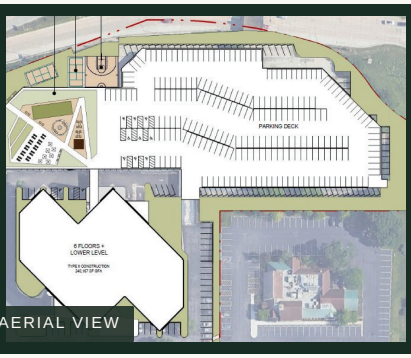
01 **More housing choices.**
One- and two-bedroom homes for young professionals, downsizers, and renters who want to stay in Downers Grove.

02 **Open green space.**
Pickleball, half-court basketball, and an upper amenity deck open to residents.

03 **A revitalized corner.**
A modern, well-kept building replaces a partially vacant one — better for property values around it.

04 **Sustainable reuse.**
Reusing existing structure instead of building new from raw materials.

CONCEPTUAL RENDERING



SITE PLAN · AERIAL VIEW

Outdoor amenity deck — designed for everyday use.

- Two pickleball courts
- Fire pit & lounge seating
- Green-roof tray system
- Half-court basketball
- Outdoor table tennis
- Outdoor movie screen
- Pergola & BBQ stations
- Sun deck & community table
- Ornamental landscaping

What about traffic? Here's what the study found.

An independent traffic impact study by Kenig, Lindgren, O'Hara, Aboona (KLOA) — using peak-hour counts collected in March and April 2026 — concluded that 184 apartments would generate **roughly 75% fewer trips** than a fully occupied office building on the same site. The study also found the existing access drives are adequate, and the signalized intersection at Highland Ave & 31st St will operate at the same level of service it does today.

Will the building get taller or bigger?

No. We are working within the existing six-story footprint. The exterior will be updated, but the building's height and overall mass stay the same.

Come see it for *yourself.*

We're hosting a neighborhood open house at the building. Walk the site, look at the plans, meet the team, and ask whatever's on your mind — no agenda, just a chance to chat.

OPEN HOUSE
Thursday, May 21, 2026
12:00 – 1:00 PM & 3:00 – 4:00 PM
1020 W. 31st Street, Downers Grove

QUESTIONS BEFORE THEN?
Dennis Stratievsky, Manager
Highlands Oaks Holding, LLC
(847) 630-0479
info@forestviewwheeling.com

Neighborhood Meeting Summary Report

Applicant	Highlands Oaks Holding, LLC — Dennis Stratievsky, Manager, (847) 630-0479
Meeting Type	Neighborhood Open House
Date & Time	Thursday, May 21, 2026 — 12:00 – 1:00 PM and 3:00 – 4:00 PM
Location	On site at 1020 W. 31st Street, Downers Grove, IL

A. Efforts to Notify Neighbors

Written notice of the neighborhood open house was mailed via first-class U.S. Mail on May 14, 2026 — seven days in advance of the meeting — to the owners of record of all properties within 500 feet of the subject site. This satisfies the neighborhood meeting requirement of VoDG.28.12.030(b)(2), triggered by the map amendment's proximity to a residential zoning district. Notice was sent to eleven property owners covering thirteen parcels; copies of the mailed flyer and addressed labels are attached as an exhibit.

B. How Information Was Shared with Neighbors

- Mailed flyer. A two-page printed flyer was mailed to each owner on May 14, 2026, describing the adaptive-reuse proposal to convert the existing six-story office building into 184 apartment homes, the requested rezoning from O-R to B-2/PUD, conceptual renderings, the planned outdoor amenities, the traffic study findings, and the open house details and contact information.
- In-person open house. An open house was held on site on May 21, 2026, with two drop-in sessions. Attendees could walk the site, review the plans and renderings, meet the applicant team, and ask questions informally.

C. Who Was Involved in the Discussions

The open house was hosted by the applicant, Highlands Oaks Holding, LLC, with Dennis Stratievsky, Manager, present for both sessions. Two members of the public attended: Matt Garcia (Titan Securities) and Mike Apponi (Highland Oaks Atrium, located across the street from the subject site).

D. Suggestions and Concerns Raised by Neighbors

The questions raised were informational and clarifying in nature; no objections or concerns regarding traffic, density, height, or compatibility were raised. The questions and the applicant's responses are summarized below.

Matt Garcia — *Titan Securities*

Q: Will the building be fully residential?

A: Yes. The proposal converts the building entirely to residential use, creating 184 dwelling units.

Q: Will there be a gym?
A: Yes. A large gym is planned on the lower level of the building.

Mike Apponi — *Highland Oaks Atrium (across the street)*

Q: Are these condominiums?
A: No. All 184 units will be rental apartments; none will be sold as condominiums.

Q: Where are all of the entrances to the building?
A: Addressed by reviewing the project plans with the attendee, identifying the two main entrances and the side entrance.

Q: How expensive will the units be to rent?
A: At approximately current market rate for Downers Grove, in the range of $2.20 to $2.50 per square foot.

E. Changes Considered and/or Made as a Result of the Communications

No objections, suggestions, or concerns requiring revision to the proposal were raised. The questions received were requests for clarification, all answered directly using the submitted plans. Accordingly, no changes to the application were necessary as a result of the neighborhood meeting, and the proposal advancing to the Planning and Zoning Commission remains consistent with the plans presented to neighbors. The applicant remains available to address further questions.

Submitted by:

Dennis Stratievsky, Manager · Highlands Oaks Holding, LLC
(847) 630-0479 · info@forestviewwheeling.com

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

SHEET INDEX

ARCHITECTURAL

G0000	TITLE SHEET
A0500	SITE PLAN - LOWER LEVEL
A0501	SITE PLAN - FIRST FLOOR
A1111	OVERALL FLOOR PLAN - LOWER LEVEL
A1112	OVERALL FLOOR PLAN - FIRST FLOOR
A1113	OVERALL FLOOR PLAN - SECOND FLOOR
A1114	OVERALL FLOOR PLAN - THIRD & FIFTH FLOOR
A1115	OVERALL FLOOR PLAN - FOURTH & SIXTH FLOOR
A1140	EXTERIOR COLOR ELEVATIONS
A1141	EXTERIOR COLOR ELEVATIONS
A1150	BUILDING SECTIONS
A8000	COLOR RENDERING
A8001	COLOR RENDERING
A8002	COLOR RENDERING

ARCHITECTURAL SHEET COUNT: 14

LANDSCAPE

L1.00	LANDSCAPE PLAN
L1.01	LANDSCAPE DETAILS
L1.02	LANDSCAPE MATERIALS
L2.00	LIGHTING PLAN
L2.01	LIGHTING PLAN - GARAGE DECK

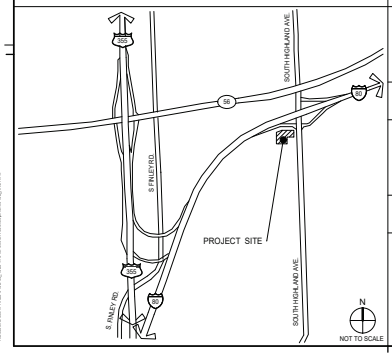
LANDSCAPE SHEET COUNT: 5

PHOTOMETRICS

E001	SITE PLAN - PHOTOMETRIC
E002	SITE PLAN - PHOTOMETRIC

LANDSCAPE SHEET COUNT: 2

VICINITY MAP



OWNER

NEDER CAPITAL SERVICES LLC
370 West Dundee Road,
Wheeling Il 60090
847-225-8883
847-212-5781

PRIMARY CONTACT: DENNIS STRATIEVSKY
PH: 847-630-0479
EMAIL: info@fresh/viewwheeling.com
ALTERNATE CONTACT: BORIS STRATIEVSKY
PH: 847-225-8883
EMAIL: boris@nedercapital.com

GENERAL CONTRACTOR

TBD

ARCHITECT

WARE MALCOMB
2777 E. CAMELBACK RD, SUITE 325
PHOENIX, AZ 85016
P 480.767.1001

PRIMARY CONTACT: ZACH FOPPE
PH: 602-641-7080
EMAIL: zfoppe@waremalcomb.com
ALTERNATE CONTACT: ERIC LUKACSIK
PH: 630-822-7481
EMAIL: elukacsik@waremalcomb.com

OWNER'S CONSULTANTS

TBD

ARCHITECT'S CONSULTANTS

MEP
LS&A
8625 COLLEGE BLDD, SUITE 102
OVERLAND PARK, KS 66210

PRIMARY CONTACT: DAVID EVERHAT
PH: (785) 233-3232
EMAIL: deverhart@lsapa.com

LANDSCAPE ARCHITECT
STUDIO SPRAWL
PO BOX 14012
SCOTTSDALE, AZ
85267-4012

PRIMARY CONTACT: DAN ERLANDSON
PH: (480) 361-5281
EMAIL: dan@studiosprawl.com

DEFERRED SUBMITTALS

TBD

APPLICABLE CODES

CITY OF:	DOWNERS GROVE, ILLINOIS
ZONING:	CURRENT DOWNERS GROVE
ZONING ORDINANCE, AS AMENDED	
STORMWATER:	CURRENT DOWNERS GROVE
STORMWATER AND FLOOD PLAIN ORDINANCE, AS AMENDED	
BUILDING:	2021 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
STRUCTURE:	2021 INTERNATIONAL BUILDING CODE WITH D.G. AMENDMENTS
MECHANICAL:	2021 INTERNATIONAL MECHANICAL CODE WITH D.G. AMENDMENTS
FUEL GAS:	2021 INTERNATIONAL FUEL GAS CODE WITH D.G. AMENDMENTS
ELECTRICAL:	2020 NATIONAL ELECTRIC CODE WITH D.G. AMENDMENTS
PLUMBING:	CURRENT ILLINOIS STATE PLUMBING CODE WITH D.G. AMENDMENTS
FIRE / LIFE SAFETY:	2021 INTERNATIONAL FIRE CODE WITH D.G. AMENDMENTS & 2015 NFPA 101
ENERGY:	2024 INTERNATIONAL ENERGY CONSERVATION CODE WITH D.G. & STATE AMENDMENTS
ACCESSIBILITY:	CURRENT ILLINOIS ACCESSIBILITY CODE
PROPERTY MAINTENANCE:	2021 INTERNATIONAL PROPERTY MAINTENANCE CODE WITH D.G. AMENDMENTS

WARE MALCOMB
ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
2777 E. Camelback Rd, Suite #
Phoenix, AZ
P 480.767.1001

NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST.
REDEVELOPMENT
1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

TITLE SHEET

	DATE	REMARKS
A	6/19/2025	MAP AMENDMENT SUBMITTAL
		MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
G0000

THE PROPERTY AND OPERATIONS ARE THE PROPERTY AND COPYRIGHT OF WARE MALCOMB AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY AGREEMENT WITH WARE MALCOMB. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

6/19/2025 5:27:15 PM

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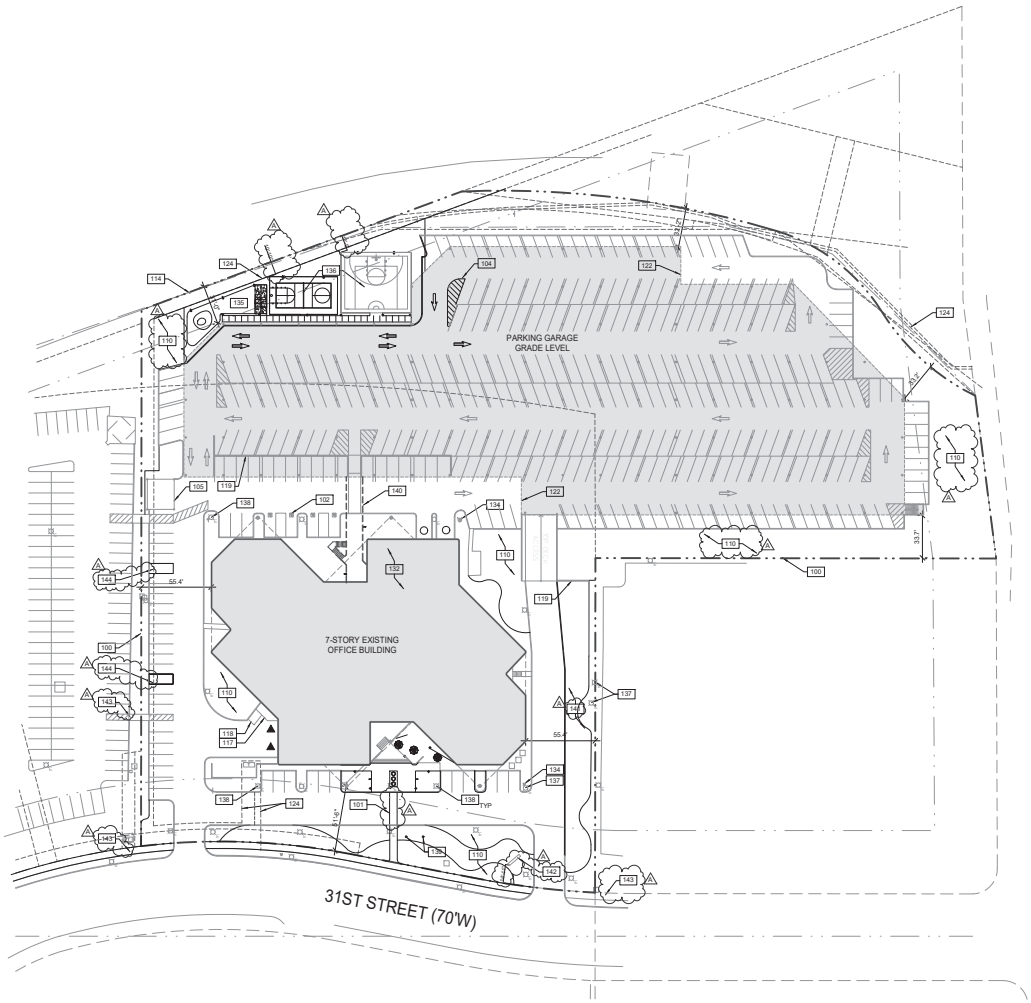

1"=40'

0 20' 40' 80' 200'

GRADE LEVEL - SITE PLAN (FOR REFERENCE ONLY)

SCALE: 1" = 40'-0"

BLDG. NORTH TRUE NORTH

PARKING SUMMARY

REQUIRED PARKING		
OWNERS GRADE PARKING RATIO	UNIT TOTAL	PARKING PER UNIT TOTAL
STUDIO = 2.0 STALLS / UNIT	25 UNITS	50 STALLS
1 BEDROOM = 2.0 STALLS / UNIT	68 UNITS	136 STALLS
2 BEDROOM = 2.0 STALLS / UNIT	91 UNITS	182 STALLS
TOTAL REQUIRED STANDARD AND ACCESSIBLE PARKING PARKING	(INCLUSIVE OF TOTAL)	
TOTAL REQUIRED ACCESSIBLE PARKING:	(INCLUSIVE OF TOTAL)	3
TOTAL REQUIRED PARKING:		368 STALLS
PROVIDED PARKING		
PARKING GARAGE - LOWER LEVEL		301
PARKING GARAGE - UPPER LEVEL		236
SURFACE PARKING		75
TOTAL PARKING PROVIDED		612 STALLS

PROJECT DATA SUMMARY

SITE PARCEL NUMBER: 06293040011
ADDRESS: 1020 W 31ST STREET

LAND AREA: ±252,688 (±5.80AC)

BUILDING FOOTPRINT: ±33,759 GSF [NO CHANGE]
BUILDING HEIGHT: 82FT [NO CHANGE]

FAR: ±93 [NO CHANGE]
COVERAGE: 13.4% [NO CHANGE]

GENERAL NOTES

A. SEE LANDSCAPING PLANS FOR ADDITIONAL PROJECT DATA
B. SEE PHOTOMETRIC PLANS AT PROPOSED IMPROVEMENTS. ALL OTHER SITE LIGHTING TO REMAIN.

SITE LEGEND

- PROPERTY LINE
- EXISTING LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- NEW BOLLARD LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- NEW 15' TALL PLAY COURT POLE LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- NEW STRING LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- EXISTING FIRE HYDRANT
- EXISTING TRANSFORMER WITH CONCRETE PAD.
- EXISTING DOCK HIGH TRUCK DOOR
- EXISTING GRADE LEVEL TRUCK DOOR

KEYNOTES

100. PROPERTY LINE.
101. PROPOSED PEDESTRIAN PATH TO RIGHT OF WAY; SEE LANDSCAPING DRAWINGS.
102. EXISTING ADA PARKING STALLS TO REMAIN; TYP.
104. PAINTED PARKING STRIPING PER CITY STANDARDS.
105. EXISTING TRASH ENCLOSURE TO REMAIN..
110. LANDSCAPE AND IRRIGATION AREA.
114. EXISTING CHAINLINK FENCE.
117. EXISTING CONCRETE STOOP.
118. EXISTING CONCRETE RAMP.
119. EXISTING CONCRETE RETAINING WALL.
121. CONCRETE PAVEMENT.
122. LINE OF PARKING GARAGE ABOVE.
124. EXISTING EASEMENT LINE.
132. PROPOSED INDOOR BIKE STORAGE AREA.
133. PROPOSED AMENITY AREA ON UPPER LEVEL PARKING DECK; SEE LANDSCAPE DRAWINGS.
134. EXISTING FIRE HYDRANT TO REMAIN.
135. PROPOSED DOG PARK AREA; SEE LANDSCAPE DRAWINGS.
136. PROPOSED BASKETBALL AND PICKELBALL COURTS; SEE LANDSCAPE DRAWINGS.
137. EXISTING LIGHT POLE TO REMAIN, TYP.
138. EXISTING BOLLARD LIGHTS TO REMAIN, TYP.
139. EXISTING FLAGPOLES TO REMAIN.
140. PEDESTRIAN BRIDGE ABOVE SHOWN DASHED.
141. AREA OF DEMOLISHED SURFACE PARKING WITH NEW 6" CURB. NEW LANDSCAPING PROPOSED.
142. EXISTING MONUMENT SIGN AND BASE TO REMAIN; REPLACE EXISTING LOGO AND COMMUNITY NAME.
143. EXISTING RIGHT OF WAY PEDESTRIAN CONNECTION ADJACENT SITE TO REMAIN.
144. NEW LANDSCAPE PARKING ISLAND.

UNIT TABULATIONS

	NAME	TYPE	NET AREA SF	COUNT	TOTAL NET AREA
LOWER LEVEL	S6	1 BED	770	1	770.00
	S7	1 DLD	775	1	775.00
	D1	2 DCD	1,305	1	1,305.00
	D5	2 DLD	1,290	1	1,290.00
				4	3,541.00
FIRST LEVEL	S5	1 DLD	729	3	2,187.00
	A1	1 DCD	610	1	610.00
	A2	1 DCD	613	1	613.00
	A3	1 RED	746	1	746.00
	A4	1 RED	776	1	776.00
	A5	1 BED	779	1	779.00
	D3	2 DLD	1,193	1	1,193.00
	B2	2 BED	920	1	920.00
	B3	2 DCD	920	1	920.00
	D4	2 DCD	1,016	1	1,016.00
	B5	2 BED	1,043	1	1,043.00
	B6	2 RED	1,087	7	7,609.00
	B7	2 DCD	1,097	1	1,097.00
	B8	2 DCD	1,111	2	2,222.00
				23	22,035.00
SECOND LEVEL	S1	1 DCD	504	1	504.00
	S2	1 RED	570	1	570.00
	S3	1 RED	701	1	701.00
	S5	1 BED	675	1	675.00
	A6	1 DLD	650	1	650.00
	A7	1 DCD	615	1	615.00
	A8	1 DCD	620	1	620.00
	A9	1 RED	770	1	770.00
	A10	1 BED	740	1	740.00
	A11	1 RED	640	1	640.00
	A12	1 RED	504	1	504.00
	B4	2 BED	1,092	7	7,644.00
	D9	2 DLD	979	1	979.00
	B10	2 RED	1,013	1	1,013.00
	B11	2 RED	1,040	3	3,120.00
	B12	2 DLD	980	1	980.00
	B13	2 BED	1,195	1	1,195.00
	B14	2 RED	896	1	896.00
	D15	2 DCD	1,153	1	1,153.00
	B16	2 BED	901	1	901.00
	B17	2 RED	1,000	1	1,000.00
		TOTAL		29	26,451.00
THIRD AND FIFTH LEVEL	S1	1 RED	504	2	1,008.00
	S2	1 RED	570	1	570.00
	S4	1 BED	510	1	510.00
	A6	1 DLD	650	2	1,300.00
	A7	1 DCD	645	2	1,290.00
	A8	1 DCD	620	1	620.00
	A9	1 RED	770	2	1,540.00
	A10	1 BED	746	2	1,492.00
	A11	1 DLD	640	2	1,280.00
	A12	1 DCD	504	2	1,008.00
	A13	1 RED	792	1	792.00
	B6	2 RED	1,092	10	10,920.00
	D11	2 DCD	1,040	4	4,160.00
		TOTAL		32	27,390.00
		TOTAL FIFTH FLOOR		32	
FOURTH AND SIXTH LEVEL			NET AREA SF	COUNT	TOTAL NET AREA
	S1	1 RED	504	2	1,008.00
	S2	1 RED	570	1	570.00
	S4	1 BED	510	1	510.00
	A6	1 DLD	650	2	1,300.00
	A7	1 DCD	645	2	1,290.00
	A8	1 DCD	620	1	620.00
	A9	1 RED	770	2	1,540.00
	A10	1 BED	746	2	1,492.00
	A11	1 DLD	640	2	1,280.00
	A12	1 DCD	504	2	1,008.00
	A13	1 RED	792	1	792.00
	B6	2 RED	1,092	8	8,736.00
	D11	2 DCD	1,040	6	6,240.00
				32	27,386.00
		TOTAL SIXTH FLOOR		32	
		UNIT TOTAL		184	107,133.00

UNIT AVERAGE SQUARE FOOTAGE: 831 SF

NET AREA IS MEASURED TO THE CENTERLINE OF UNIT DEMISING WALLS AND EXTERIOR FACE OF STUDS. BALCONIES, PATIOS, AND BALCONY STORAGE ARE NOT INCLUDED.

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2777 E. Camelback Rd. Suite #
Phoenix, AZ
P 480.705.8964
ARCHITECTURE CIVIL ENGINEERING
PLANNING BRANDING
INTERIORS BUILDING MEASUREMENT

NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT
1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

SITE PLAN - LOWER LEVEL

	DATE	REMARKS
A	5/15/2026	MAP AMENDMENT SUBMITTAL
	5/18/2026	MAP AMENDMENT RESUBMITTAL #1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
A0500

5/18/2026 3:47:08 PM

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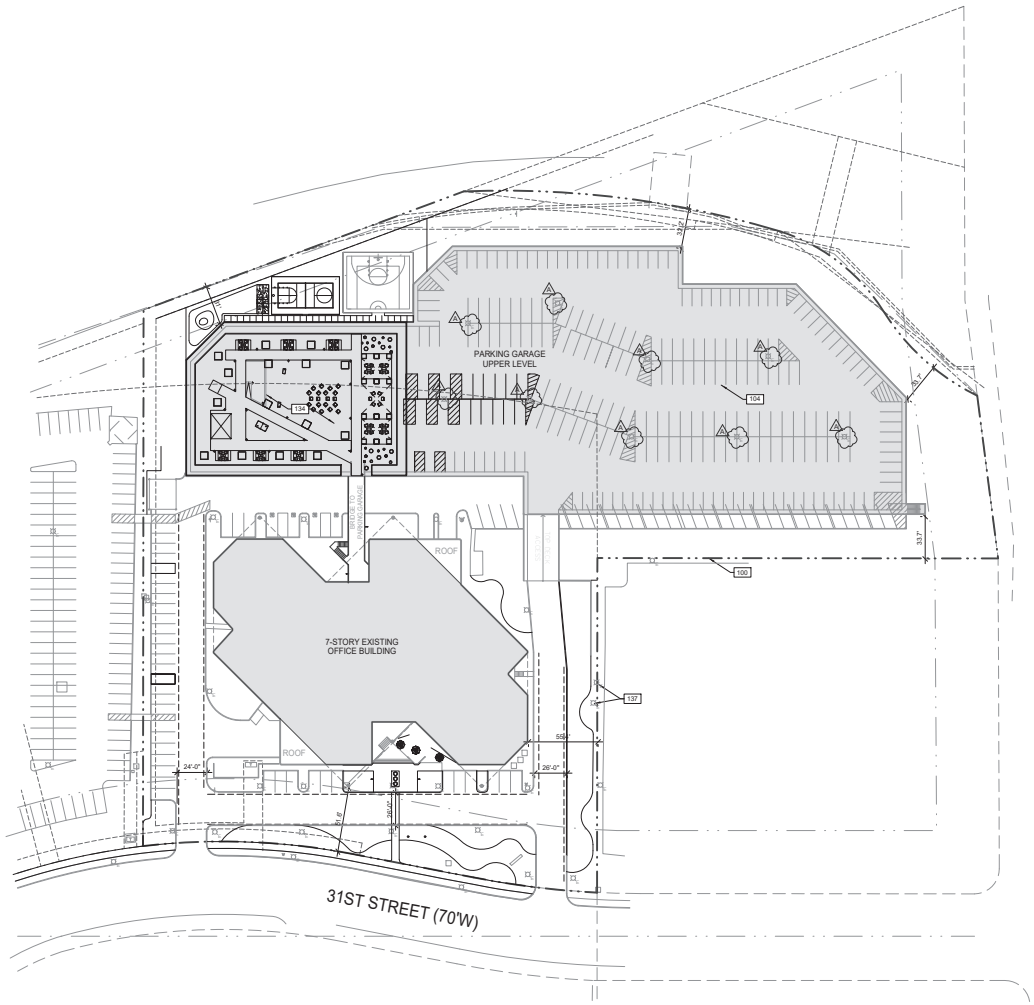

1"=40'

0 20' 40' 80' 200'

ELEVATED LEVEL - SITE PLAN (FOR REFERENCE ONLY)

SCALE: 1" = 40'-0"

BLDG. NORTH TRUE NORTH

GENERAL NOTES

A. SEE LANDSCAPING PLANS FOR ADDITIONAL PROJECT DATA

SITE LEGEND

- PROPERTY LINE
- EXISTING LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- NEW BOLLARD LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- NEW 15' TALL PLAY COURT POLE LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- NEW STRING LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- EXISTING FIRE HYDRANT
- EXISTING TRANSFORMER WITH CONCRETE PAD.
- EXISTING DOCK HIGH TRUCK DOOR
- EXISTING GRADE LEVEL TRUCK DOOR

KEYNOTES

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SITE PLAN - FIRST FLOOR

	DATE	REMARKS
	4/17/2025	MAP AMENDMENT SUBMITTAL
A	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

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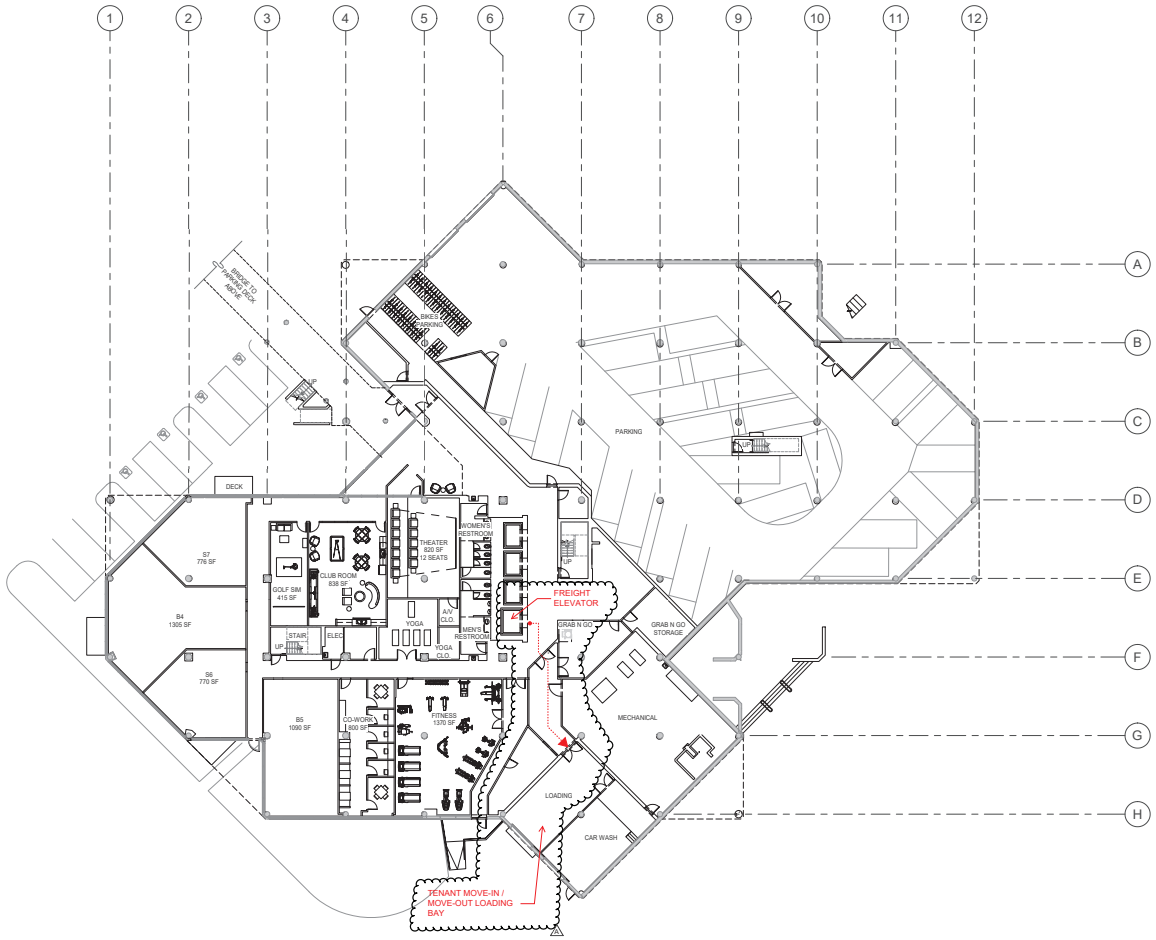

1/16"=1'-0"

0 8' 16' 32' 64'

OVERALL FLOOR PLAN - LOWER LEVEL

SCALE: 1/16" = 1'-0"

1

N

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OVERALL FLOOR PLAN - LOWER LEVEL

	DATE	REMARKS
A	5/15/2025	MAP AMENDMENT SUBMITTAL
	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

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A1111

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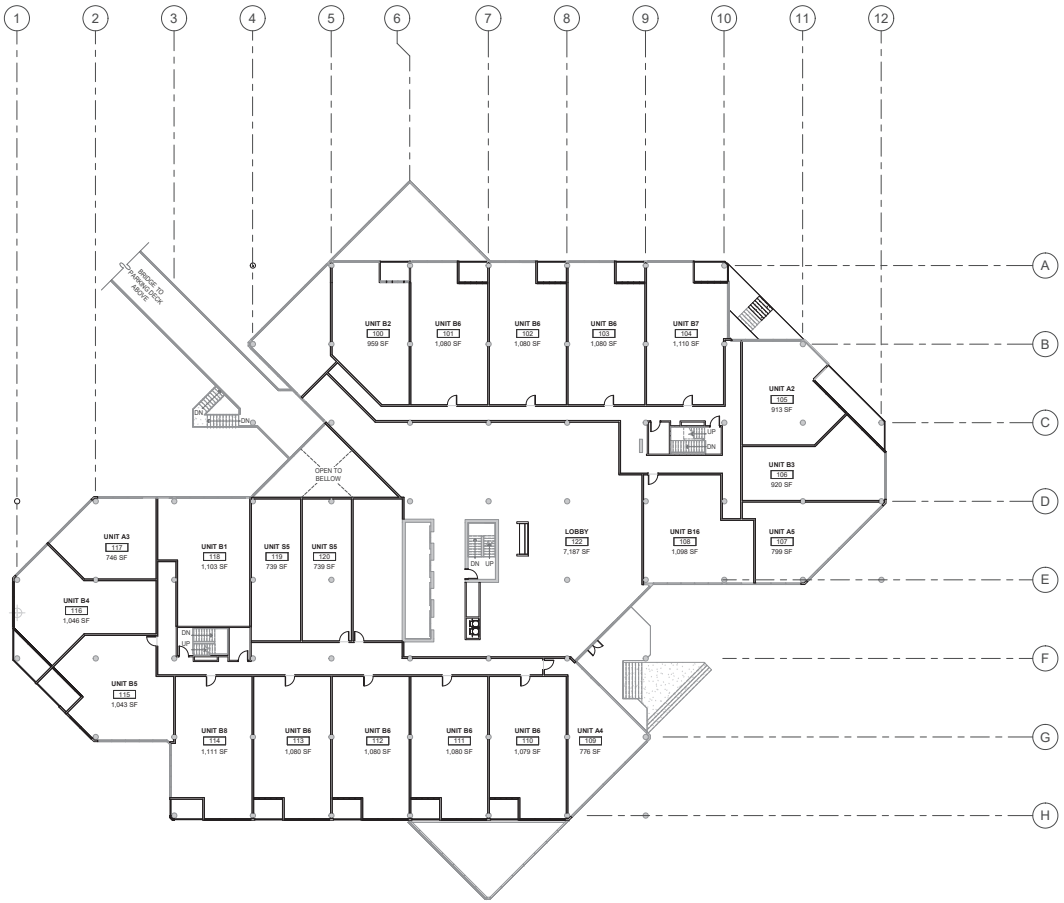

1/16"=1'-0"

0 8' 16' 32' 64'

OVERALL FLOOR PLAN - FIRST FLOOR

SCALE: 1/16" = 1'-0"

1

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OVERALL FLOOR PLAN - FIRST FLOOR

	DATE	REMARKS
	2/27/2026	MAP AMENDMENT SUBMITTAL
A	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET

A1112

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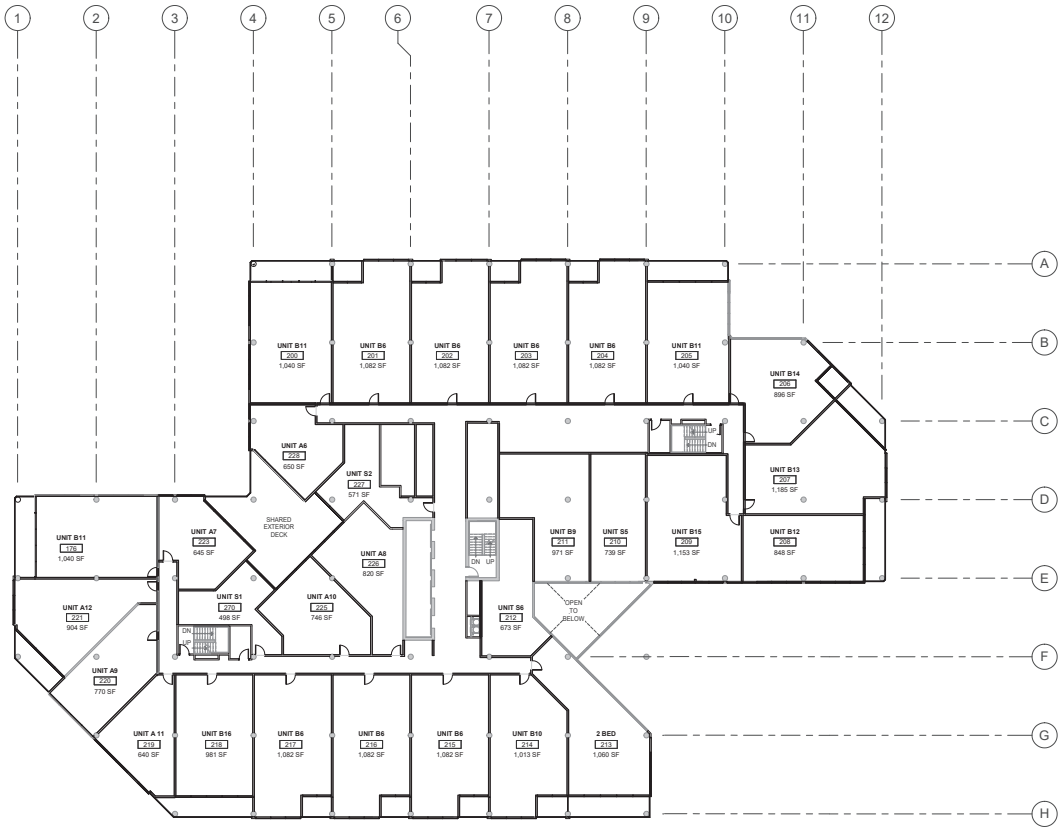

1/16"=1'-0"

0 8' 16' 32' 64'

OVERALL FLOOR PLAN - SECOND FLOOR

SCALE: 1/16" = 1'-0"

1

N

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OVERALL FLOOR PLAN - SECOND FLOOR

	DATE	REMARKS
	2026-02-05	MAP AMENDMENT SUBMITTAL
A	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

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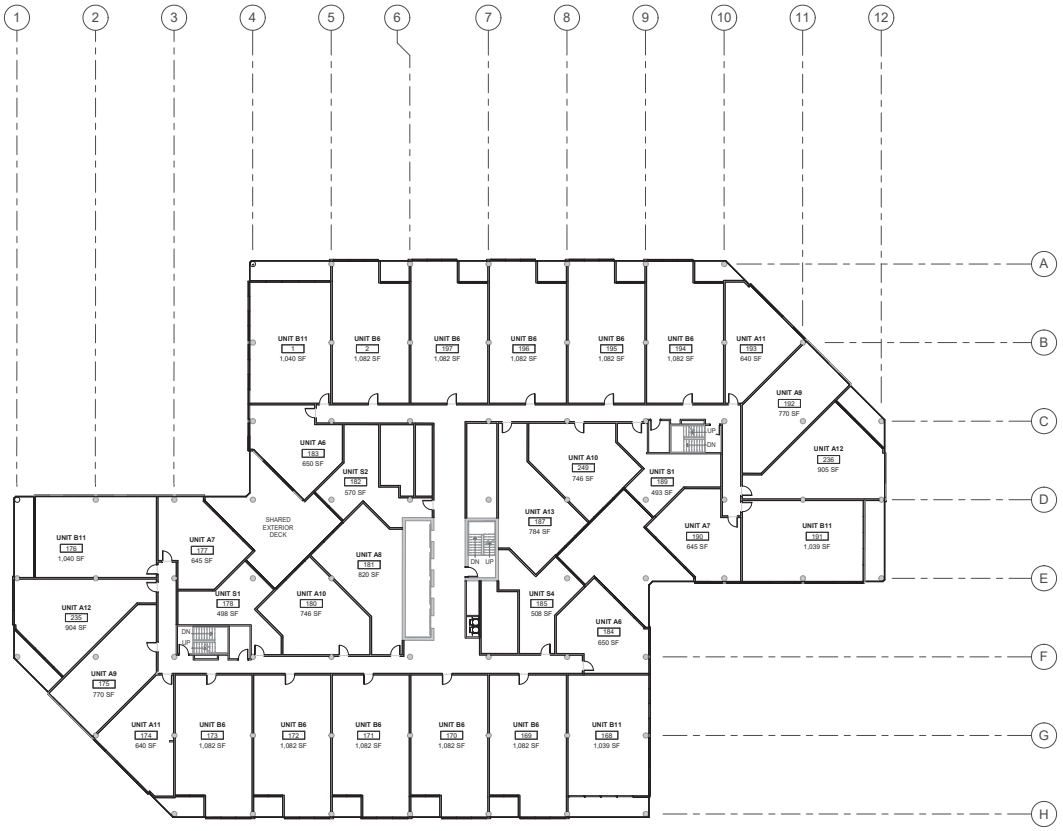

1/16"=1'-0"

0 8' 16' 32' 64'

OVERALL FLOOR PLAN - THIRD & FIFTH FLOOR

SCALE: 1/16" = 1'-0"

1

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OVERALL FLOOR PLAN - THIRD & FIFTH FLOOR

	DATE	REMARKS
	4/17/2026	MAP AMENDMENT SUBMITTAL
A	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

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DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

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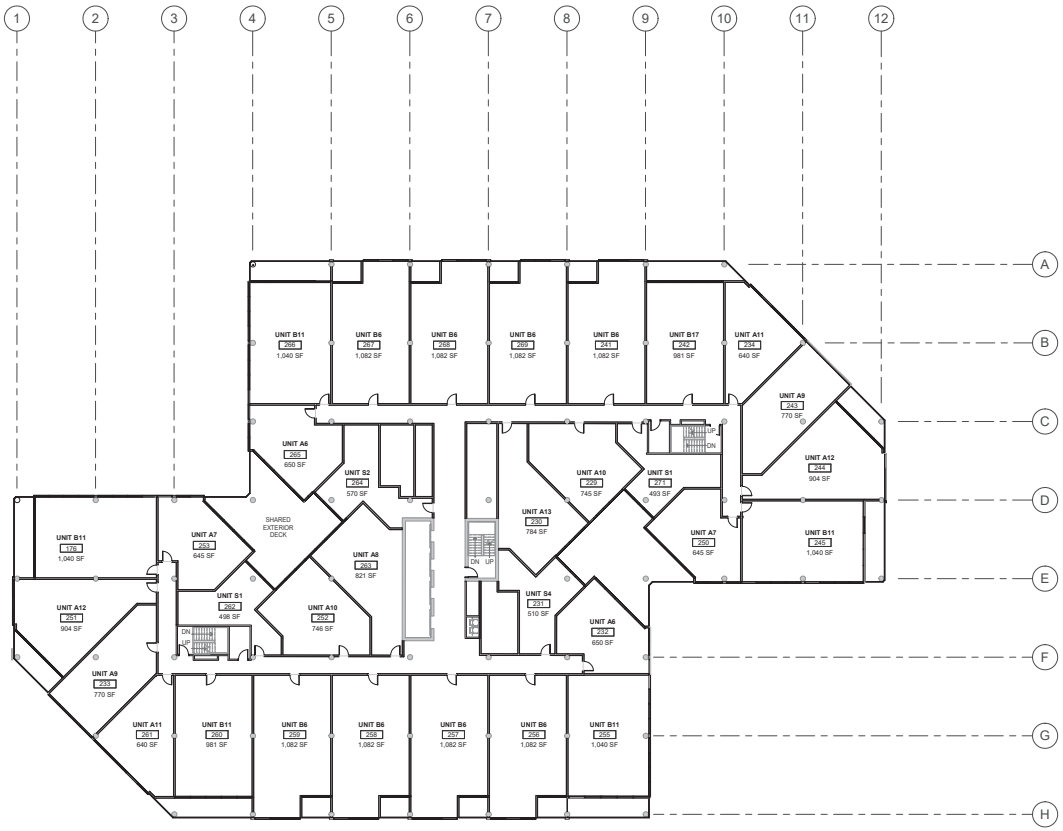
KEYNOTES:



1/16"=1'-0"

0 8' 16' 32' 64'

OVERALL FLOOR PLAN - FOURTH & SIXTH FLOOR

SCALE: 1/16" = 1'-0"

1

N

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OVERALL FLOOR PLAN - FOURTH & SIXTH FLOOR

	DATE	REMARKS
A	4/21/2026	MAP AMENDMENT SUBMITTAL
	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

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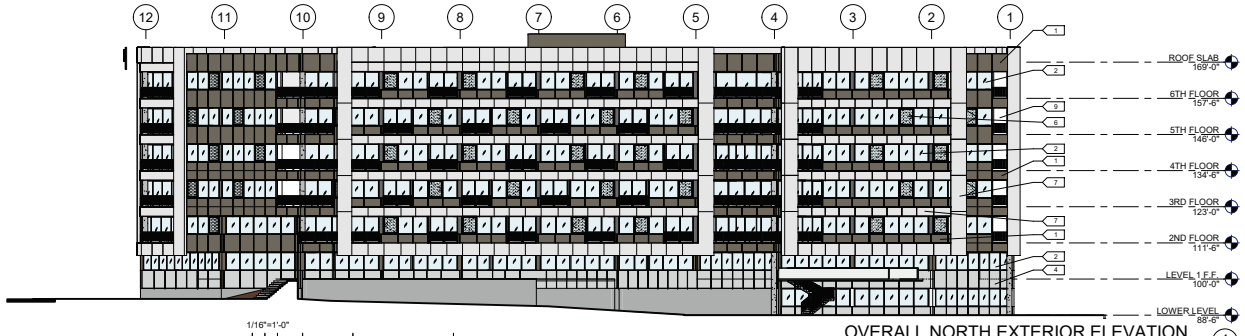


OVERALL NORTH EXTERIOR ELEVATION 1

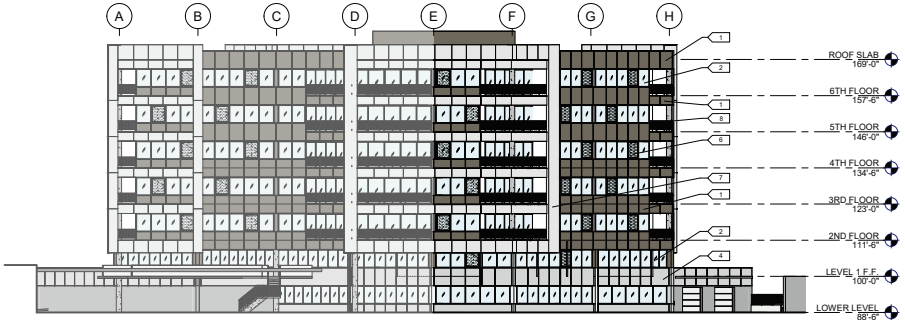
SCALE: 1/16" = 1'-0"

OVERALL EAST EXTERIOR ELEVATION 2

SCALE: 1/16" = 1'-0"

OVERALL SOUTH EXTERIOR ELEVATION 3

SCALE: 1/16" = 1'-0"



OVERALL WEST EXTERIOR ELEVATION 4

SCALE: 1/16" = 1'-0"

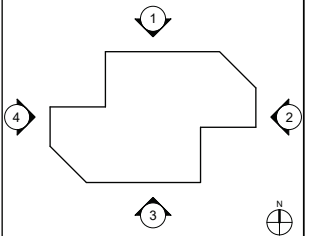
NOTE: Elevations reflect the schematic design intent. Additional coordination with consultants is required to develop detailed connections between existing materials to remain and the proposed new exterior envelope, including coordination with the selected mechanical systems.

KEYNOTES:

FINISH LEGEND

1. EXISTING INSULATED COMPOSITE METAL PANEL TO REMAIN
2. EXISTING INSULATED VISION GLASS SYSTEM TO REMAIN
3. EXISTING CONCRETE FOUNDATION WALL TO REMAIN
4. NEW INSULATED COMPOSITE METAL PANEL.
5. NEW INSULATED FIXED VISION GLASS SYSTEM
6. NEW INSULATED OPERABLE VISION GLASS SYSTEM
7. NEW EXTERIOR INSULATION FINISH SYSTEM WITH REVEAL JOINTS (SMOOTH)
8. NEW PRE-FINISHED BALCONY GUARDRAIL 42" MIN. A.F.F.
9. NEW RESIDENTIAL UNIT BALCONY - SEE FLOOR PLANS FOR LOCATIONS.

KEY PLAN



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NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST.
REDEVELOPMENT
1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

EXTERIOR COLOR ELEVATIONS

	DATE	REMARKS
A	5/15/2025	MAP AMENDMENT SUBMITTAL
	5/19/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
A1140

5/19/2026 5:00:42 PM

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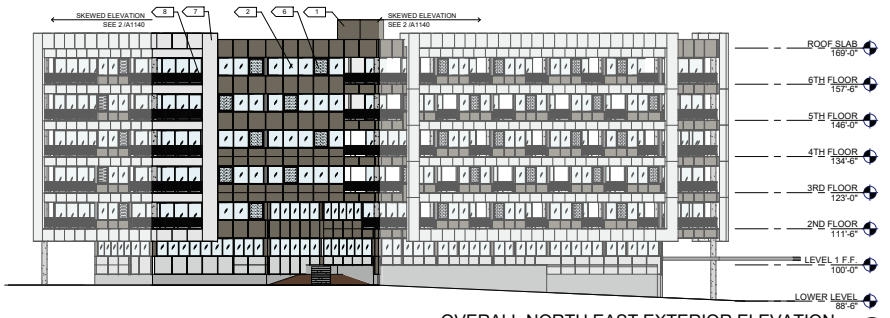


1/16"=1'-0"

0 8' 16' 32' 64'

OVERALL NORTH EAST EXTERIOR ELEVATION (1)

SCALE: 1/16" = 1'-0"

OVERALL SOUTH WEST EXTERIOR ELEVATION (2)

SCALE: 1/16" = 1'-0"

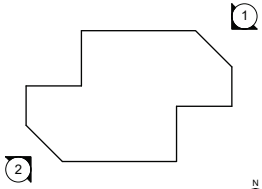
NOTE: Elevations reflect the schematic design intent. Additional coordination with consultants is required to develop detailed connections between existing materials to remain and the proposed new exterior envelope, including coordination with the selected mechanical systems.

KEYNOTES:

FINISH LEGEND

1. EXISTING INSULATED COMPOSITE METAL PANEL TO REMAIN
2. EXISTING INSUALTED VISION GLASS SYSTEM TO REMAIN
3. EXISTING CONCRETE FOUNDATION WALL TO REMAIN
4. NEW INSULATED COMPOSITE METAL PANEL.
5. NEW INSUALTED FIXED VISION GLASS SYSTEM
6. NEW INSUALTED OPERABLE VISION GLASS SYSTEM
7. NEW EXTERIOR INSUALTION FINISH SYSTEM WITH REVEAL JOINTS (SMOOTH)
8. NEW PRE-FINISHED BALCONY GUARDRAIL 42" MIN. A.F.F.
9. NEW RESIDENTIAL UNIT BALCONY - SEE FLOOR PLANS FOR LOCATIONS.

KEY PLAN



NOT TO SCALE

WARE MALCOMB
ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
2777 E. Camelback Rd., Suite #
Phoenix, AZ
P 480.707.6600

NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

EXTERIOR COLOR ELEVATIONS

	DATE	REMARKS
	4/27/2026	MAP JRENOVME'N' SUBMITTAL
A	5/15/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET

A1141

5/15/2026 4:50:27 PM

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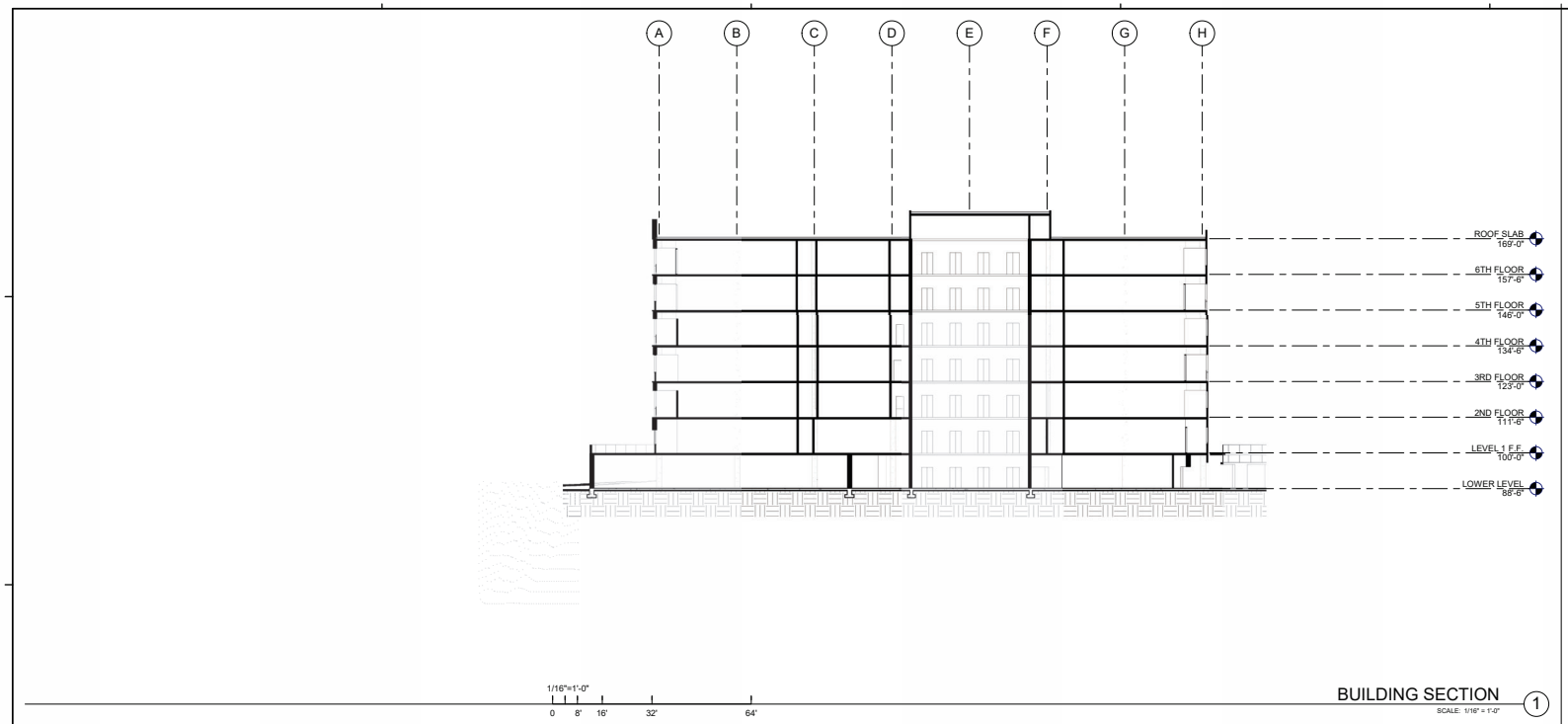
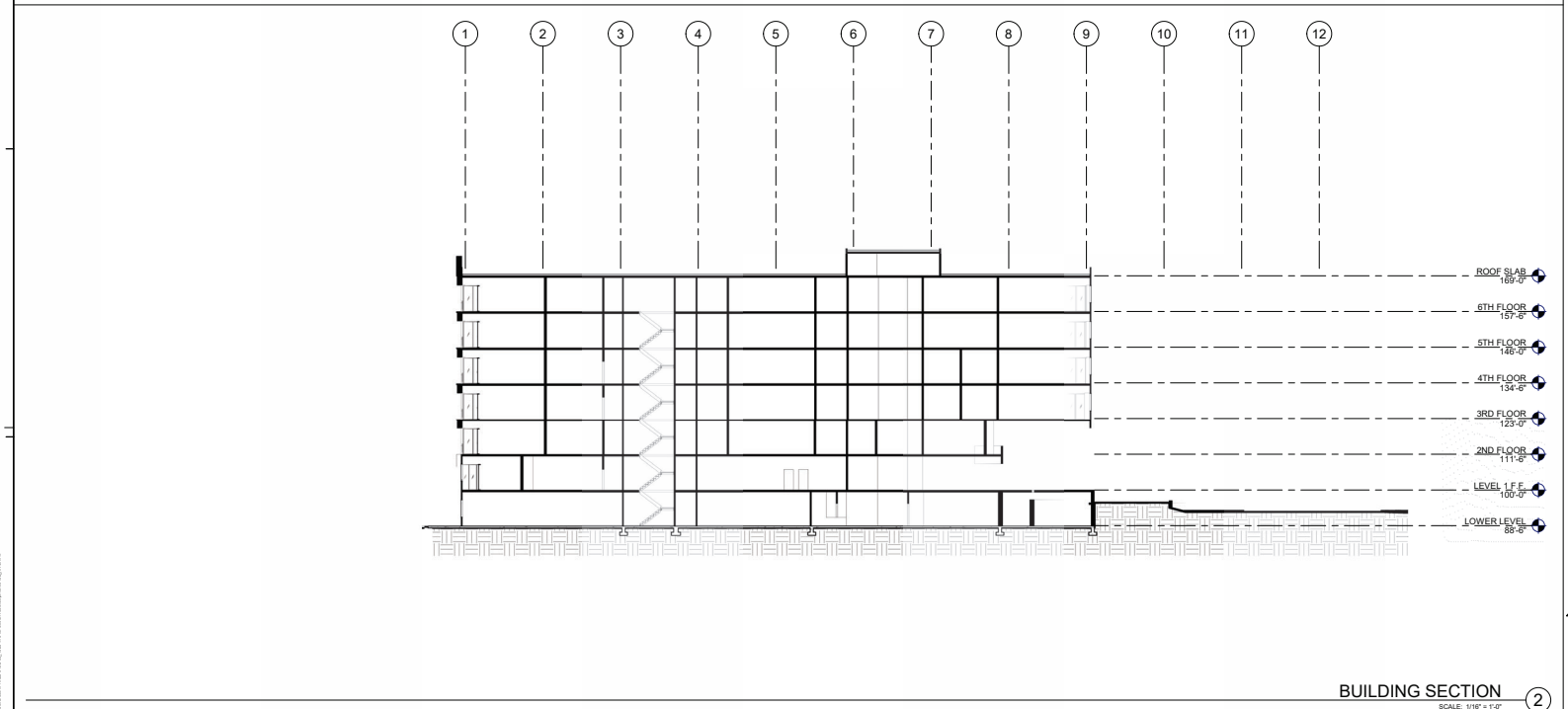


BUILDING SECTION 1
SCALE: 1/16" = 1'-0"

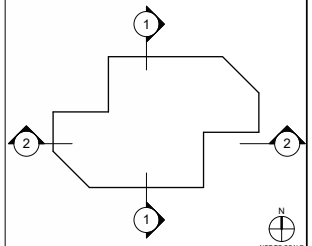


BUILDING SECTION 2
SCALE: 1/16" = 1'-0"

KEYNOTES:

SEE SHEET **A010** FOR GENERAL NOTES

KEY PLAN



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1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

BUILDING SECTIONS

	DATE	REVISIONS	REMARKS
A	5/15/2026	MAP AMENDMENT SUBMITTAL	
		MAP AMENDMENT RESUBMITTAL#1	

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
A1150

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NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

COLOR RENDERING

	DATE	REMARKS
A	5/15/2026	MAP AMENDMENT SUBMITTAL
	5/18/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
A8000

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1020 W. 31ST.
REDEVELOPMENT
1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

COLOR RENDERING

	DATE	REMARKS
A	8/15/2025	MAP AMENDMENT SUBMITTAL
	9/15/2025	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

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GENERAL NOTES

-All finished grades to be approved by the landscape architect prior to the installation of any plant material.
-Plant material to be approved by the landscape architect prior to installation.
-All tree locations to be staked by the landscape contractor and approved by the landscape architect prior to any holes being dug.
-The contractor is to provide a 2 lb sample of the proposed decomposed granite for review and approval by the landscape architect and owner. The contractor shall provide 100% coverage of non- paved areas within the limits of construction.
-For all tree planting that encounters hardpan/caliche provide separate unit price to install trees with an auger.
-It is the responsibility of the landscape contractor to inform the landscape architect of any plant material concerns based on the planting season (e.g. summer vs winter). Should the landscape contractor have any concerns about plant material due to heat or frost exposure, the installer shall request a substitution or delay in planting. Once planted, all plant material is subject to specified warranties.
-All palm and deciduous trees to be unconditionally guaranteed for one year after installation. All other plants shall be guaranteed for a minimum period of of 90 days from the date of final approval by the city/owner. Any plant materials not approved by city/owner prior to October 1 of the calendar year in which they are installed shall be further guaranteed until may 20th of the following calendar year.
-Trees, shrubs, vines, groundcovers and turf which have to be replaced under the terms of the guarantee shall be guaranteed for an additional 90 days from the date of replacement.
-The landscape contractor shall be responsible for providing all finished grades and for maintaining positive drainage away from all buildings during the finish grading process. All slopes not to exceed 4:1 in landscape areas.
-The landscape contractor shall verify berm and retention basin locations shown on these plans with those on the civil engineering plans. Should a discrepancy exist between the plans, Studio Sprawl should be notified immediately.
-Under no circumstance shall any tree be planted within 6' of any building without the express written approval of the landscape architect.
-Trees and shrubs shall be placed a minimum of 6' from public accessways, utility cabinets and fire hydrants.
-Shrubs must be at maturity, 6' from the rear of a fire hydrant. No material other than groundcovers may be placed between a fire hydrant and the street or roadway or 6' on either side. Field verify all hydrant location with the civil engineering plans.
-All site improvements, including landscape and site clean up must be completed prior to final approval or certificate of occupancy.
-Trees adjacent to pedestrian walkways should have minimum canopy clearance of 6'8".
-No plant material with mature growth greater than three (3) feet in height shall be planted within potable water, sanitary sewer, or non-potable irrigation easements. [Volume III, Section 2.05(A)]
-No shrubs shall be planted within five (5) feet or trees within ten (10) feet of potable and non-potable water meters, fire hydrants, sanitary sewer manholes, or potable water, sanitary water, and non-potable irrigation mains and services. [Volume III, Section 2.05(B)]
-Automatic irrigation system shall be equipped with an automatic rain detection device. [Chapter 18.44.100.3.b]

PLANT PALETTE - OVERALL SITE

TREES

NAME	QTY.	SIZE	CALIPER	COMMENTS
Betula nigra 'Heritage' RIVER BIRCH	14	36" BOX	3" CAL. MIN.	12'-15' HT. STANDARD
Quercus shumardii SHUMARD OAK	07	36" BOX	3" CAL. MIN.	12'-15' HT. STANDARD
Acer Rubrum RED MAPLE	12	24" BOX	3" CAL. MIN.	10' HT. MULTI-STEM

UNDERSTORY TREES

NAME	QTY.	SIZE	CALIPER	COMMENTS
Carpinus caroloniana AMERICAN HORNBEAM	04	24" BOX	2" CAL. MIN.	12'-15' HT. STANDARD
Cercis canandensis REDBUD	11	24" BOX	2" CAL. MIN.	12'-15' HT. STANDARD
Prunus cerasifera 'Atropurpurea' PURPLELEAF PLUM	11	24" BOX	2" CAL. MIN.	10' HT. MULTI-STEM

SHRUBS

NAME	QTY.	SIZE	HEIGHT	COMMENTS
Clethra alnifolia 'Vanilla Spice' VANILLA SPICE SWEET SPIRE	36	5 GAL	24" HT.	HEAVY SPECIMENS
Buxus microphylla 'Winter Green' WINTER GEM BOXWOOD	385	5 GAL	18" HT.	HEAVY SPECIMENS
Clethra alnifolia 'Summer Sweet' SUMMER SWEET CLETHRA	48	5 GAL	24" HT.	HEAVY SPECIMENS
Juniperus virginiana 'Gray Owl' GRAY OWL JUNIPER	590	5 GAL	16" HT.	HEAVY SPECIMENS
Juniperus chinensis 'Sea Green' SEA GREEN JUNIPER	34	5 GAL	30" HT.	HEAVY SPECIMENS
Taxus x media 'Densiformis' DENSE YEW	40	5 GAL	18" HT.	HEAVY SPECIMENS
Cornus stolonifera 'Farrow' ARCTIC FIRE DOGWOOD	38	5 GAL	24" HT.	HEAVY SPECIMENS

ACCENTS

NAME	QTY.	SIZE	SPACING	COMMENTS
Calamagrostis x acutiflora 'Karl Foerster' KARL FOERSTER GRASS	81	3 GAL	SEE PLAN	HEAVY SPECIMENS
Carex stricta TUSSOCK SEDGE	71	3 GAL	SEE PLAN	HEAVY SPECIMENS
Iris fulva COPPER IRIS	73	3 GAL	SEE PLAN	HEAVY SPECIMENS

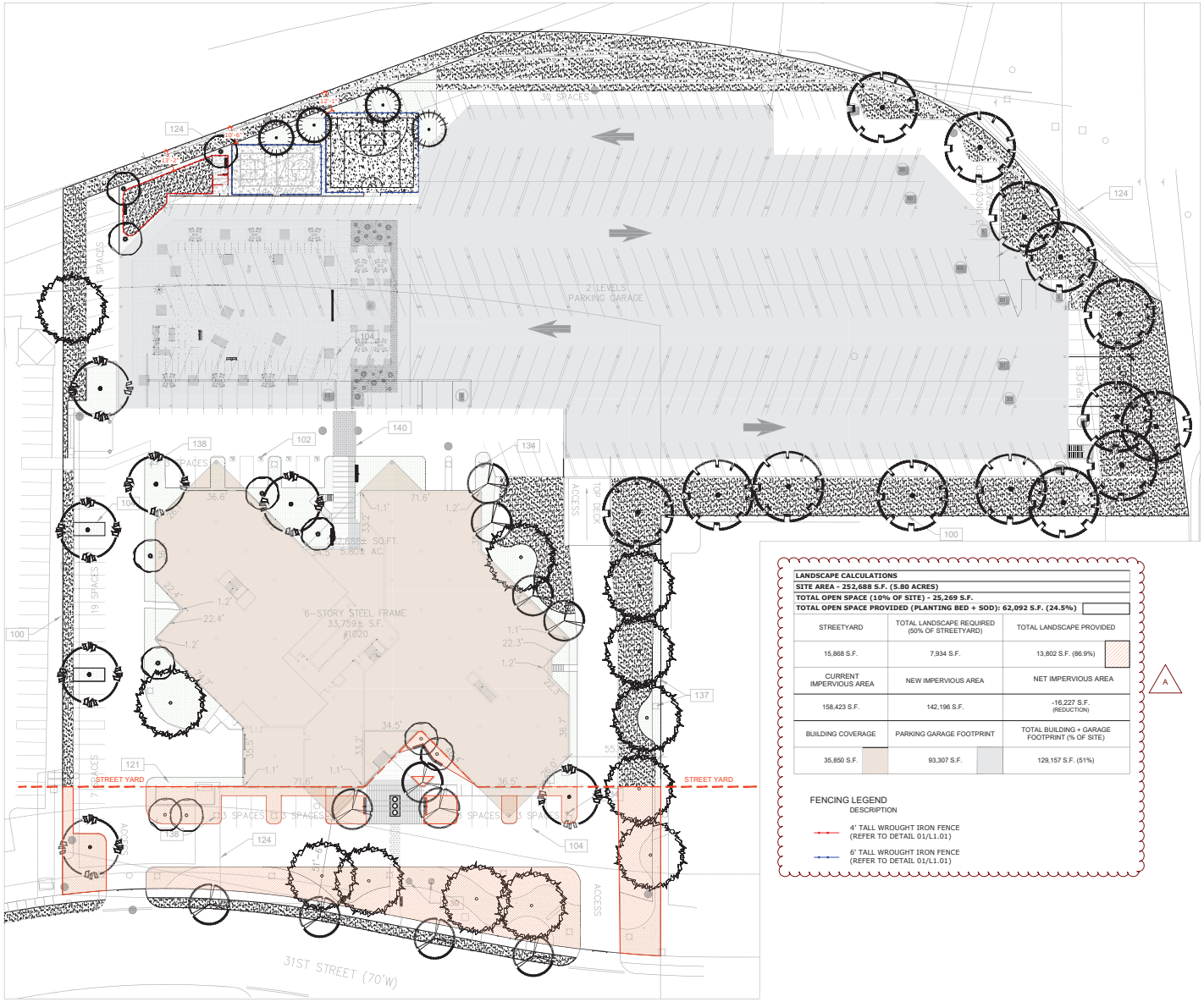
GROUNDCOVERS

NAME	QTY.	SIZE	SPACING	COMMENTS
Liriope muscari 'Big Blue' BIG BLUE LIRIOPE	65	1 GAL	SEE PLAN	
Phlox pilosa var. ozarkana OZARK PRAIRIE PHLOX	146	1 GAL	SEE PLAN	
Trachelospermum asiaticum ASIATIC JASMINE	132	1 GAL	SEE PLAN	
Euonymous fortunei 'Variegata' VARIEGATED WINTERCREEPER	105	1 GAL	**SEE PLAN**	

LANDSCAPE MATERIALS

SHREDDED HARDWOOD MULCH IN ALL PLANTING BEDS
3" MIN. DEPTH | BY: LOCAL SUPPLIER

BERMUDA GRASS
Cynodon dactylon — 43,428 S.F.



LANDSCAPE CALCULATIONS		
SITE AREA - 252,688 S.F. (5.80 ACRES)		
TOTAL OPEN SPACE (10% OF SITE) - 25,269 S.F.		
TOTAL OPEN SPACE PROVIDED (PLANTING BED + SOD): 62,092 S.F. (24.5%)		
STREETYARD	TOTAL LANDSCAPE REQUIRED (50% OF STREETYARD)	TOTAL LANDSCAPE PROVIDED
15,868 S.F.	7,934 S.F.	13,802 S.F. (86.9%)
CURRENT IMPERVIOUS AREA	NEW IMPERVIOUS AREA	NET IMPERVIOUS AREA
158,423 S.F.	142,196 S.F.	-16,227 S.F. (REDUCTION)
BUILDING COVERAGE	PARKING GARAGE FOOTPRINT	TOTAL BUILDING + GARAGE FOOTPRINT (% OF SITE)
35,850 S.F.	93,307 S.F.	129,157 S.F. (51%)

A

FENCING LEGEND

DESCRIPTION

4' TALL WROUGHT IRON FENCE (REFER TO DETAIL 01/L1.01)

6' TALL WROUGHT IRON FENCE (REFER TO DETAIL 01/L1.01)

LANDSCAPE PLAN

OVERALL SITE

0' 15' 30' 60'
SCALE: 1" = 30'-0"

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

studio SPRAWL
8321 e. evans rd. #110
scottsdale, arizona 85260
480.361.9281
www.studiosprawl.com

rev:

A	MAP AMEND.

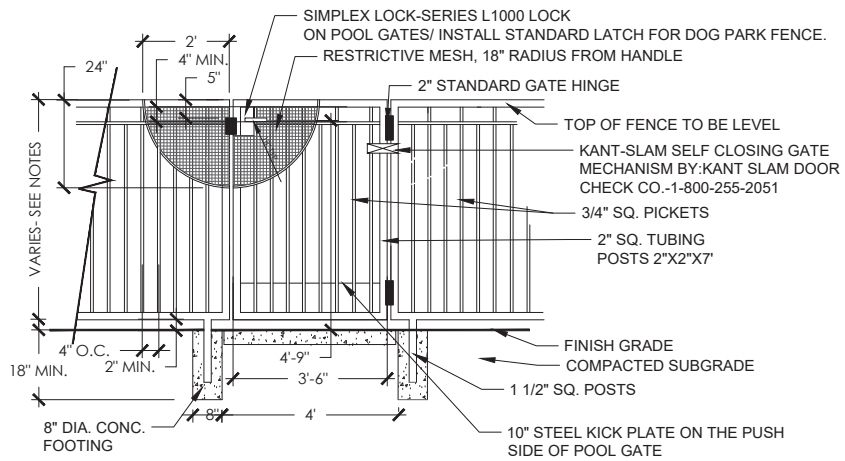
1020 W. 31ST REDEVELOPMENT
DOWNERS GROVE, IL

LANDSCAPE PLAN

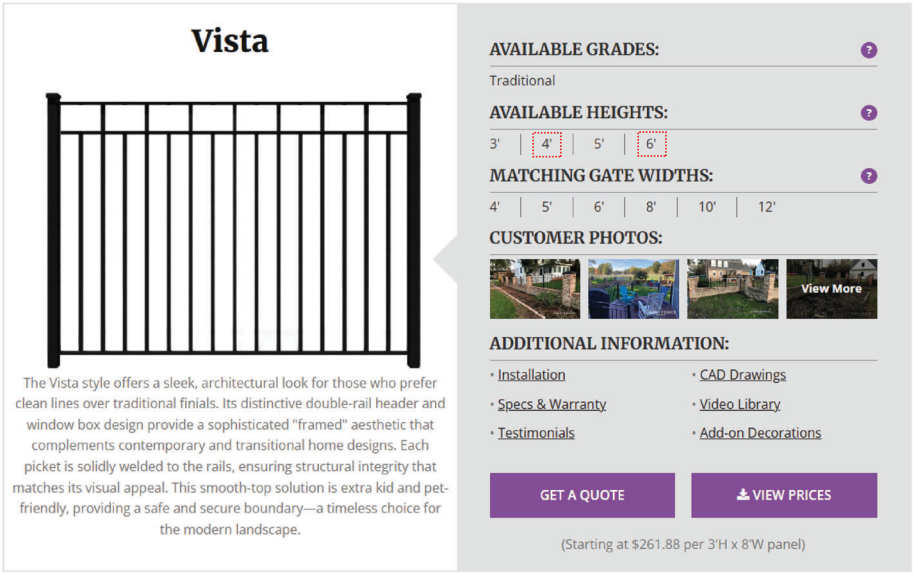
project: S26-106
date: 05.19.2026

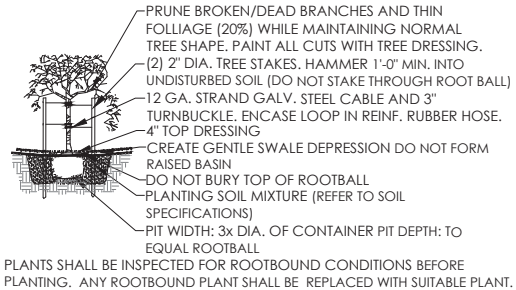
L1.00

NOTES:
1. ALL GATE LATCHES MUST BE INSTALLED ON THE POOL YARD SIDE OF THE FENCE 5 INCHES BELOW TOP OF GATE.
2. THE GATE OR ENCLOSURE SHALL HAVE NO OPENING GREATER THAT ½" IN ANY DIRECTION WITHIN 18" FROM THE LATCH INCLUDING THE SPACE BETWEEN THE GATE AND THE GATE POST WHICH THE GATE LATCHES.
3. CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR APPROVAL AND MUST FIELD VERIFY ALL DIMENSIONS
4. DESIGN TO MEET 2021 IBC APPROVED BARRIER PER SECTION 3109.3



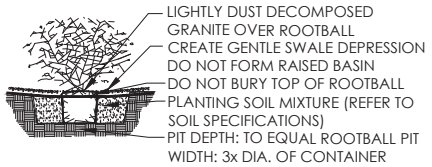
01 WROUGHT IRON FENCE
SCALE: 3/4" = 1'-0"





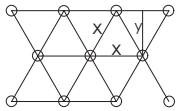
PLANTS SHALL BE INSPECTED FOR ROOTBOUND CONDITIONS BEFORE PLANTING. ANY ROOTBOUND PLANT SHALL BE REPLACED WITH SUITABLE PLANT.

TREE PLANTING NO SCALE

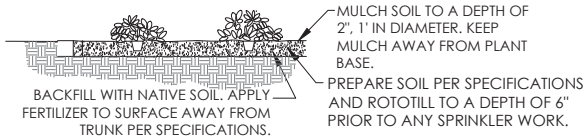


PLANTS SHALL BE INSPECTED FOR ROOTBOUND CONDITIONS BEFORE PLANTING. ANY ROOTBOUND PLANT SHALL BE REPLACED WITH SUITABLE PLANT.

SHRUB PLANTING NO SCALE



ALL GROUNCOVERS TO BE PLANTED ON CENTER (SEE PLANT LEGEND) IN A TRIANGULAR PATTERN.
X= O.C. DIMENSION AS NOTED ON PLAN.
Y= 0.86 OF DIMENSION "X".



GROUNDCOVER PLANTING NO SCALE

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scottsdale, arizona 85260
480.361.9281
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rev:

A	MAP AMEND.

1020 W. 31ST REDEVELOPMENT
DOWNERS GROVE,IL

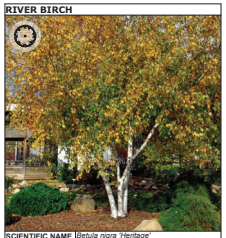
LANDSCAPE DETAILS

project: S26-106
date: 05.19.2026

L1.01

LANDSCAPE MATERIALS - TREES

RIVER BIRCH

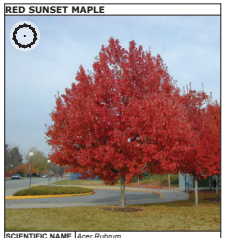


SCIENTIFIC NAME	*Betula nigra 'Heritage'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	40'-70' H / 40'-60' W
MAINTENANCE	LOW

SHUMARD OAK

SCIENTIFIC NAME	*Quercus shumardii*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	40'-60' H / 30'-40' W
MAINTENANCE	LOW

RED SUNSET MAPLE



SCIENTIFIC NAME	*Acer Rubrum*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	40'-70' H / 30'-50' W
MAINTENANCE	LOW

LANDSCAPE MATERIALS - UNDERSTORY TREES

HORNBEAM

SCIENTIFIC NAME	*Carpinus betulus*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	40'-60' H / 30'-40' W
MAINTENANCE	LOW

REDBUD

SCIENTIFIC NAME	*Cercis canandensis*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	20'-30' H / 25'-35' W
MAINTENANCE	LOW

LANDSCAPE MATERIALS - SHRUBS

PURPLELEAF PLUM

SCIENTIFIC NAME	*Prunus cerasifera 'Atropurpurea'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	15'-25' H / 15'-25' W
MAINTENANCE	LOW

VANILLA SPICE SWEET SPIRE

SCIENTIFIC NAME	*Clethra alnifolia 'Vanilla Spice'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SUMMER
GROWTH RATE	FAST GROWING
MATURE SIZE	3'-6' H / 3'-6' W
MAINTENANCE	LOW

WINTER GEM BOXWOOD

SCIENTIFIC NAME	*Buxus microphylla 'Winter Green'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN
GROWTH RATE	FAST GROWING
MATURE SIZE	2'-4' H / 3'-5' W
MAINTENANCE	LOW

SUMMER SWEET CLETHRA

SCIENTIFIC NAME	*Clethra alnifolia 'Summer Sweet'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SUMMER
GROWTH RATE	FAST GROWING
MATURE SIZE	3'-8' H / 4'-6' W
MAINTENANCE	LOW

GRAY OWL JUNIPER

SCIENTIFIC NAME	*Juniperus virginiana 'Gray Owl'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN
GROWTH RATE	FAST GROWING
MATURE SIZE	2'-3' H /4'-6' W
MAINTENANCE	LOW

SEA GREEN JUNIPER

SCIENTIFIC NAME	*Juniperus chinensis 'Sea Green'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN
GROWTH RATE	FAST GROWING
MATURE SIZE	4'-6' H / 6'-8' W
MAINTENANCE	LOW

DENSE YEW

SCIENTIFIC NAME	*Taxus x media 'Densiformis'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	6'-1' H / 6'-1' H W
MAINTENANCE	LOW

ARCTIC FIRE DOGWOOD

SCIENTIFIC NAME	*Cornus stolonifera 'Farrow'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	3'-4' H / 3'-4' H W
MAINTENANCE	LOW

LANDSCAPE MATERIALS - ACCENT

KARL FOERSTER GRASS

SCIENTIFIC NAME	*Calamagrostis x acutiflora 'Karl Foerster'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN
GROWTH RATE	FAST GROWING
MATURE SIZE	3'-5' H / 1'-6'-2'-6' W
MAINTENANCE	LOW

TUSSOCK SEDGE

SCIENTIFIC NAME	*Carex stricta*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN
GROWTH RATE	FAST GROWING
MATURE SIZE	1'-3' H / 1'-2' W
MAINTENANCE	LOW

COPPER IRIS

SCIENTIFIC NAME	*Ins fulva*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	2'-3' H / 1'-2' W
MAINTENANCE	LOW

LANDSCAPE MATERIALS - GROUNDCOVER

BIG BLUE LIRIOPE

SCIENTIFIC NAME	*Liriope muscari 'Big Blue'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN, BLOOMS IN SUMMER
GROWTH RATE	FAST GROWING
MATURE SIZE	1'-2' H / 1'-2' W
MAINTENANCE	LOW

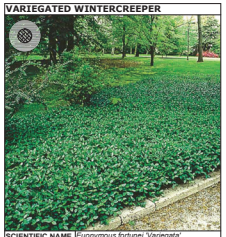
OZARK PRAIRIE PHLOX

SCIENTIFIC NAME	*Phlox pilosa var. ozarkana*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN, BLOOMS IN SP. & S.
GROWTH RATE	FAST GROWING
MATURE SIZE	1'-2' H / 1'-1'-6" W
MAINTENANCE	LOW

ASIATIC JASMINE

SCIENTIFIC NAME	*Trachelospermum asiaticum*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN, BLOOMS IN SP. & S.
GROWTH RATE	FAST GROWING
MATURE SIZE	1'-2' H / 10'-12' W
MAINTENANCE	LOW

VARIEGATED WINTERCREEPER



SCIENTIFIC NAME	*Euonymous fortunei 'Variegata'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	EVERGREEN, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	6"-1' H / 2'-4' W
MAINTENANCE	LOW

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

studio SPRAWL
8321 e. evans rd. #101
scottsdale, arizona 85260
480.361.9281
www.studiosprawl.com

rev:

A	MAP AMEND.

1020 W. 31ST REDEVELOPMENT

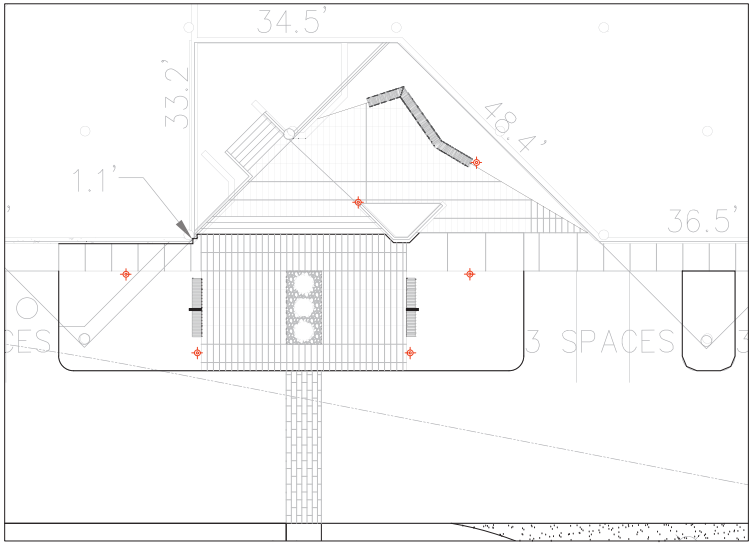
DOWNERS GROVE,IL

LANDSCAPE MATERIALS

project: S26-106

date: 05.19.2026

L1.02



LIGHTING PLAN

MAIN ENTRY

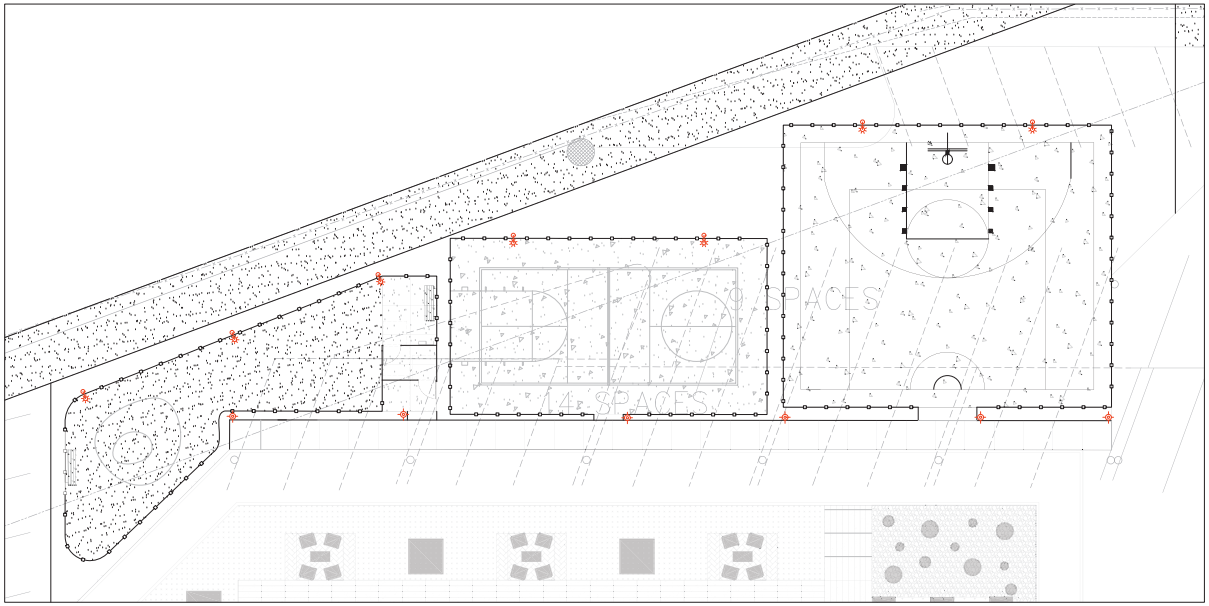
0" 5' 10' 20'
SCALE: 1" = 10'-0"

LIGHTING LEGEND - MAIN ENTRY

SITE LIGHTING						
ICON	TYPE	MANUFACT.	PRODUCT #	FINISH	IMAGE	QTY.
	BOLLARD	KIM LIGHTING	PAVILION ROUND BOLLARD PA7R-FT-NU1-12L-020-XXX-42A-S20-BLT-XXX	BLACK MATTE TEXTURED		06

NOTE: REFERENCE ELECTRICAL DRAWINGS FOR WATTAGE, LUMINOSITY AND LIGHT TEMPERATURE FOR NON-LOW-VOLTAGE FIXTURES.
ALL LIGHTING FIXTURES TO BE SAME LIGHT TEMPERATURE

A



LIGHTING PLAN

DOG PARK & MULTI-USE COURT

0" 5' 10' 20'
SCALE: 1" = 10'-0"

A

LIGHTING LEGEND - DOG PARK & AMENITY COURTS

SITE LIGHTING						
ICON	TYPE	MANUFACT.	PRODUCT #	FINISH	IMAGE	QTY.
	BOLLARD	KIM LIGHTING	PAVILION ROUND BOLLARD PA7R-FT-NU1-12L-020-XXX-42A-S20-BLT-XXX	BLACK MATTE TEXTURED		06
	15' TALL PLAY COURT POLE LIGHT	TECH LIGHT USA	CTL-N-15L-T3-V1-BK-PCR7	BK (BLACK)		07

NOTE: REFERENCE ELECTRICAL DRAWINGS FOR WATTAGE, LUMINOSITY AND LIGHT TEMPERATURE FOR NON-LOW-VOLTAGE FIXTURES.
ALL LIGHTING FIXTURES TO BE SAME LIGHT TEMPERATURE

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

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8321 e. evans rd. #101
scottsdale, arizona 85260
480.361.9281
www.studiosprawl.com

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1020 W. 31ST REDEVELOPMENT

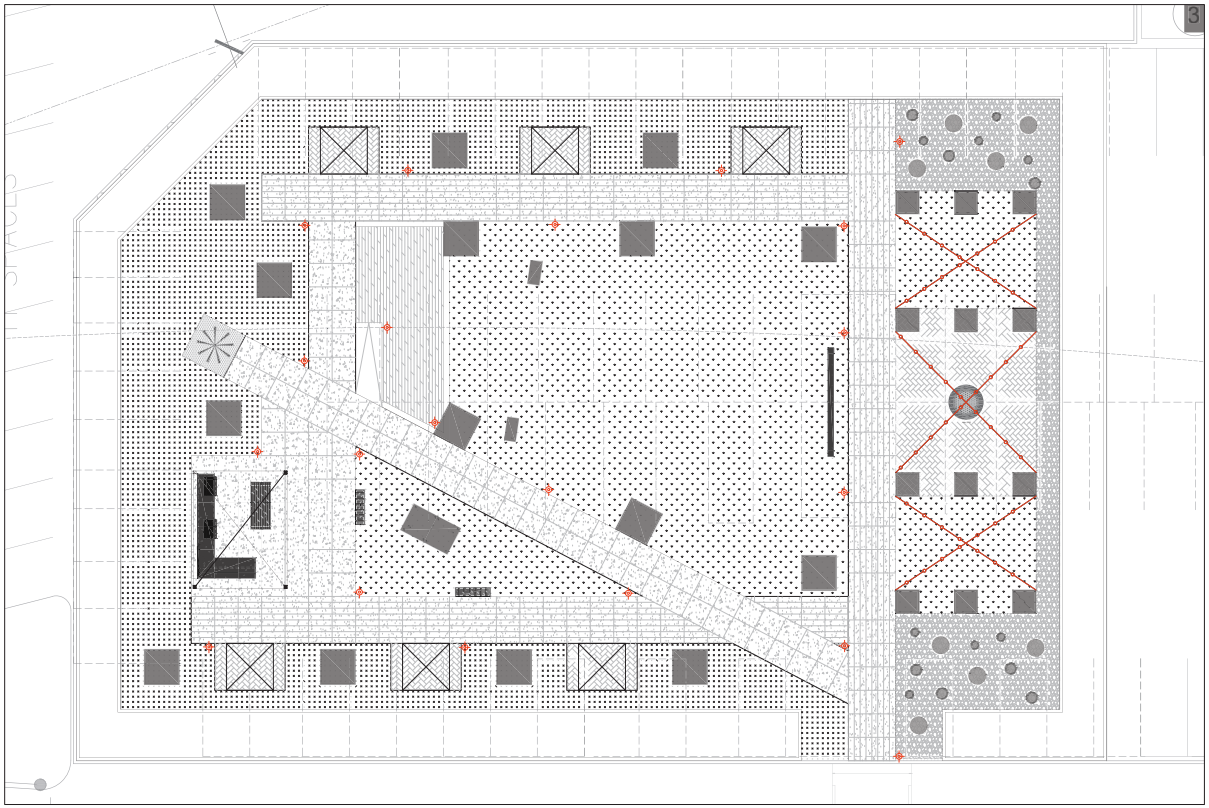
DOWNERS GROVE,IL

LIGHTING PLAN

project: S26-106

date: 05.19.2026

L2.00



LIGHTING PLAN

GARAGE AMENITY DECK

0" 5' 10' 20'
SCALE: 1" = 10'-0"

A

LIGHTING LEGEND - GARAGE UPPER DECK

SITE LIGHTING						
ICON	TYPE	MANUFACT.	PRODUCT #	FINISH	IMAGE	QTY.
	BOLLARD	KIM LIGHTING	PAVILION ROUND BOLLARD PA7R-FT-NU1-12L-020-XXX-42A-S20-BLT-XXX	BLACK MATTE TEXTURED		15
	STRING LIGHTS	TOKISTAR	EXBK-24-XXXX-S14-C W/ PHOTOCELL	CLEAR BULBS		185 L.F.

NOTE: REFERENCE ELECTRICAL DRAWINGS FOR WATTAGE, LUMINOSITY AND LIGHT TEMPERATURE FOR NON-LOW-VOLTAGE FIXTURES. ALL LIGHTING FIXTURES TO BE SAME LIGHT TEMPERATURE

studio SPRAWL
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www.studiosprawl.com

rev:

A	MAP AMEND.

1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE,IL

LIGHTING PLAN - GARAGE UPPER DECK

project: S26-106

date: 05.19.2026

L2.01

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT

WARE MALCOMB

ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT

2777 E. Camelback Rd., Suite #
Phoenix, AZ
P 480.705.8964

NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

COLOR RENDERING

	DATE	REMARKS
A	5/15/2025	MAP AMENDMENT SUBMITTAL
	5/19/2026	MAP AMENDMENT RESUBMITTAL#1

PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
A8002

5/19/2026 3:42:19 PM

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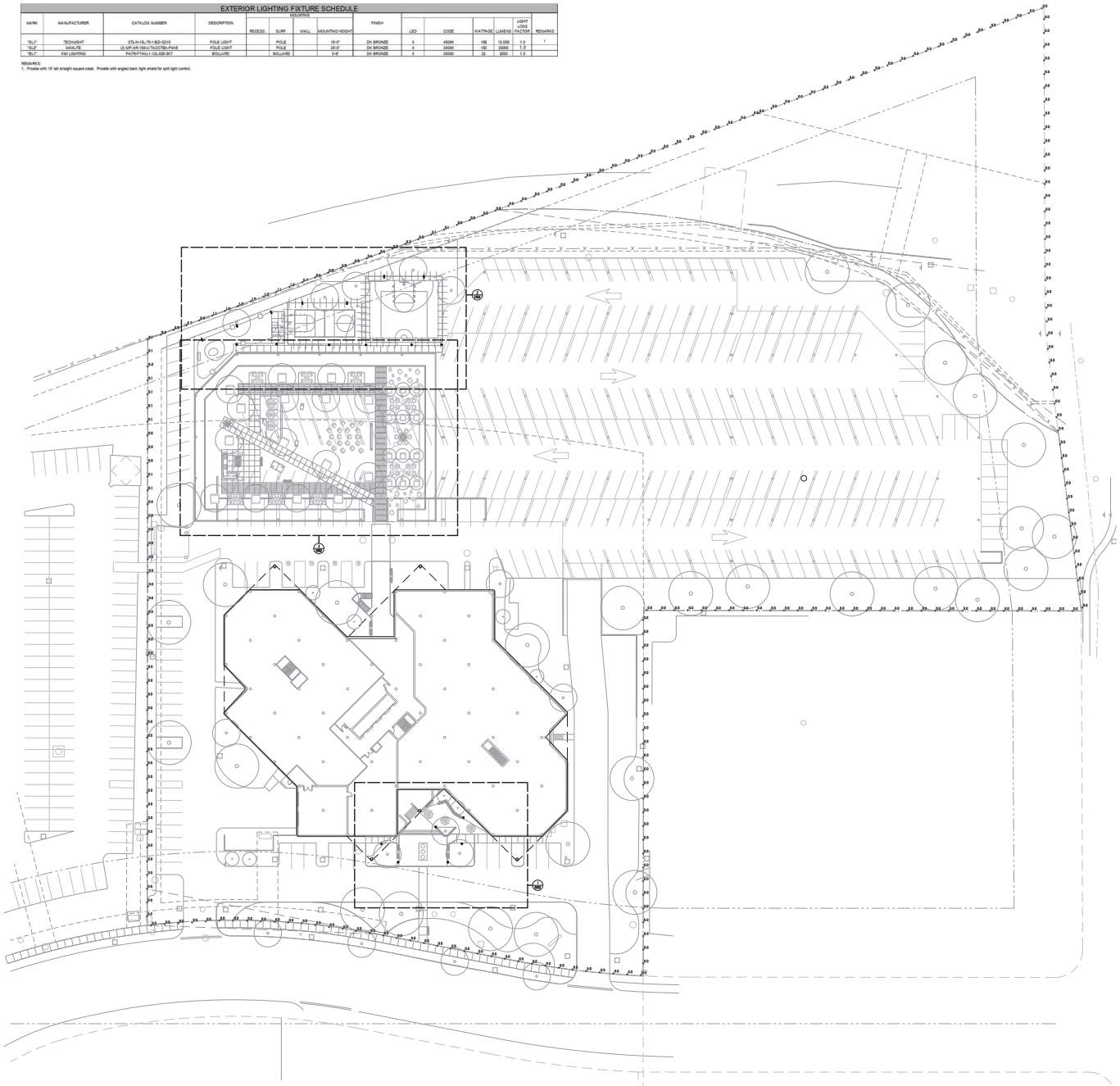
EXTERIOR LIGHTING FIXTURE SCHEDULE

MARK	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	MOUNTING				FINISH						REMARKS
				RECESS.	SURF	WALL	MOUNTING HEIGHT		LED	CODE	WATTAGE	LUMENS	LIGHT LOSS FACTOR	
"SL1"	TECHLIGHT	CTL-N-1SL-T5-1-B2-S215	POLE LIGHT		POLE		15'-0"	DK BRONZE	X	4000K	106	15,000	1.0	1
"SL2"	MAXLITE	(2)-LIF-AR-1SSU-T4-DCTB-I-PA18	POLE LIGHT		POLE		20'-0"	DK BRONZE	X	3000K	192	20000	1.0	
"BL1"	KIM LIGHTING	PATRIOTWALL1-DL-SSR-W7	BOLLARD		BOLLARD		3'-0"	DK BRONZE	X	3000K	22	2000	1.0	

REMARKS:
1. Provide with 15' tall straight square steel . Provide with angled back light shield for spill light control.



1 SITE PLAN - PHOTOMETRIC
1"=20'-0"
ELECTRICAL
NORTH

LS&A
Latimer Sommers & Associates, P.A.
CONSULTING ENGINEERS
3639 SW Summerfield Drive, Suite A
Topeka, Kansas 66614-3974
8625 College Boulevard, Suite 103
Overland Park, Kansas 66210
Telephone: (785) 233-3232
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1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE , IL

REVISIONS

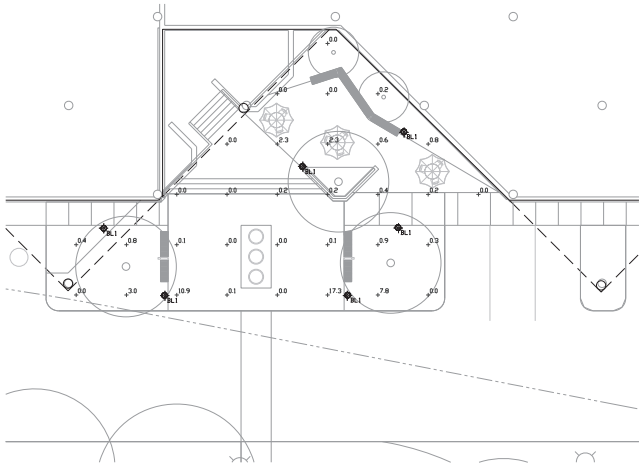
NO.	DESCRIPTION	DATE

DATE: 05/18/2026

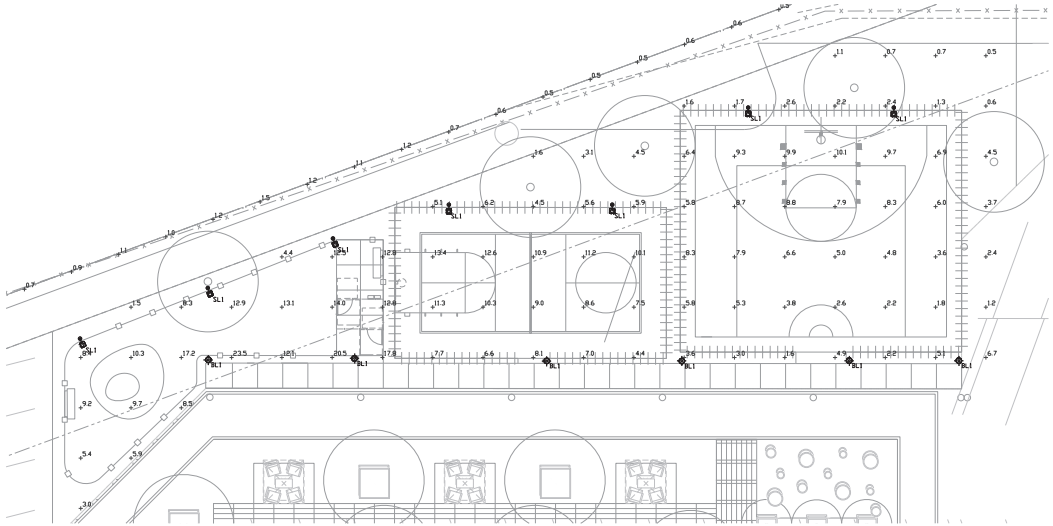
LSA PROJECT NO.: 2607012

SHEET DESCRIPTION: SITEP LAN - PHOTOMETRIC

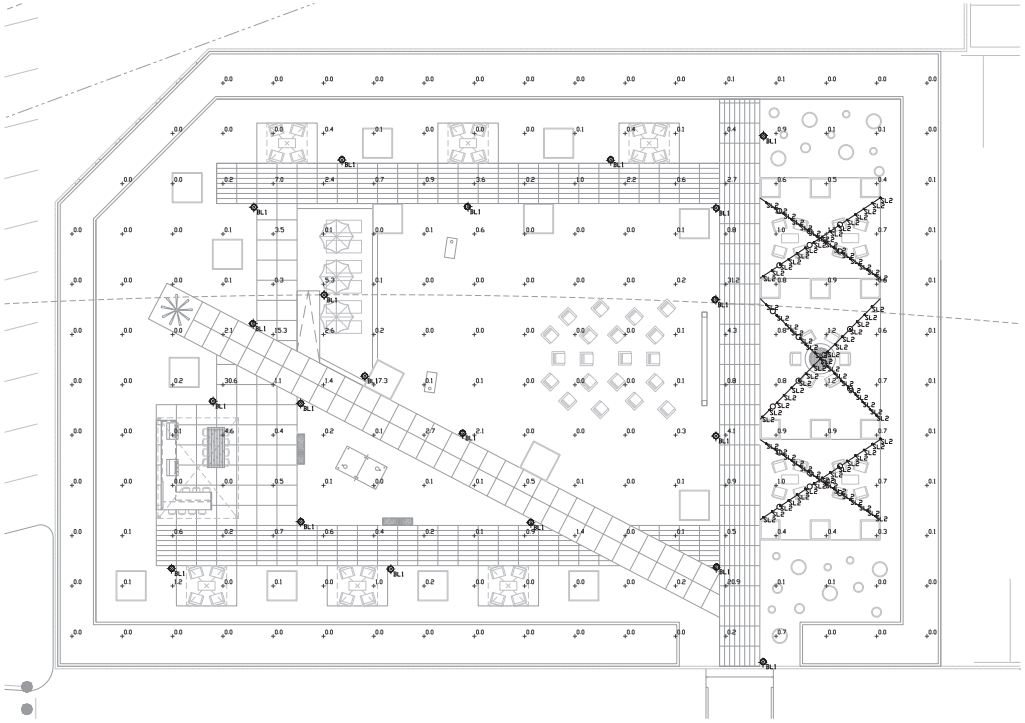
SHEET NO.: E001



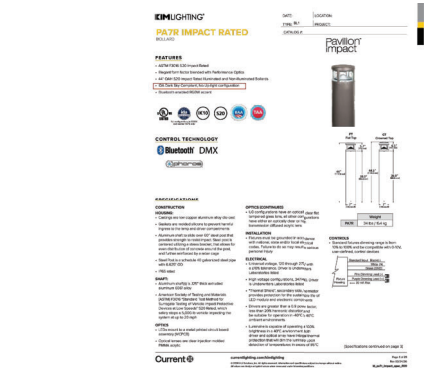
1 PARTIAL SITE PLAN - PHOTOMETRIC
1"=10'-0"
ELECTRICAL
NORTH



2 PARTIAL SITE PLAN - PHOTOMETRIC
1"=10'-0"
ELECTRICAL
NORTH



3 PARTIAL SITE PLAN - PHOTOMETRIC
1"=10'-0"
ELECTRICAL
NORTH

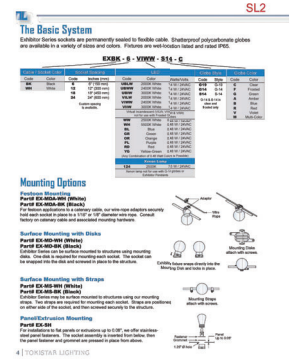


PA7R IMPACT RATED

Pavilion Impact

CTL SERIES

High Lumen Output Cutless LED Area Light



SL2

The Basic System

Mounting Options

LS&A
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CONSULTING ENGINEERS
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Topeka, Kansas 66614-3974
8625 College Boulevard, Suite 100
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1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE , IL

REVISIONS

NO.	DESCRIPTION	DATE

DATE: 05/18/2026

LSA PROJECT NO.: 2607012

SHEET DESCRIPTION: SITEP LAN - PHOTOMETRIC

SHEET NO.: E002

Traffic Impact Study
Proposed Residential Development

Downers Grove, Illinois

Prepared For:

Highland Oaks Holding, LLC

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

April 22, 2026

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed conversion of the office building located at 1020 W. 31st Street in Downers Grove, Illinois to provide 184 residential units. A total of 612 parking spaces will be provided and access to the parking spaces will be provided via the existing access drives on 31st Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the development-generated traffic.

Figure 1 shows the location of the site in relation to the area roadway system and **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Vehicle trip generation comparison to the existing land use
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. No-Build Conditions – Analyzes the capacity of the existing roadway system using the ambient area growth not attributable to any particular development and any additional developments not associated with the proposed development.

3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volume, and the traffic estimated to be generated by the proposed development.

Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

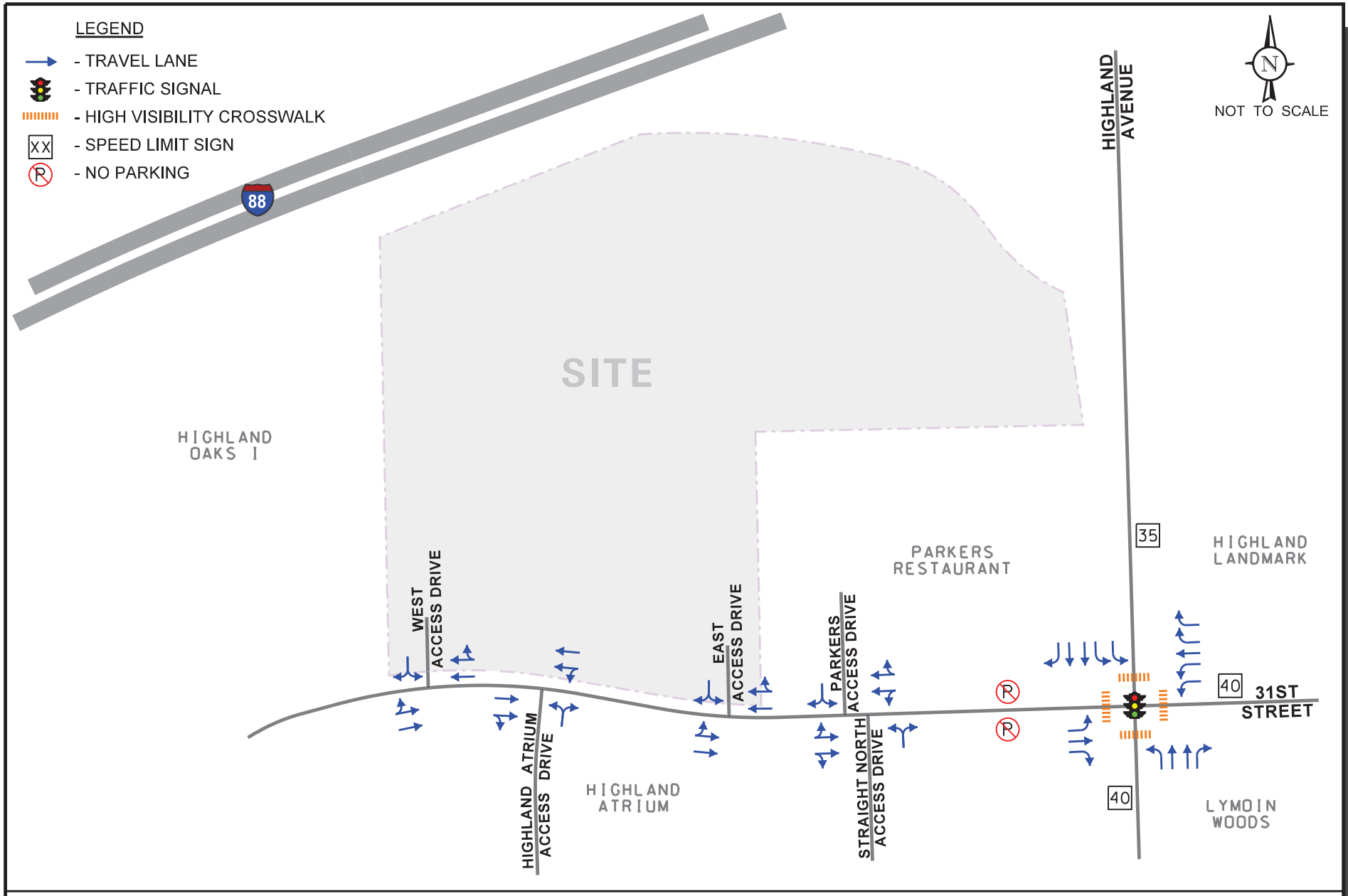
The site, which is located at 1020 W. 31st Street, is currently occupied by an approximately 245,194 square-foot office building. Land uses on both sides of 31st Street west of Highland Avenue are primarily office with Parkers Restaurant located just east of the site. To the south and southwest of site are residential land uses. Additionally, retail developments are located to the north of I-88.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the proposed development are described below and illustrated in **Figure 3**.

Highland Avenue is a north-south arterial roadway that in the vicinity of the site provides two travel lanes in each direction. At its signalized intersection with 31st Street, Highland Avenue provides dual left-turn lanes, two through lanes, and an exclusive right-turn lane on the southbound approach, and an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the northbound approach. High visibility crosswalks are provided on the north and south legs of the intersection. Highland Avenue is under the jurisdiction of the DuPage County Division of Transportation (DuDOT) and carries an annual average daily traffic (AADT) volume of 20,000 vehicles (IDOT 2024). North of 31st Street, Highland Avenue has a posted speed limit of 35 miles per hour and south of 31st Street, Highland Avenue and has a posted speed limit of 40 miles per hour.

31st Street is an east-west minor arterial roadway that provides two travel lanes in each direction east of Highland Avenue and one lane in each direction west of Highland Avenue. At its signalized intersection with Highland Avenue, 31st Street provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach and dual left-turn lanes, one through lane, and dual right-turn lanes on the westbound approach. High visibility crosswalks are provided on both legs of the intersection. East of Highland Avenue, 31st Street is under the jurisdiction of DuDOT, carries an AADT volume of 11,900 vehicles (IDOT 2024), and has a posted speed limit of 40 miles per hour. West of Highland Avenue, 31st Street is under the jurisdiction of the Village of Downers Grove.



31st Street Apartment Development
Downers Grove, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-111

Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic, pedestrian, and bicycle counts using Miovision Video Scout Collection Units. Counts were conducted on Tuesday, April 7, 2026 at the intersection of Highland Avenue with 31st Street and on Thursday, March 26, 2026 at access drives along 31st Street within the vicinity of the site. The traffic counts were conducted during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 8:00 A.M. and 9:00 A.M. during the weekday morning peak period and between 4:15 P.M. and 5:15 P.M. during the weekday evening peak period. Copies of the traffic count summary sheets are included in the Appendix. **Figure 4** illustrates the existing traffic volumes.

Crash Data Summary

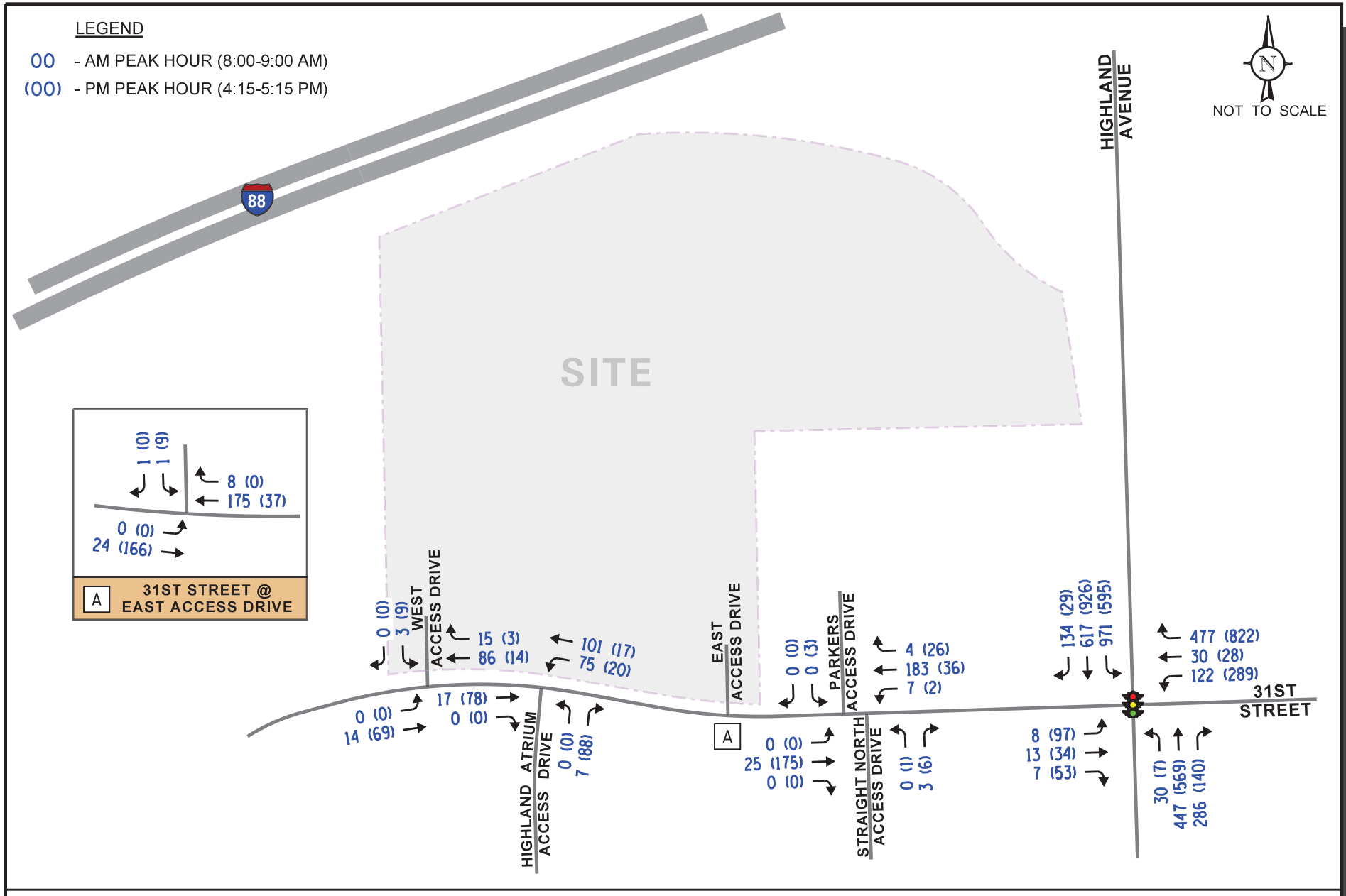
KLOA, Inc. obtained crash data[1] for the most recent available past five years (2020 to 2024) for the intersection of Highland Avenue with 31st Street. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersection is summarized in **Table 1**.

Table 1
HIGHLAND AVENUE WITH 31st STREET – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	1	2	1	1	0	5	2	3	0
2021	1	0	0	1	0	2	0	4	3	1	0
2022	0	0	0	2	1	4	0	7	7	0	0
2023	0	0	0	5	1	4	0	10	8	2	0
2024	0	0	0	1	0	3	0	4	4	0	0
Total	**1**	**0**	**1**	**11**	**3**	**14**	**0**	**30**	**24**	**6**	**0**
Avg	**<1.0**	**0**	**<1.0**	**1.2**	**<1.0**	**2.8**	**0**	**6**	**4.8**	**1.2**	**0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).



31st Street Apartment Development
Downers Grove, Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-111

Figure: 4

3. Traffic Characteristics of Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

The site, which is at 1020 W. 31st Street, is located on the west side of Highland Avenue between 31st Street and I-88 and currently contains approximately 245,194 square feet of office space. As proposed, the plans call for the office building to be converted to provide 184 residential units. A total of 612 parking spaces will provided and access to the parking spaces will be provided via the existing access drives serving the site.

Directional Distribution

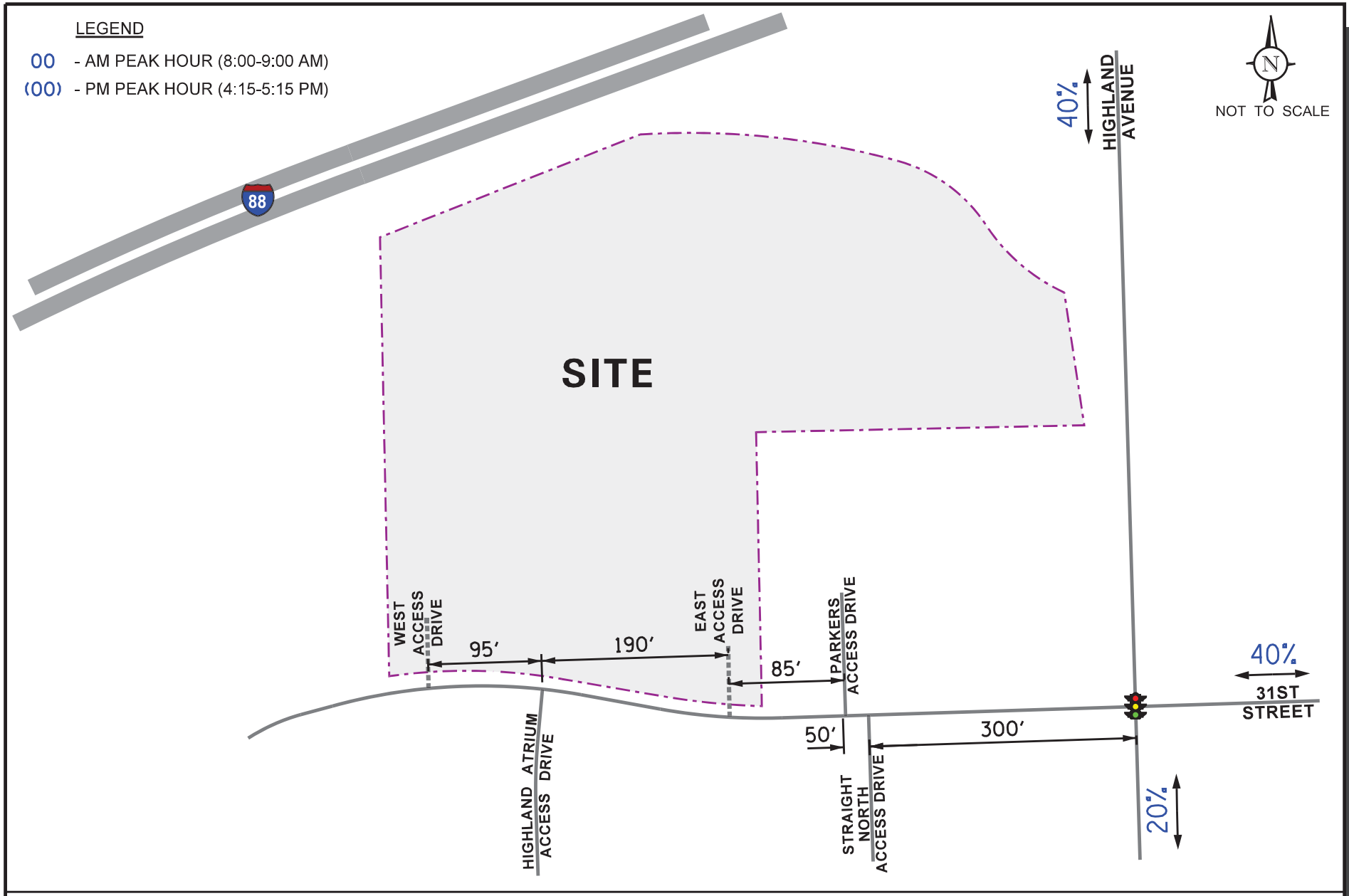
The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

To determine the weekday morning and weekday evening peak hour vehicle trip generation for the proposed development, information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 12th Edition was utilized. ITE Land-Use Code 221 Multi-Family Housing (Mid-Rise) rates were used for the proposed residential development. **Table 2** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 2
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
221	Multi-Family Housing (Mid-Rise) (184 units)	16	54	70	44	25	69



31st Street Apartment Development
Downers Grove, Illinois

Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-111 Figure: 5

Trip Generation Comparison

As previously indicated, the site currently contains approximately 245,194 square feet of office space. The trips estimated to be generated by the existing office space were estimated based on trip generation information published by ITE for Land-Use Code 710 (General Office). These trips were compared to the trips estimated to be generated by the proposed 184 residential units and the trip generation comparison is summarized in **Table 3**. As can be seen from Table 3, the proposed residential units are projected to generate approximately 75 percent fewer trips than the existing office building.

Table 3
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
221	Multi-Family Housing (Mid-Rise) (184 units)	16	54	70	44	25	69
710	General Office (245,194 s.f.)	259	36	295	44	230	274
	Difference	**-243**	**+18**	**-225**	**0**	**-205**	**-205**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

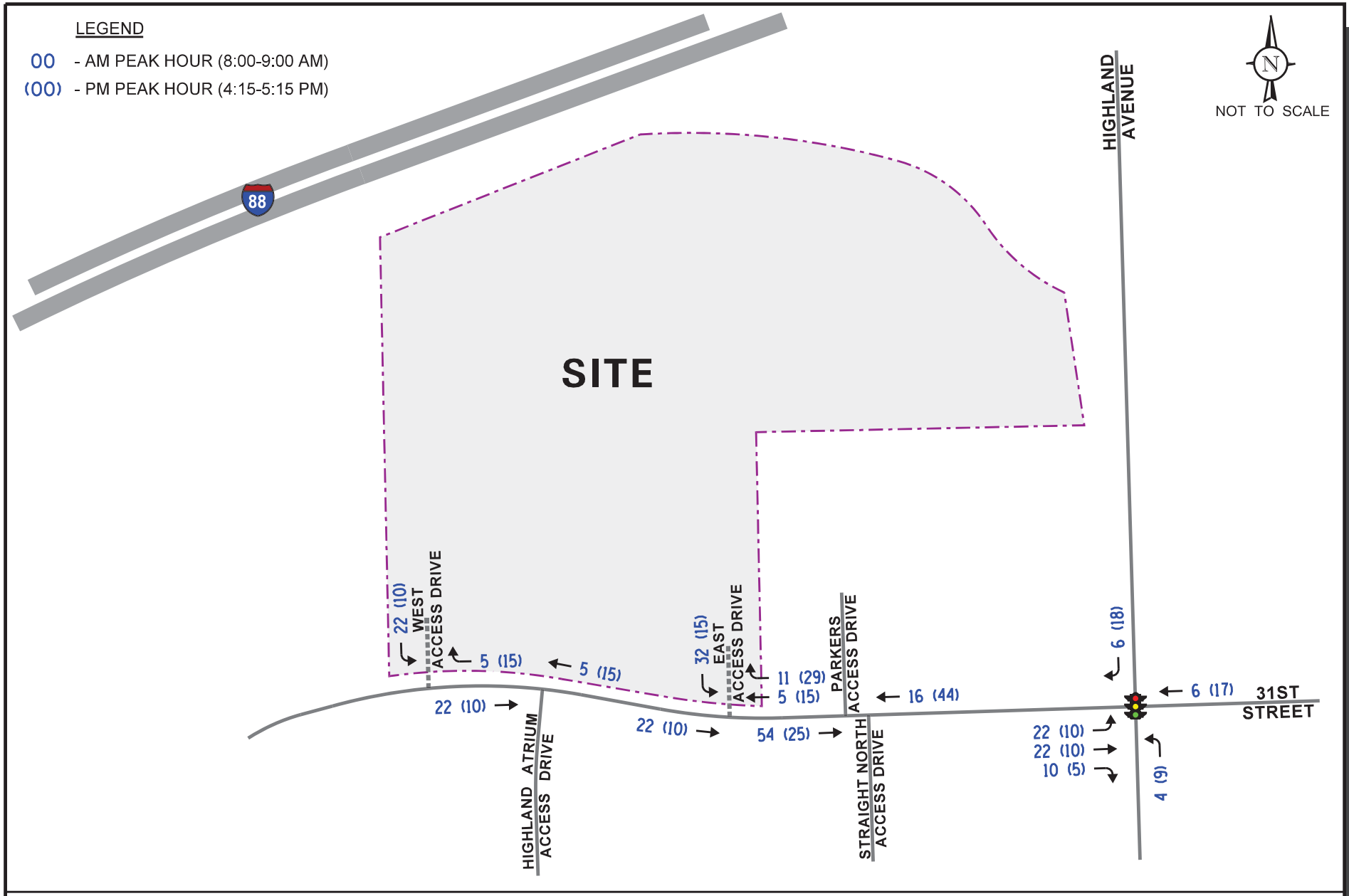
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of approximately 0.5 percent per year for five years for a total of approximately three percent to project Year 2031 background (no-build) conditions, as illustrated in **Figure 7**. A copy of the CMAP letter is included in the Appendix. Additionally, the traffic estimated to be generated by the approximately 60,000 square feet of vacant office space was included in the background traffic conditions.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2031 no-build traffic volumes and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2031 total projected traffic volumes.



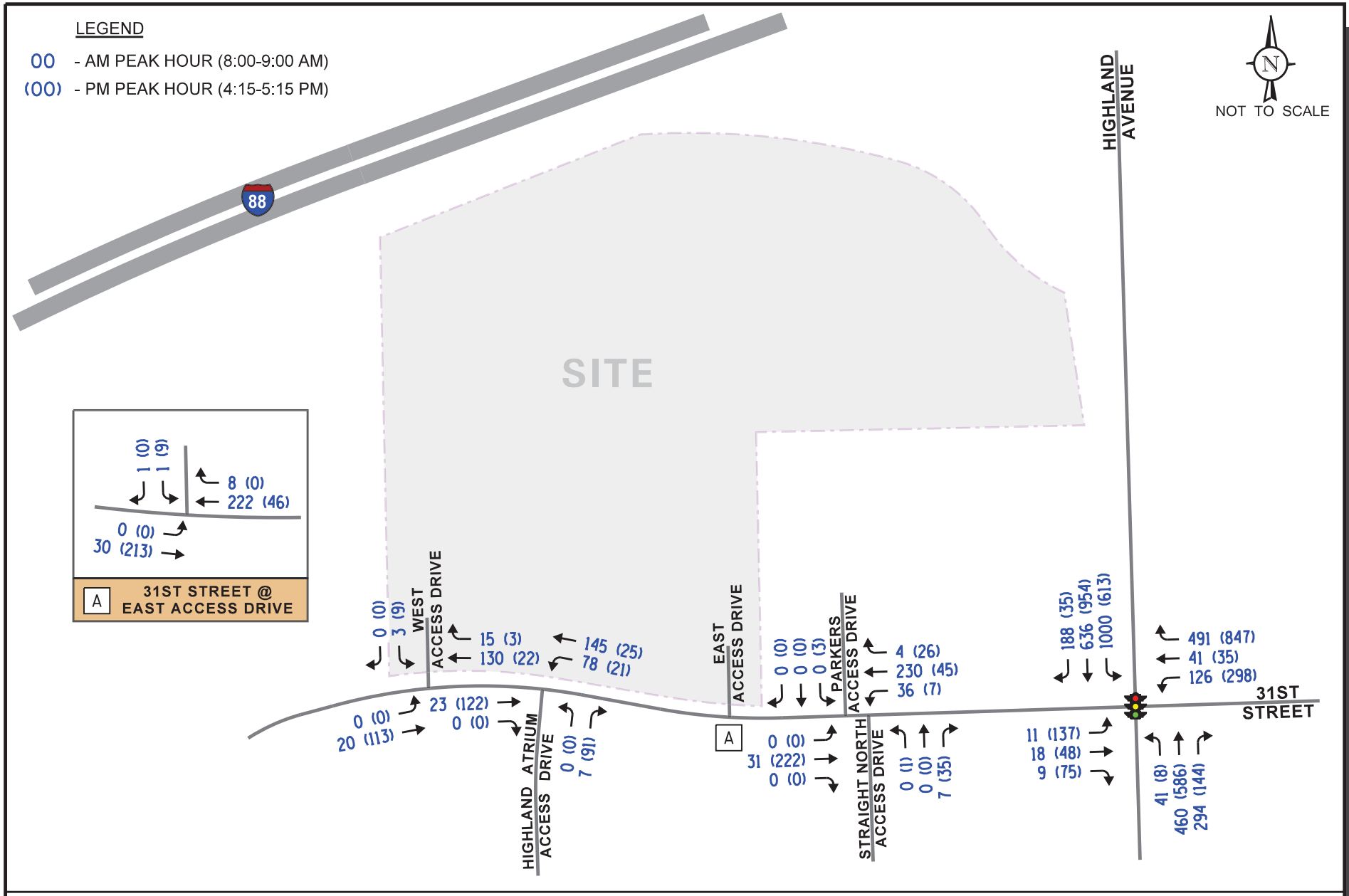
31st Street Apartment Development
Downers Grove, Illinois

Site-Generated Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-111

Figure: 6



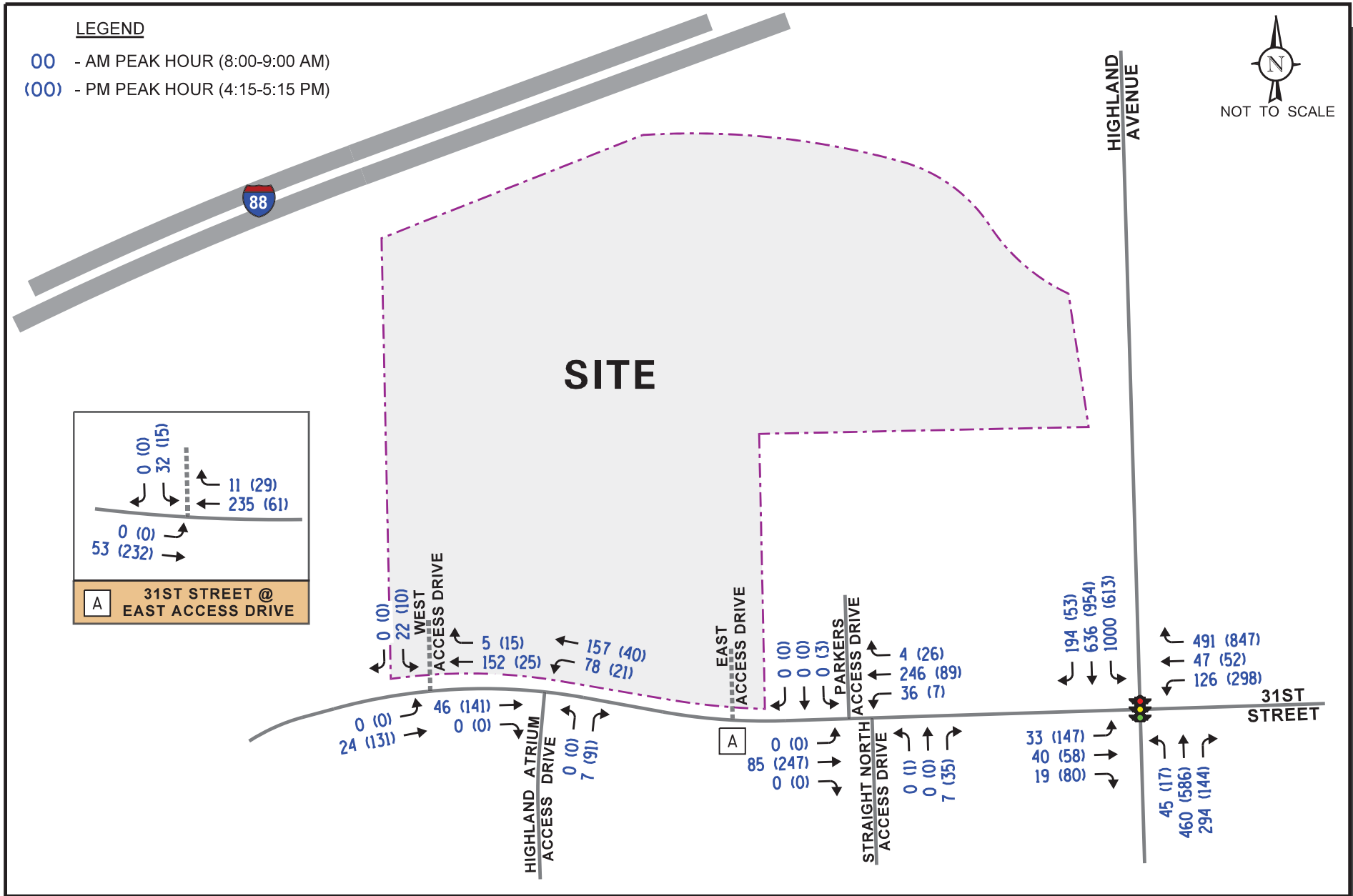
31st Street Apartment Development
Downers Grove, Illinois

Year 2031 No-Build Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-111

Figure: 7



31st Street Apartment Development
Downers Grove, Illinois

Year 2031 Total Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-111 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives currently operate and are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours peak hours for the existing and Year 2031 no-build and total conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM), 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analyses for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2031 no-build and total conditions are presented in **Tables 4** through **7**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	Weekday Morning	E 69.0	E 64.3	A 0.3	E 69.6	E 64.9	A 1.2	E 71.9	D 41.5	B 11.4	C 31.1	A 6.9	A 0.8	C 22.6
		D – 49.1			B – 17.5			C – 31.4			C – 20.1			
	Weekday Evening	E 69.5	E 71.9	A 1.2	E 73.1	E 66.0	C 21.3	E 74.1	C 29.0	A 1.5	E 57.7	B 12.2	A 0.0	C 31.4
		D – 50.3			D – 35.6			C – 24.1			C – 29.4			
No-Build Conditions	Weekday Morning	E 69.8	E 64.5	A 0.2	E 70.5	E 65.6	A 1.6	E 73.0	D 44.3	B 13.7	C 31.7	A 8.3	A 0.9	C 23.8
		D – 50.4			B – 18.8			C – 34.5			C – 20.3			
	Weekday Evening	E 77.9	E 73.1	A 3.2	E 72.8	E 68.7	C 25.5	E 74.4	C 30.0	A 1.6	E 58.5	B 13.4	A 0.0	C 33.6
		E – 55.5			D – 38.8			C – 24.9			C – 30.3			
Projected Conditions	Weekday Morning	E 74.4	E 66.8	A 0.3	E 75.7	E 67.0	A 3.5	E 73.3	D 45.3	B 17.8	C 31.7	A 8.8	A 0.9	C 25.5
		E – 55.9			C -21.7			D – 36.7			C – 20.4			
	Weekday Evening	E 78.8	E 73.8	A 4.0	E 72.8	E 71.3	C 26.8	E 75.8	C 30.4	A 1.6	E 58.5	B 14.1	A 0.4	C 34.6
		E – 56.8			D – 40.2			C – 25.8			C – 30.4			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
31st Street with Parkers Access Drive/Straight North Access Drive				
• Northbound Approach	A	8.4	A	9.1
• Southbound Approach	--	--	A	9.6
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	7.3	A	7.6
31st Street with East Access Drive				
• Southbound Approach	A	9.4	A	9.3
• Eastbound Left Turn	--	--	--	--
31st Street with Highland Atrium Access Drive				
• Northbound Approach	A	8.4	A	8.9
• Westbound Left Turn	A	7.4	A	7.4
31st Street with West Access Drive				
• Southbound Approach	A	9.2	A	8.9
• Eastbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Table 6
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
31st Street with Parkers Access Drive/Straight North Access Drive				
• Northbound Approach	A	8.4	A	9.3
• Southbound Approach	--	--	B	10.3
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	7.3	A	7.8
31st Street with East Access Drive				
• Southbound Approach	A	9.7	A	9.6
• Eastbound Left Turn	--	--	--	--
31st Street with Highland Atrium Access Drive				
• Northbound Approach	A	8.4	A	9.1
• Westbound Left Turn	A	7.4	A	7.5
31st Street with West Access Drive				
• Southbound Approach	A	9.5	A	9.1
• Eastbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Table 7
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
31st Street with Parkers Access Drive/Straight North Access Drive				
• Northbound Approach	A	8.6	A	9.4
• Southbound Approach	--	--	B	10.9
• Eastbound Left Turn	--	--	--	--
• Westbound Left Turn	A	7.5	A	7.8
31st Street with East Access Drive				
• Southbound Approach	B	10.9	A	9.9
• Eastbound Left Turn	--	--	--	--
31st Street with Highland Atrium Access Drive				
• Northbound Approach	A	8.5	A	9.2
• Westbound Left Turn	A	7.5	A	7.6
31st Street with West Access Drive				
• Southbound Approach	A	9.8	A	9.2
• Eastbound Left Turn	--	--	--	--

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

Highland Avenue with 31st Street

The results of the capacity analyses indicate that overall, this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. All of the movements are projected to operate at LOS D or better during the peak hours except for the following:

- Eastbound left-turn and through movements currently operate at LOS E
- Westbound left-turn and through movements currently operate at LOS E
- Northbound left-turn movements currently operate at LOS E

However, this level of service is expected given the long cycle length and prioritization of green time to the northbound and southbound approaches, in particular the southbound left-turn movement, which has a high volume of traffic during the peak hours. Similarly, the westbound right-turn movement operates with an overlap phase and also carries a high volume of traffic during the peak hours.

Under Year 2031 no-build and total projected conditions, the intersection overall is projected to continue operating at LOS C during the peak hours with increases in delay of approximately three seconds over existing conditions. Furthermore, all of the movements are projected to continue to operate at existing levels of service with limited increases in delay. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control modifications will be required.

31st Street with Access Drives

The results of the capacity analyses indicate that under existing conditions, all of the turning movements to/from 31st Street and the existing access drives operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2031 no-build conditions, all of the turning movements are projected to operate at LOS B or better during the peak hours. Under total projected conditions, all of the movements are projected to continue operating at LOS B or better during the peak hours. As such, the existing access drives serving the site will continue to be adequate in accommodating the traffic estimated to be generated by the proposed development, and the occupancy of the subject site for residential units will not have a significant impact on the operations of the other access drives along 31st Street.

Parking Evaluation

As previously indicated, the existing office building will be converted to provide a total of 184 residential units and a total of 612 parking spaces. This results in a parking ratio of 3.3 parking spaces per unit. The Village of Downers Grove Zoning Code indicates that Household Living developments are required to provide parking at a ratio of two spaces per unit. As such, the proposed parking supply will more than exceed the Village zoning requirements.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The existing office building will be repurposed to provide a total of 184 residential units.
- Parking for the development will be provided via 612 total parking spaces and access to the parking spaces will continue to be provided via the existing access drives serving the site.
- The proposed residential units are projected to generate approximately 75 percent fewer trips than the existing office land use.
- The access system will be adequate in accommodating the traffic estimated to be generated by the proposed development.
- The proposed residential development will have a limited impact on the operations of the signalized intersection of Highland Avenue with 31st Street, given that under projected conditions the intersection overall and all the movements will operate at the same LOS as under existing conditions during the peak hours.
- The proposed 612 parking spaces will be more than adequate in accommodating the parking demand for the residential units.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Highland Ave and 31st St TMC - TMC

Tue Apr 7, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387378, Location: 41.831012, -88.010842

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

Leg	31st St						31st St						Highland Ave						Highland Ave						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2026-04-07 7:00AM	3	1	1	0	**5**	0	47	2	13	0	**62**	0	50	78	1	0	**129**	1	17	125	153	0	**295**	0	**491**
7:15AM	0	0	3	0	**3**	0	117	1	26	0	**144**	0	55	109	4	0	**168**	0	21	146	159	1	**327**	0	**642**
7:30AM	6	0	2	0	**8**	0	185	8	28	0	**221**	0	56	119	7	0	**182**	0	24	128	172	0	**324**	0	**735**
7:45AM	0	1	4	0	**5**	0	168	8	25	0	**201**	0	71	148	12	1	**232**	0	22	168	197	0	**387**	0	**825**
Hourly Total	9	2	10	0	**21**	0	517	19	92	0	**628**	0	232	454	24	1	**711**	1	84	567	681	1	**1333**	0	**2693**
8:00AM	2	5	0	0	**7**	0	127	12	39	0	**178**	0	47	103	12	0	**162**	0	35	138	226	0	**399**	0	**746**
8:15AM	1	2	3	0	**6**	0	102	10	33	0	**145**	1	72	116	6	0	**194**	1	38	157	222	0	**417**	0	**762**
8:30AM	1	3	1	0	**5**	0	136	2	21	0	**159**	0	86	118	6	0	**210**	0	31	142	246	0	**419**	0	**793**
8:45AM	3	3	4	0	**10**	1	112	6	29	0	**147**	0	81	110	6	0	**197**	0	30	180	277	0	**487**	0	**841**
Hourly Total	7	13	8	0	**28**	1	477	30	122	0	**629**	1	286	447	30	0	**763**	1	134	617	971	0	**1722**	0	**3142**
4:00PM	19	9	31	0	**59**	0	219	3	81	0	**303**	0	48	126	3	0	**177**	0	6	180	171	0	**357**	0	**896**
4:15PM	8	2	14	0	**24**	0	210	4	65	0	**279**	0	32	163	4	0	**199**	0	7	220	147	1	**375**	0	**877**
4:30PM	16	11	26	0	**53**	0	214	13	71	0	**298**	0	25	130	2	0	**157**	0	4	213	155	0	**372**	0	**880**
4:45PM	9	9	17	0	**35**	0	213	4	69	0	**286**	0	43	130	0	0	**173**	0	14	233	148	0	**395**	0	**889**
Hourly Total	52	31	88	0	**171**	0	856	24	286	0	**1166**	0	148	549	9	0	**706**	0	31	846	621	1	**1499**	0	**3542**
5:00PM	20	12	40	0	**72**	1	185	7	84	0	**276**	0	40	146	1	0	**187**	0	4	260	145	0	**409**	0	**944**
5:15PM	11	6	12	0	**29**	0	183	5	92	0	**280**	0	40	135	3	0	**178**	0	6	245	139	0	**390**	0	**877**
5:30PM	7	9	14	0	**30**	0	155	4	52	0	**211**	0	35	125	0	0	**160**	0	7	226	146	0	**379**	0	**780**
5:45PM	8	7	13	0	**28**	0	138	4	48	0	**190**	0	38	134	0	0	**172**	0	6	200	119	0	**325**	0	**715**
Hourly Total	46	34	79	0	**159**	1	661	20	276	0	**957**	0	153	540	4	0	**697**	0	23	931	549	0	**1503**	0	**3316**
Total	114	80	185	0	**379**	2	2511	93	776	0	**3380**	1	819	1990	67	1	**2877**	2	272	2961	2822	2	**6057**	0	**12693**
% Approach	30.1%	21.1%	48.8%	0%	**-**	-	74.3%	2.8%	23.0%	0%	**-**	-	28.5%	69.2%	2.3%	0%	**-**	-	4.5%	48.9%	46.6%	0%	**-**	-	**-**
% Total	0.9%	0.6%	1.5%	0%	**3.0%**	-	19.8%	0.7%	6.1%	0%	**26.6%**	-	6.5%	15.7%	0.5%	0%	**22.7%**	-	2.1%	23.3%	22.2%	0%	**47.7%**	-	**-**
Lights	111	80	183	0	**374**	-	2471	91	769	0	**3331**	-	813	1953	67	1	**2834**	-	269	2924	2785	2	**5980**	-	12519
% Lights	97.4%	100%	98.9%	0%	**98.7%**	-	98.4%	97.8%	99.1%	0%	**98.6%**	-	99.3%	98.1%	100%	100%	**98.5%**	-	98.9%	98.8%	98.7%	100%	**98.7%**	-	98.6%
Single-Unit Trucks	3	0	1	0	**4**	-	31	2	6	0	**39**	-	4	24	0	0	**28**	-	2	14	27	0	**43**	-	114
% Single-Unit Trucks	2.6%	0%	0.5%	0%	**1.1%**	-	1.2%	2.2%	0.8%	0%	**1.2%**	-	0.5%	1.2%	0%	0%	**1.0%**	-	0.7%	0.5%	1.0%	0%	**0.7%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	5	0	0	0	**5**	-	0	4	0	0	**4**	-	0	7	5	0	**12**	-	21
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0.2%	0%	0%	0%	**0.1%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.2%	0.2%	0%	**0.2%**	-	0.2%
Buses	0	0	1	0	**1**	-	4	0	1	0	**5**	-	2	9	0	0	**11**	-	1	16	5	0	**22**	-	39
% Buses	0%	0%	0.5%	0%	**0.3%**	-	0.2%	0%	0.1%	0%	**0.1%**	-	0.2%	0.5%	0%	0%	**0.4%**	-	0.4%	0.5%	0.2%	0%	**0.4%**	-	0.3%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

HighlandAve and 31st St TMC - TMC
Tue Apr 7, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387378, Location: 41.831012, -88.010842

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
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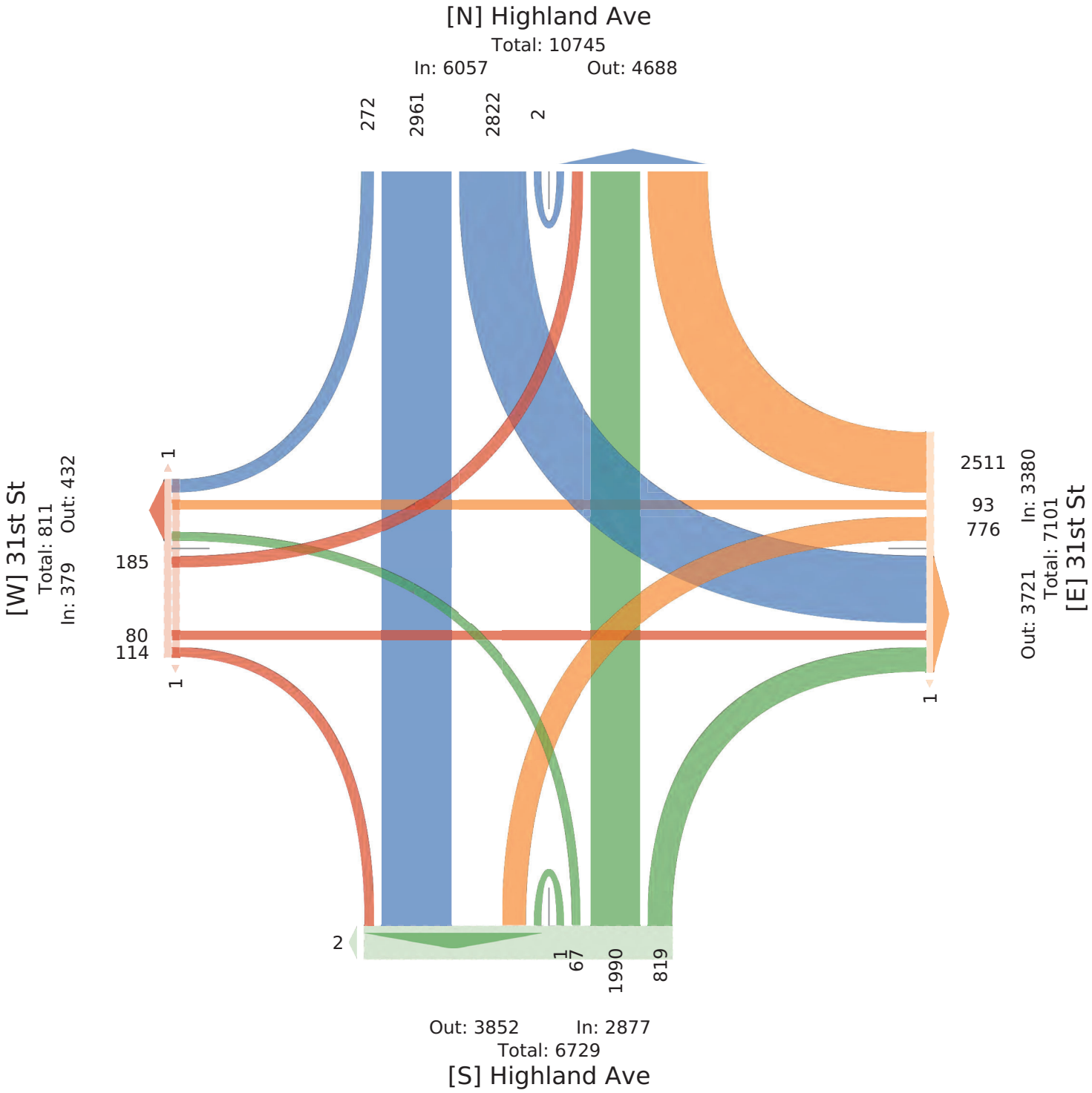

Highland Ave and 31st St TMC - TMC

Tue Apr 7, 2026

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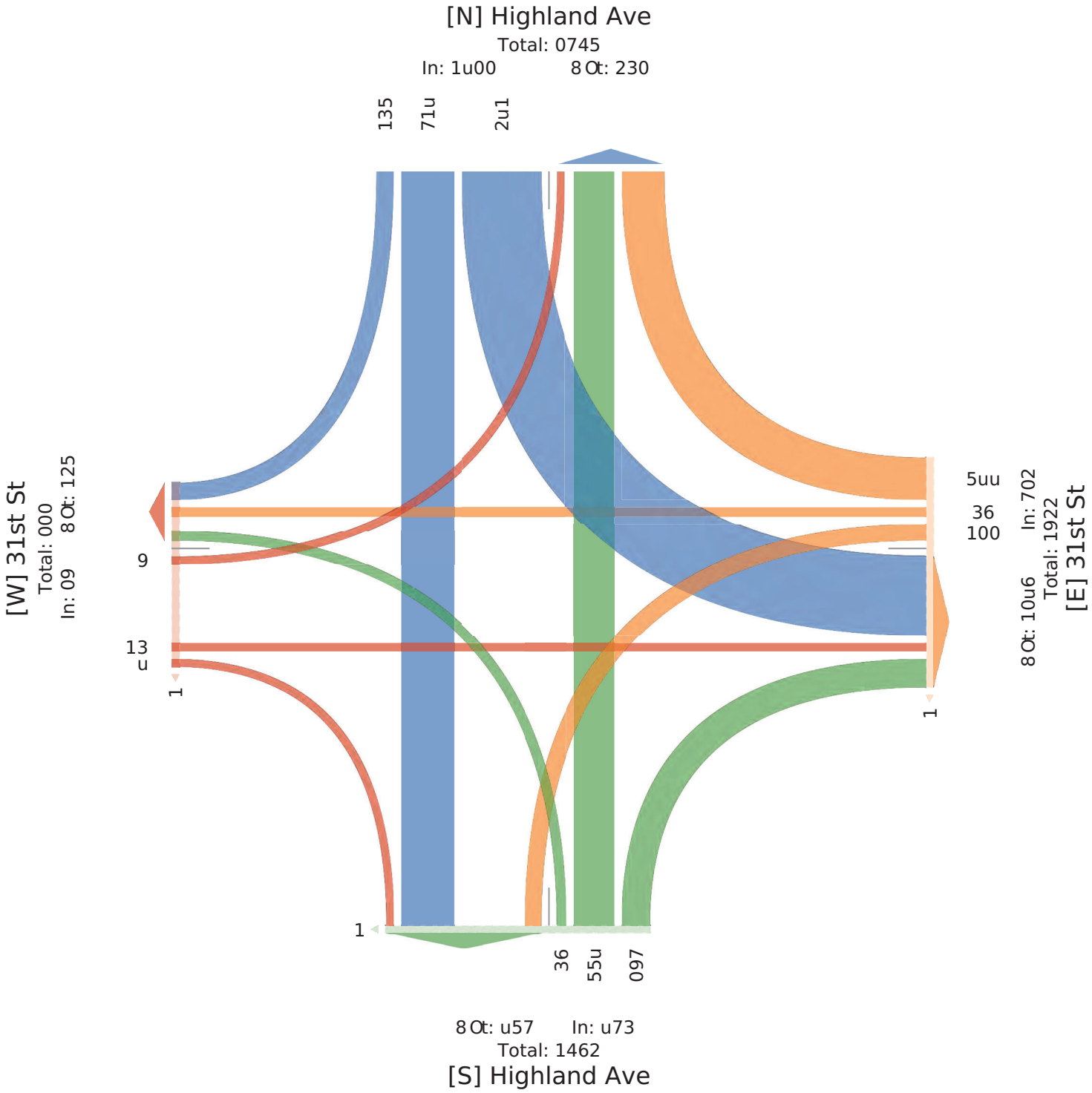
i)SC-ehUS)s Trucn4	0	0	:	0	**:**	h	: 3	0	2	0	**: 6**	h	2	: :	0	0	**: 1**	h	:	3	: :	0	**: 6**	h	36
*** i)SC-ehUS)s Trucn4**	0*	0*	: 28H*	0*	**186***	h	28(*	0*	: 86*	0*	**28H***	h	087*	28H*	0*	0*	**: 87***	h	087*	086*	: 8 *	0*	**08(***	h	: 8H*
Ars)cu-Lsek Trucn4	0	0	0	0	**0**	h	:	0	0	0	**:**	h	0	0	0	0	**0**	h	0	2	:	0	**1**	h	3
*** Ars)cu-Lsek Trucn4**	0*	0*	0*	0*	**0***	h	082*	0*	0*	0*	**082***	h	0*	0*	0*	0*	**0***	h	0*	081*	08 *	0*	**082***	h	08 *
d u4e4	0	0	0	0	**0**	h	2	0	0	0	**2**	h	0	2	0	0	**2**	h	0	H	0	0	**H**	h	(
*** d u4e4**	0*	0*	0*	0*	**0***	h	083*	0*	0*	0*	**081***	h	0*	083*	0*	0*	**081***	h	0*	08 *	0*	0*	**081***	h	081*
d)cBc-e4 yS o yLk	0	0	0	0	**0**	h	0	0	0	0	**0**	h	0	0	0	0	**0**	h	0	0	0	0	**0**	h	0
*** d)cBc-e4 yS o yLk**	0*	0*	0*	0*	**0***	h	0*	0*	0*	0*	**0***	h	0*	0*	0*	0*	**0***	h	0*	0*	0*	0*	**0***	h	0*
l eke4sr)LS4	h	h	h	h	h	:	h	h	h	h	h	:	h	h	h	h	h	:	h	h	h	h	h	0	
* l eke4sr)LS4	h	h	h	h	h: 00*		h	h	h	h	h: 00*		h	h	h	h	h: 00*		h	h	h	h	h	h	h

N l eke4sr)LS4 LSk d)cBc-e4 yS 9 ry44wL-n8P DPefs, o Do)Cas, TDTaru, UDUhTurS

Highland Ave and 31st St TMC - TMC
Tue Apr 7, 2026
AM Peak (8 AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387378, Location: 41.831012, -88.010842

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



Highland Ave and 31st St TMC - TMC

Tue Apr 7, 2026

Fl FeLn g h(MFl - Mk(MFl 9 - 4 PerL)) FeLn Caur

A)) s)Liiei gSlckd, BUyc)e-o ylcl TruRni, ArdURu)Lcev TruRni, muiei, Feveid-ULyi, mURl R)ei ay DaLv9

A)) l aPe: eydl

13 h(8. 787. , SaRLcdayht (b 8(0(2, -. . b0(0. t 2

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

FraPUyev KI hOeylc SUyvcrey 4 'CLrL AKaayL, 1yRb
HM7M5 bCUcclyi Dvb, BuUde t 00,
Daie: ayd, 1S, 600(. , o B

Sec 3 UeRdiy	8(idBd WLidKauyv						8(idBd 5 eidKauyv						Clck)Lyv APe EardkKauyv						Clck)Lyv APe BaudkKauyv						
TUe	D	T	S	o	App	FevN	D	T	S	o	App	FevN	D	T	S	o	App	FevN	D	T	S	o	App	FevN	lyd
2026-0t-07 t h(MFl	.	2	(t	0	2t	0	2(0	t	6M	0	27H	0	82	(68	t	0	(HH	0	7	220	(t 7	(	87M	0	. 77
t h80Fl	(6	((	26	0	M8	0	2(t	(8	7(	0	2H	0	2M	(80	2	0	(M7	0	t	2(8	(MM	0	872	0	. . 0
t h t MFl	H	H	(7	0	8M	0	2(8	t	6H	0	2. 6	0	t 8	(80	0	0	(78	0	(t	288	(t .	0	8HM	0	. . H
Mk00Fl	20	(2	t 0	0	72	(	(. M	7	. t	0	276	0	t 0	(t 6	(	0	(. 7	0	t	260	(t M	0	t 0H	0	H t
Tadl)	M8	8t	H7	0	(. t	(	. 22	2.	2. H	0	((8H	0	(t 0	M6H	7	0	7(6	0	2H	H26	MHM	(	(MM(	0	8MH0
* AppraLRk	2. b *	(. hMf	M2h7*	0*	-	-	72h2*	2hMf	2Mh *	0*	-	-	(Hh6*	7HhMf	(h0*	0*	-	-	(hH*	MHh7*	8. h1 *	0h(*	-	-	-
* Tadl)	(hMf	0hH*	2h7*	0*	Mk(*	-	22hH*	0b *	. h(*	0*	8(h7*	-	8hH*	(Mh *	0h2*	0*	(HhH*	-	0b *	2Mh *	(6h6*	0*	t 8h2*	-	-
FC%	0h668	0h70.	0h606	-	0h68H	-	0hH60	0hM8.	0b 60	-	0hHM6	-	0b (t	0b 78	0h8.	-	0b HH	-	0hM(.	0b H0	0hH60	0h2M0	0hH .	-	0hHM(
Slckd	M2	8t	H7	0	(. 8	-	. ((	27	2. 6	0	((2t	-	(t 0	M68	7	0	7(0	-	2H	H2(	M 6	(	(M87	-	8MM
* Slckd	H h(*	(00*	(00*	0*	HHhMf	-	H h7*	H6h1 *	HHh0*	0*	H h7*	-	(00*	H hH*	(00*	0*	HHh2*	-	(00*	HHhMf	H hMf	(00*	HHh(*	-	HHh0*
BUyc)e-o ylcl TruRni	(	0	0	0	(	-	.	(	2	0	((	-	0	2	0	0	2	-	0	0	M	0	M	-	(H
* BUyc)e-o ylcl TruRni	(hH*	0*	0*	0*	0hMf	-	(h0*	8h6*	0h7*	0*	(h0*	-	0*	0h1 *	0*	0*	0h8*	-	0*	0*	0b *	0*	0h8*	-	0hMf
ArdURu)Lcev TruRni	0	0	0	0	0	-	2	0	0	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	t
* ArdURu)Lcev TruRni	0*	0*	0*	0*	0*	-	0h2*	0*	0*	0*	0h2*	-	0*	0*	0*	0*	0*	-	0*	0h2*	0*	0*	0h(*	-	0h(*
muiei	0	0	0	0	0	-	(	0	(	0	2	-	0	t	0	0	t	-	0	8	t	0	7	-	(8
* muiei	0*	0*	0*	0*	0*	-	0h(*	0*	0h8*	0*	0h2*	-	0*	0h7*	0*	0*	0h6*	-	0*	0h8*	0h7*	0*	0hMf	-	0h1 *
mURl R)ei ay DaLv	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
* mURl R)ei ay DaLv	0*	0*	0*	0*	0*	-	0*	0*	0*	0*	0*	-	0*	0*	0*	0*	0*	-	0*	0*	0*	0*	0*	-	0*
Feveid-ULyi	-	-	-	-	-	(	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
* Feveid-ULyi	-	-	-	-	-	(00*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

N Feveid-ULyi Lyv mURl R)ei ay s raiiwL)nbShSefd, DhDUckd, ThTkru, o ho -Tury

Highland Ave and 31st St TMC - TMC

Tue Apr 7, 2026

MP Meak (8-9) MP l)-9) MP Cl s Leraii Meak g hur

Aii t iaSSeS (n UdBS, yUdcielRoUBTruvkS, ArBVuiaBmTruvkS, I uSeS, MemeSBUdoS,

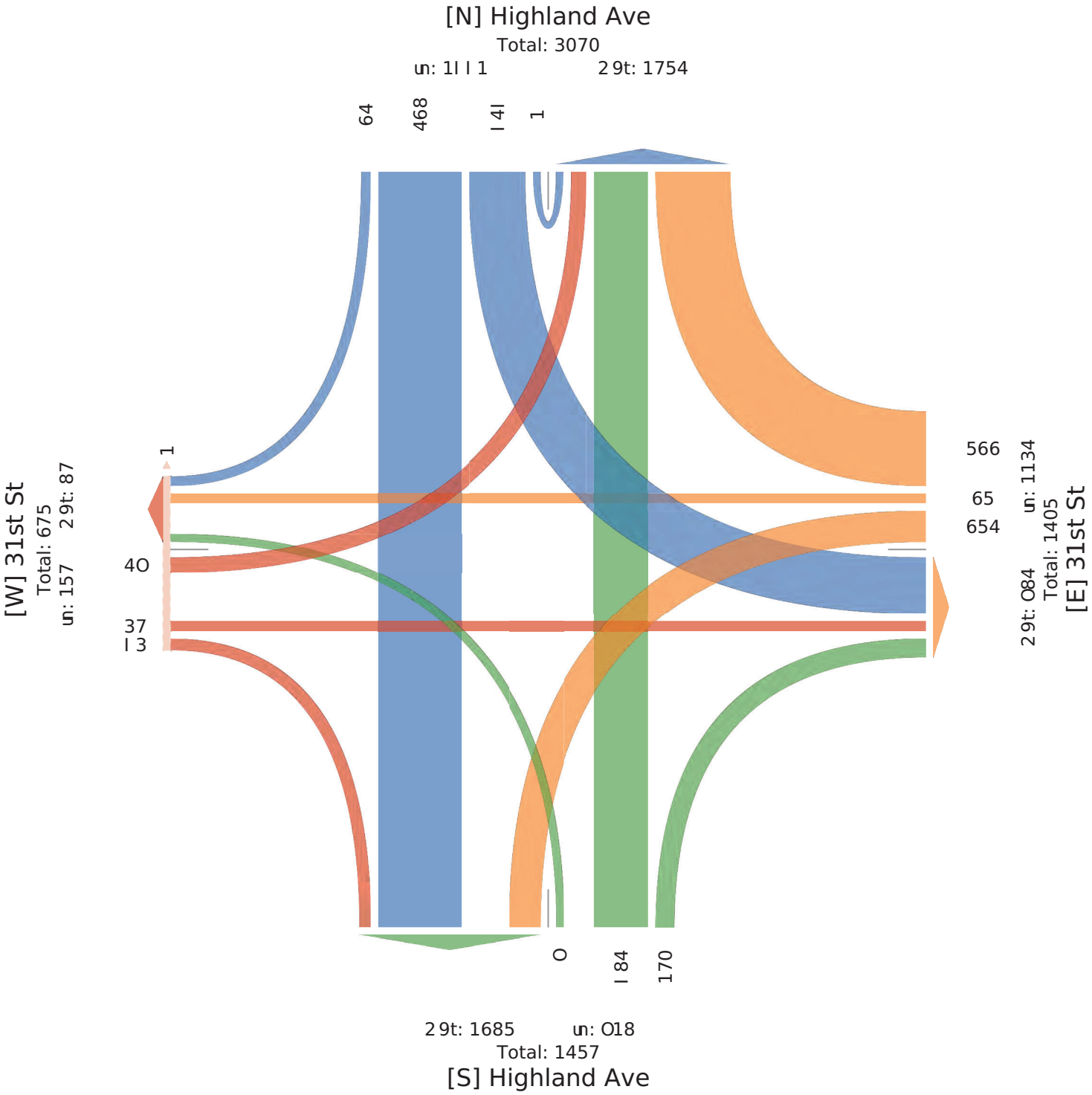
I UVDvieSho : hamC

Aii P hLe1 eoBS

34 - 9. b7. 7b, nhvaBho- 89K5. 9092, lbbK090b82

MhLUmemCD-' eoUd n Umcreo s Ig ara ACnhoa, 3ovK

5) 7) WKg UdcUdS: mK,yuUB 800, : hSe1 hoB,3n, 6009b, Ry



31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387380, Location: 41.830954, -88.014097

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

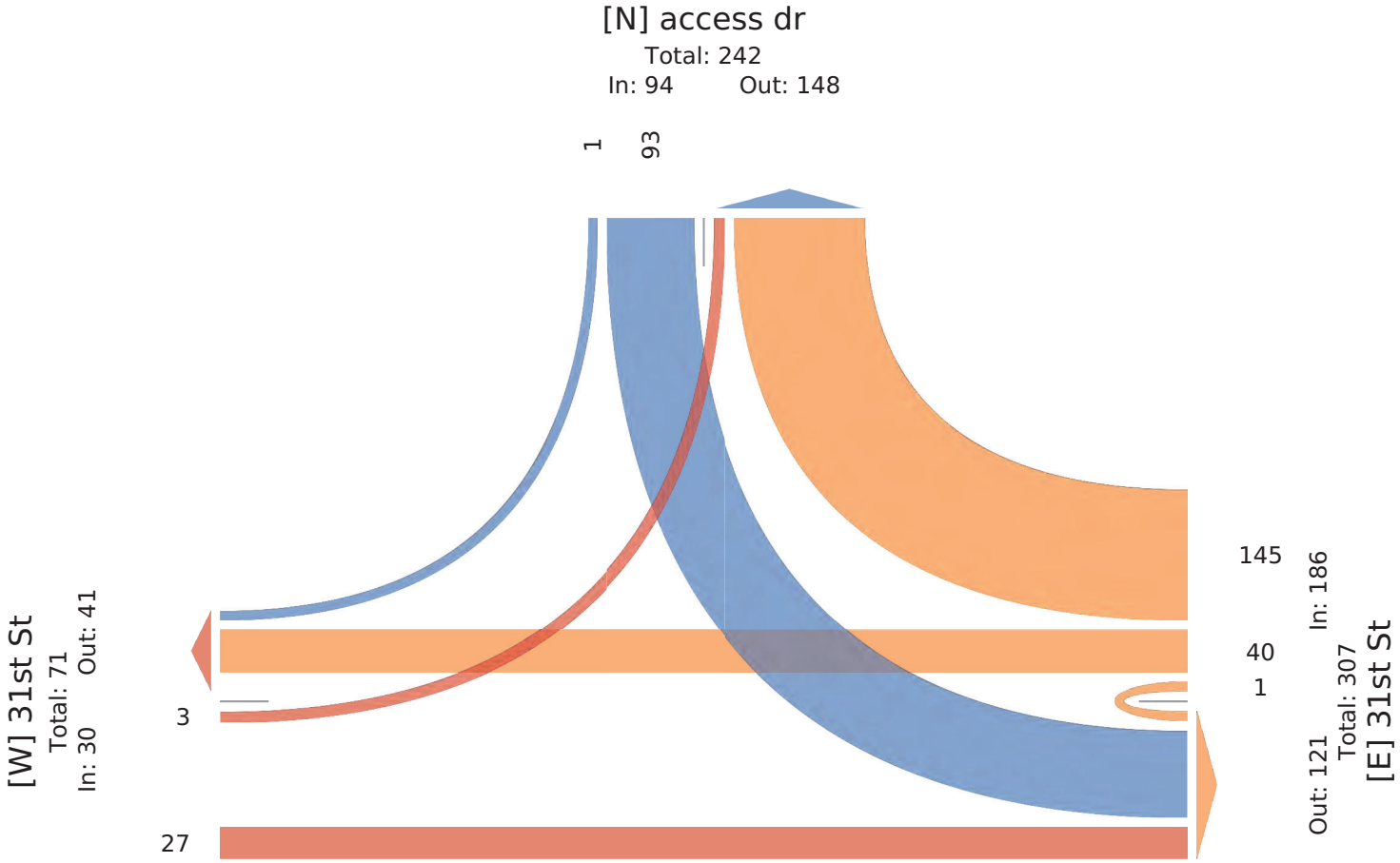
Leg	31st St					31st St					access dr					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-26 7:00AM	0	0	0	**0**	0	4	9	0	**13**	0	0	1	0	**1**	0	**14**
7:15AM	0	0	0	**0**	0	11	3	0	**14**	0	0	2	0	**2**	0	**16**
7:30AM	0	1	0	**1**	0	18	3	0	**21**	0	0	1	0	**1**	0	**23**
7:45AM	1	0	0	**1**	0	19	2	0	**21**	0	0	1	0	**1**	0	**23**
Hourly Total	1	1	0	**2**	0	52	17	0	**69**	0	0	5	0	**5**	0	**76**
8:00AM	1	1	0	**2**	0	19	6	1	**26**	0	0	3	0	**3**	0	**31**
8:15AM	1	1	0	**2**	0	15	8	0	**23**	0	0	2	0	**2**	0	**27**
8:30AM	1	0	0	**1**	0	12	0	0	**12**	0	0	2	0	**2**	0	**15**
8:45AM	0	0	0	**0**	0	22	3	0	**25**	0	0	2	0	**2**	0	**27**
Hourly Total	3	2	0	**5**	0	68	17	1	**86**	0	0	9	0	**9**	0	**100**
4:00PM	5	0	0	**5**	0	2	2	0	**4**	0	0	5	0	**5**	0	**14**
4:15PM	3	0	0	**3**	0	2	1	0	**3**	0	0	5	0	**5**	0	**11**
4:30PM	1	0	0	**1**	0	6	0	0	**6**	0	0	22	0	**22**	0	**29**
4:45PM	3	0	0	**3**	0	1	0	0	**1**	0	1	16	0	**17**	0	**21**
Hourly Total	12	0	0	**12**	0	11	3	0	**14**	0	1	48	0	**49**	0	**75**
5:00PM	4	0	0	**4**	0	4	0	0	**4**	0	0	15	0	**15**	0	**23**
5:15PM	5	0	0	**5**	0	4	1	0	**5**	0	0	11	0	**11**	0	**21**
5:30PM	2	0	0	**2**	0	4	0	0	**4**	0	0	3	0	**3**	0	**9**
5:45PM	0	0	0	**0**	0	2	2	0	**4**	0	0	2	0	**2**	0	**6**
Hourly Total	11	0	0	**11**	0	14	3	0	**17**	0	0	31	0	**31**	0	**59**
Total	27	3	0	**30**	0	145	40	1	**186**	0	1	93	0	**94**	0	**310**
% Approach	90.0%	10.0%	0%	**-**	-	78.0%	21.5%	0.5%	**-**	-	1.1%	98.9%	0%	**-**	-	-
% Total	8.7%	1.0%	0%	**9.7%**	-	46.8%	12.9%	0.3%	**60.0%**	-	0.3%	30.0%	0%	**30.3%**	-	-
Lights	27	3	0	**30**	-	142	40	1	**183**	-	1	91	0	**92**	-	305
% Lights	100%	100%	0%	**100%**	-	97.9%	100%	100%	**98.4%**	-	100%	97.8%	0%	**97.9%**	-	98.4%
Single-Unit Trucks	0	0	0	**0**	-	3	0	0	**3**	-	0	2	0	**2**	-	5
% Single-Unit Trucks	0%	0%	0%	**0%**	-	2.1%	0%	0%	**1.6%**	-	0%	2.2%	0%	**2.1%**	-	1.6%
Articulated Trucks	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%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387380, Location: 41.830954, -88.014097

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026

F M l Lae ngt(0 F M 7 At(0 F M- 79 4LraPPl Lae) Cur

F PPs PaiiLi nSUchki, dUBcPL7y BUkTruoei, F rkUouPakLR Truoei, v uiLi, l LRLikrUaBi, v UomoPLi CB I CaR-

F PPMC4LD LBki

:1 t 3(Ag(A0, SCoakUCBt 83.A(05b8, 7AA03805g

l rC4URLR Kmt OLBUc SUBRcrLB 9 ') ara F KCCBa, :Bo.

5bgb H .) UcUBi I R, duUL 800, I CiLD CBk, :S, 6003A, y d

SLc 1 UoLokUCB	(3ikdk WaikKCuBR					(3ikdk H LikKCuBR					aooLii Rr dCukhKCuBR					
TUDL	T	S	y	**FEE**	l LRp	I	T	y	**FEE**	l LRp	I	S	y	**FEE**	l LRp	**:Bk**
202670(726 gt(0F M	0	3	0	**3**	0	3A	(	0	**23**	0	0	3	0	**3**	0	**2(**
gt8bF M	3	0	0	**3**	0	35	2	0	**23**	0	0	3	0	**3**	0	**2(**
At00F M	3	3	0	**2**	0	35	6	3	**26**	0	0	(	0	**(**	0	**(3**
At3bF M	3	3	0	**2**	0	3b	A	0	**2(**	0	0	2	0	**2**	0	**2g**
TCiaP	(	(	0	**6**	0	g3	35	3	**53**	0	0	g	0	**g**	0	**308**
*** FEErCaoh**	b0.0*	b0.0*	0*	**7**	7	gA0*	20.5*	3.3*	**7**	7	0*	300*	0*	**7**	7	7
*** TCiaP**	2.5*	2.5*	0*	**b.A***	7	6A(*	3A(*	3.0*	**Ag.b***	7	0*	6.g*	0*	**6.g***	7	7
l) %	0.gb0	0.gb0	7	**0.gb0**	7	0.5(8	0.b58	0.2b0	**0.Agb**	7	7	0.bA(	7	**0.bA(**	7	0.A(5
SUchki	(	(	0	**6**	7	g3	35	3	**53**	7	0	g	0	**g**	7	308
*** SUchki**	300*	300*	0*	**300***	7	300*	300*	300*	**300***	7	0*	300*	0*	**300***	7	300*
dUBcPL7y BUkTruoei	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** dUBcPL7y BUkTruoei**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
F rkUouPakLR Truoei	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** F rkUouPakLR Truoei**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
v uiLi	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** v uiLi**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
v UomoPLi CB I CaR	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** v UomoPLi CB I CaR**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
l LRLikrUaBi	7	7	7	7	0	7	7	7	7	0	7	7	7	7	0	
* l LRLikrUaBi	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

P l LRLikrUaBi aBR v UomoPLi CB s rCiiwaPe. St SLfk, I t I Uchk, Tt Thru, y t y 7TurB

31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387380, Location: 41.830954, -88.014097

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
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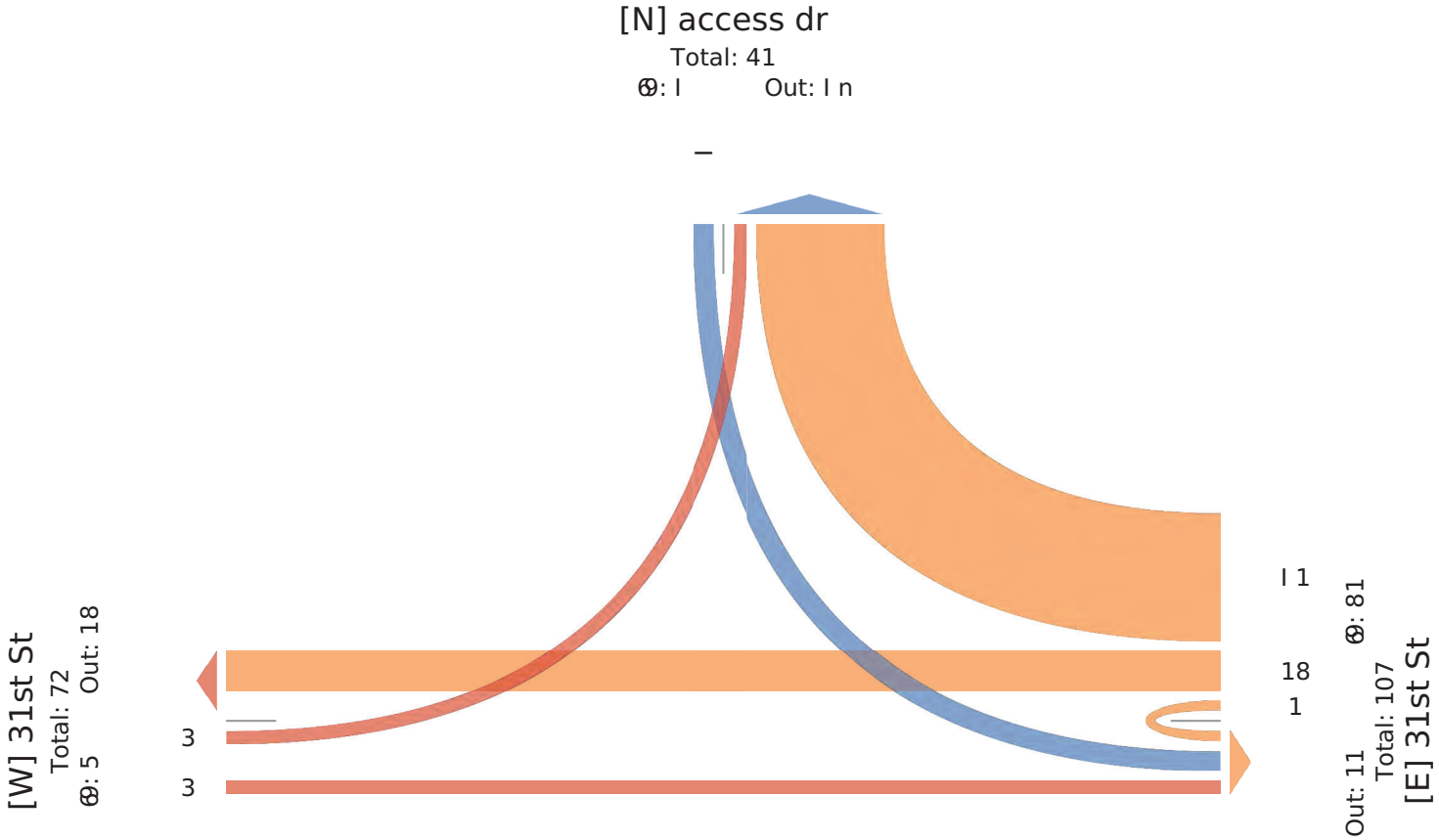


31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026
FM Fl aL eng: 0 FM (7g: 0 FMA
- 9 94 9 aPPl Pe) GshiP, SGLs 9 l (c UG TrukLP, - riGku9 ail d TrukLP, BuPl P, Fl dl PirGaUP, BGkyk9 l PoURoadA
- 9 9 Movl ml UiP
IDg: t 13t 10,) okaiGoUgn: 8 1t 0. 7n, (118 0: n0. 3

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

FrovGdl d 5ygb l UGs) GLds rl UKO ara - 5ooUa, IUk8
. 737 H 8' GsGLP Rd8, SuGl n00, RoPl moUi, I) , 600: 1, c S

) l s DGl kiGoU	t : Pi Si WaPi5ouUd					t : Pi Si H l Pi5ouUd					akkl PPdr Souih5ouUd					
TGnl	T	)	c	- EE	Fl dp	R	T	c	- EE	Fl dp	R	)	c	- EE	Fl dp	IUi
2026(0t (26 ng 0FM	:	0	0	:	0	6	0	0	6	0	0	22	0	22	0	2.
ngn7FM	t	0	0	t	0	:	0	0	:	0	:	: 6	0	: 3	0	2:
7g0FM	n	0	0	n	0	n	0	0	n	0	0	: 7	0	: 7	0	2t
7g 7FM	7	0	0	7	0	n	:	0	7	0	0	: :	0	: :	0	2:
Toia9	: t	0	0	: t	0	: 7	:	0	: 6	0	:	6n	0	67	0	. n
* - EEroakh	: 00*	0*	0*	(	(	. t 8l*	68 *	0*	(	(	: 87*	. 187*	0*	(	(	(
* Toia9	: t 8l*	0*	0*	: t 8l*	(	: 68 0*	: 8 *	0*	: 38 0*	(	: 8 *	618 *	0*	6. 8 *	(	(
F' %	08670	(	(	08670	(	08627	08270	(	08663	(	08270	08323	(	08 3t .	(	08l: 0
) GshiP	: t	0	0	: t	(	: n	:	0	: 7	(	:	6n	0	67	(	. t
*) GshiP	: 00*	0*	0*	: 00*	(	. t 8 *	: 00*	0*	. t 8l*	(	: 00*	: 00*	0*	: 00*	(	. 18 *
SGLs 9 l (c UG TrukLP	0	0	0	0	(	:	0	0	:	(	0	0	0	0	(	:
* SGLs 9 l (c UG TrukLP	0*	0*	0*	0*	(	68 3*	0*	0*	68 *	(	0*	0*	0*	0*	(	: 8 *
- riGku9 ail d TrukLP	0	0	0	0	(	0	0	0	0	(	0	0	0	0	(	0
* - riGku9 ail d TrukLP	0*	0*	0*	0*	(	0*	0*	0*	0*	(	0*	0*	0*	0*	(	0*
BuPl P	0	0	0	0	(	0	0	0	0	(	0	0	0	0	(	0
* BuPl P	0*	0*	0*	0*	(	0*	0*	0*	0*	(	0*	0*	0*	0*	(	0*
BGkyk9 l PoURoad	0	0	0	0	(	0	0	0	0	(	0	0	0	0	(	0
* BGkyk9 l PoURoad	0*	0*	0*	0*	(	0*	0*	0*	0*	(	0*	0*	0*	0*	(	0*
Fl dl PirGaUP	(	(	(	(	0	(	(	(	(	0	(	(	(	(	0	
* Fl dl PirGaUP	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

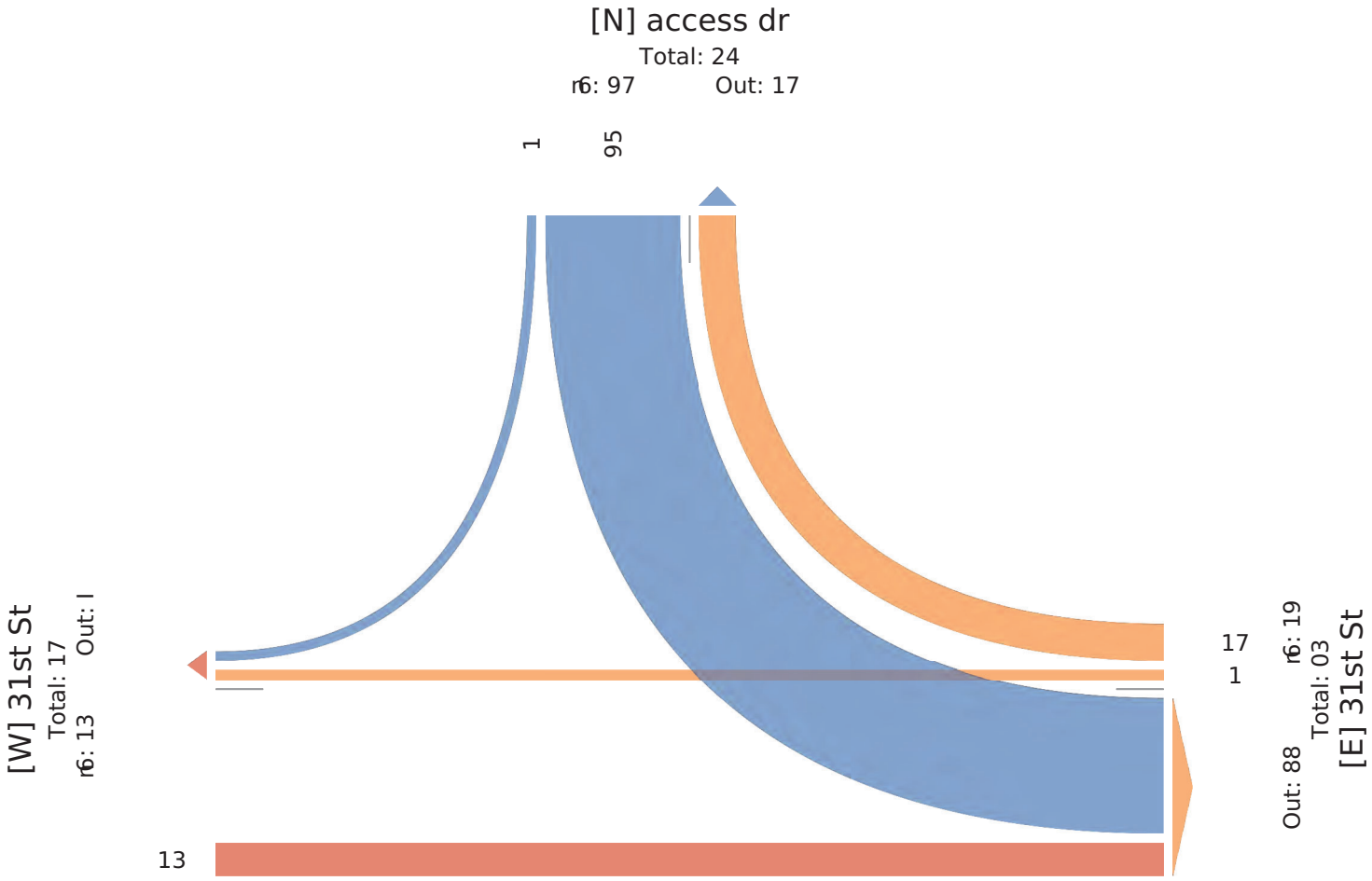
P Fl dl PirGaUP aUd BGkyk9 l PoU4 roPPwa9 L8) g) l fi, RgRGshi, TgThru, c gc (TurU

31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026
AM APae k(7: 0 AM 3 - 7: 0 AM8
) C0Dv CallPl kHoChsl, LciCOP3g i os Trut el,) rsotuCasPS Trut el, n ul Pl, APSPlsrcail,
n ct Ut OPl ci d caS8
) C0DMcBPy Pi sl
Rm7I : D1: D0, Hct asoci 7(I 4D: 0. - (, 3DD40I (0. 1

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

ArcBoSPS 9U75 PioC Hoi SCrPi b K ara) 9cci a,
Rt 4
. - 1- W4' oCCoi l d S4, LuosP (00,
d cl Py ci s, RH, 600I D, g L



31st St and Eastern Access Dr TMC - TMC

Tue A pr 7, 2707,
6eHFl Lngtu h(MA -9 MA 24 PA -, PA)
MHFCFpaaLa hl sguta2i sngHL-S nst TreUca2MrtsUeEptLk TreUca2d eaLa2PLkLatrspna2 d sUBUHLa yn o ypk)
MHFA yRLv Lnta
mh D: 13(13, 2l yUptsynD4: 83109((2-3380: : 9(7

PryRskLk . BDb Lnsg l snkgrLn KO prp M. yynp2 mU8
9H(H5 8' sggsna o k82i estL 4002
o yaLv ynt2mh 2, 00: 32S i

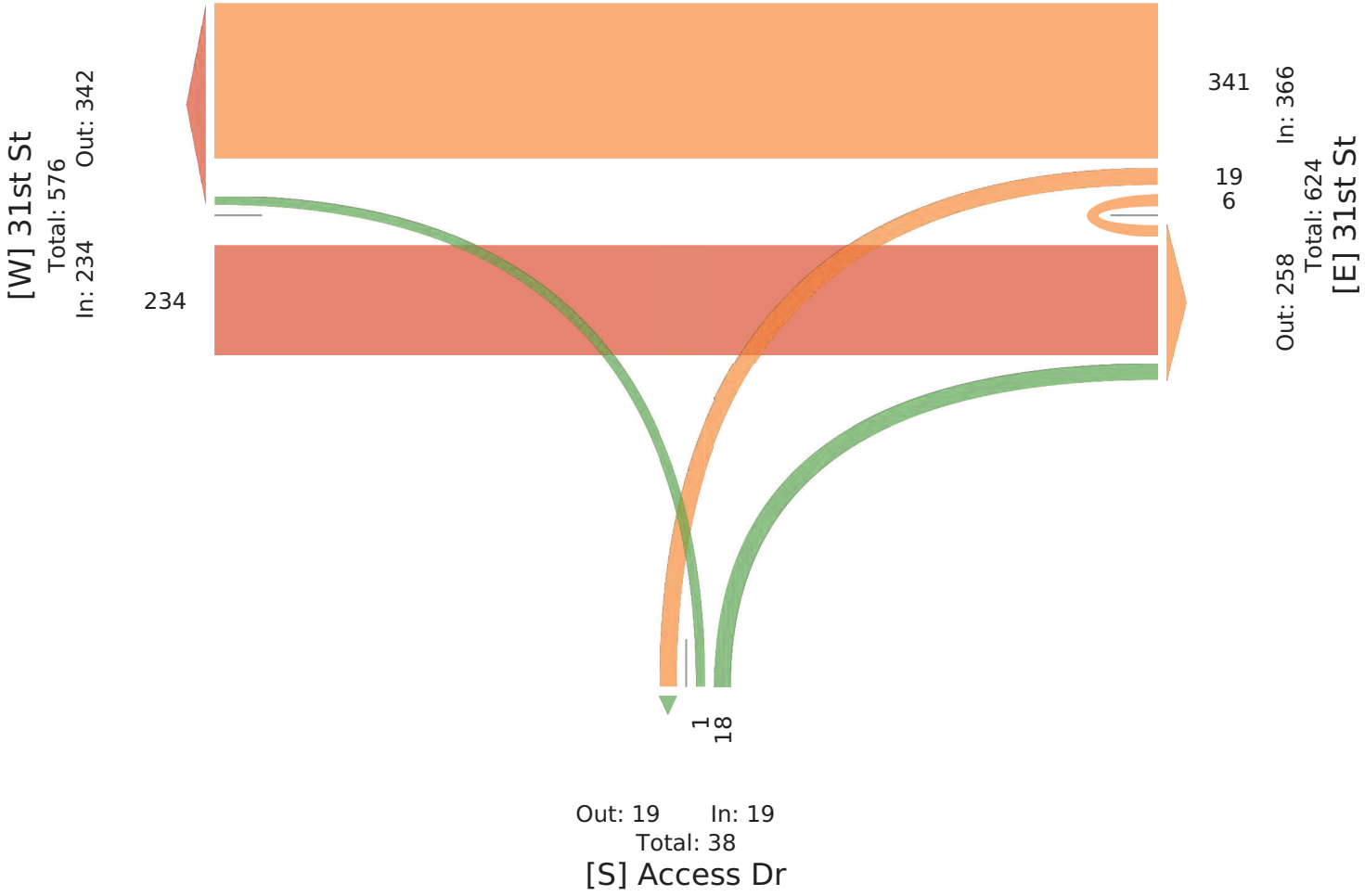
l Lg I srLUtsyn	1: at i t Wpat. yenk					1: at i t 5 Lat. yenk					MUULaa I r Eyrtu. yenk					
Tsv L	o	T	S	**MNN**	PLk*	T	l	S	**MNN**	PLk*	o	l	S	**MNN**	PLk*	**mt**
707, -01-7, (D0MA	0	:	0	**:**	0	: 7	0	0	**: 7**	0	0	0	0	**0**	0	**: 1**
(DHMA	0	7	0	**7**	0	74	1	0	**7(**	0	7	0	0	**7**	0	**1:**
(D0MA	0	1	0	**1**	0	1:	1	0	**14**	0	7	0	0	**7**	0	**19**
(4HMA	0	H	0	**H**	0	43	7	0	**HD**	0	:	0	0	**:**	0	**H,**
' yerHB TytpF	0	: :	0	**: :**	0	: : H	3	0	**: 71**	0	H	0	0	**H**	0	**: 19**
3D0MA	0	3	0	**3**	0	13	:	0	**19**	0	0	0	0	**0**	0	**4(**
3DHMA	0	1	0	**1**	0	13	7	0	**40**	0	0	0	0	**0**	0	**41**
3D0MA	0	1	0	**1**	0	7,	7	0	**73**	0	0	0	0	**0**	0	**1:**
3 4HMA	0	4	0	**4**	0	70	7	:	**71**	0	1	0	0	**1**	0	**10**
' yerHB TytpF	0	: 3	0	**: 3**	0	: 77	(	:	**: 10**	0	1	0	0	**1**	0	**: H**
4D0PA	0	: 3	0	**: 3**	0	: 7	0	:	**: 1**	0	7	0	0	**7**	0	**11**
4DHPA	0	: 4	0	**: 4**	0	70	:	:	**77**	0	4	0	0	**4**	0	**40**
4D0PA	0	19	0	**19**	0	: (	0	0	**: (**	0	0	0	0	**0**	0	**H,**
4 4HPA	0	74	0	**74**	0	: 7	0	:	**: 1**	0	0	0	0	**0**	0	**1(**
' yerHB TytpF	0	9H	0	**9H**	0	, :	:	1	**, H**	0	,	0	0	**,**	0	**: , ,**
HD0PA	0	40	0	**40**	0	: 4	:	0	**: H**	0	7	:	0	**1**	0	**HB**
HDHPA	0	17	0	**17**	0	: 0	:	:	**: 7**	0	0	0	0	**0**	0	**44**
HD0PA	0	74	0	**74**	0	: 7	0	:	**: 1**	0	0	0	0	**0**	0	**1(**
H 4HPA	0	: 4	0	**: 4**	0	(	:	0	**3**	0	7	0	0	**7**	0	**74**
' yerHB TytpF	0	: : 0	0	**: : 0**	0	41	1	7	**43**	0	4	:	0	**H**	0	**: , 1**
TytpF	0	714	0	**714**	0	14:	: 9	,	**1, ,**	0	: 3	:	0	**: 9**	0	**, : 9**
% MNNypUu	0%	: 00%	0%	**-**	-	918 7%	HB7%	: 8, %	**-**	-	948(%	HB1%	0%	**-**	-	-
% TytpF	0%	1(83%	0%	**1(83%**	-	HHB %	18 %	: 80%	**HD98 %**	-	789%	087%	0%	**18 %**	-	-
l sguta	0	717	0	**717**	-	113	: 3	,	**1, 7**	-	: (	:	0	**: 3**	-	, : 7
% l sguta	0%	998 %	0%	**998 %**	-	998 %	948(%	: 00%	**938 9%**	-	948 4%	: 00%	0%	**948(%**	-	938 9%
i sngHL-S nst TreUca	0	7	0	**7**	-	1	:	0	**4**	-	:	0	0	**:**	-	(
% i sngHL-S nst TreUca	0%	08 9%	0%	**08 9%**	-	08 9%	HB1%	0%	**: 8 %**	-	HB, %	0%	0%	**HB1%**	-	: 8 %
MrtsUeEptLk TreUca	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% MrtsUeEptLk TreUca	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
d eaLa	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% d eaLa	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
d sUBUHLa yn o ypk	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% d sUBUHLa yn o ypk	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
PLkLatrspna	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% PLkLatrspna	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*PLkLatrspna pnk d sUBUHLa yn CryaawpFc8l Dl Lft2o Do sgut2TDTure2S DS -Tern

31st St and Eastern Access Dr TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387386, Location: 41.830977, -88.011972

Provided 5y: b enig Lindgren KO ara A5oona, Inc.
9H7HW. ' iggins Rd., Suite 400,
Rosemont, IL, 60018, US



31st St and Eastern Access Dr TMC - TMC

Tue A pr 7, 2707,
6 A Fl pL ngth0 6 A (Mlh0 6 A -
6 994 9pPPl Pn) GausP2i GSa9l (USGS TrecLP26 rsGce9psl k TrecLP2d ePl P2Fl kl PsrGpSP2
d GcBc9l PyS o ypk-
6 99A yRl v l SsP
mh t DhMghM,2) ycpsGySt : D1Mh03gg2(MM0DD3g7

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

FryRGkl k 8Bt . l SGa) GSkarl S b KOprp 6 8yySp2
mSc1
3' g' H 1OGaaGSPo k12i eGSl : 002
o yPl v ySs2m) 2, 00DM2Ui

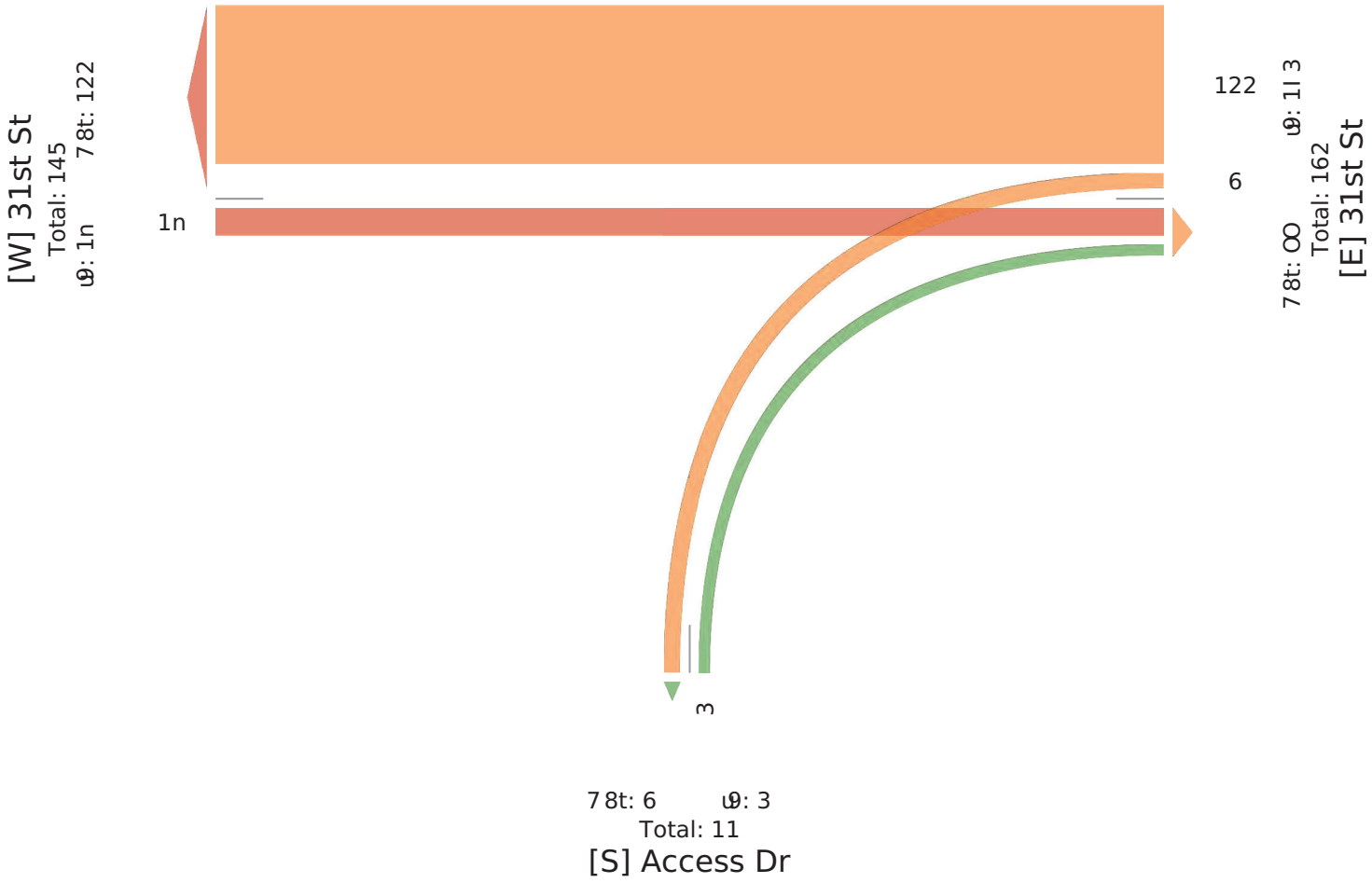
) l a I GclcsGyS	hDPsi s 5pPs8yeSk					hDPsi s H l Ps8yeSk					6 ccl PP I r Wyrsu8yeSk					
TGv l	o	T	U	**6 EE**	Fl kN	T	)	U	**6 EE**	Fl kN	o	)	U	**6 EE**	Fl kN	**mSs**
707, (0h(7, gth06 A	0	h	0	**h**	0	hD	h	0	**h:**	0	7	0	0	**7**	0	**h3**
gt: ' 6 A	0	'	0	**'**	0	: M	7	0	**' 0**	0	D	0	0	**D**	0	**',**
M006 A	0	M	0	**M**	0	hM	D	0	**h3**	0	0	0	0	**0**	0	**: g**
MD 6 A	0	h	0	**h**	0	hM	7	0	**: 0**	0	0	0	0	**0**	0	**: h**
Tysp9	0	D3	0	**D3**	0	D '	M	0	**D, h**	0	h	0	0	**h**	0	**DM**
*** 6 EErypcu**	0*	D00*	0*	**(**	(	3' 1D*	: 3*	0*	**(**	(	D00*	0*	0*	**(**	(	(
*** Tysp9**	0*	D01h*	0*	**D01h***	(	Mh1M*	: 1h*	0*	**MMD***	(	D1, *	0*	0*	**D1, ***	(	(
FO%	(	01 3:	(	**01 3:**	(	01M0g	01, , g	(	**01MD**	(	01hg'	(	(	**01hg'**	(	01M7,
) GausP	0	D3	0	**D3**	(	D '	M	0	**D, h**	(	h	0	0	**h**	(	DM
***) GausP**	0*	D00*	0*	**D00***	(	D00*	D00*	0*	**D00***	(	D00*	0*	0*	**D00***	(	D00*
i GSa9l (USGS TrecLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** i GSa9l (USGS TrecLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
6 rsGce9psl k TrecLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** 6 rsGce9psl k TrecLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
d ePl P	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** d ePl P**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
d GcBc9l PyS o ypk	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** d GcBc9l PyS o ypk**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
Fl kl PsrGpSP	(	(	(	(	0	(	(	(	(	0	(	(	(	(	0	
* Fl kl PsrGpSP	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

N Fl kl PsrGpSP pSk d GcBc9l PyS 4 ryPPwp9L1) t) l fs2o t o Gaus2Tt Ture2Ut U(TerS

31st St and Eastern Access Dr TMC - TMC

Thu Mar 26, 2026
AM Peak (7:30 AM - 8:30 AM)
A00vCallel (HoChsl, LociCOe-g i os Trut kl, ArsotuOaseS Trut kl, n ulel, PeSelsroail, n ot Ut Oal ci d caS)
A00McBey ei sl
Rm: I 387386, Hct asoci : DI 1830477, -8810II 472

PrcBoSeS . U: 9 ei oC Hoi SCrei 5 bKara A. cci a, Rt 1
4' 7' W1KoCCoi l d S1, Luose D00, d cley ci s, RH, 600I 8, g L



31st St and Eastern Access Dr TMC - TMC

Tue A pr 7, 2707,
6A 6Fpl Ing 0 6A h(g 0 6A Mh - 9Frp446Fpl P) er
C44a 4pssFs Ii SLucs2kSlU4FhBdSc Treyl s2CrcSye4pcFo Treyl s2ResFs26FoFscrSpds2
RSyvy4Fs) d m) poM
C44A) 9FI Fdcs
D g1t 38t 3, 2i) ypcS) dgn1.3t 0b882h33.011b87

6r) 9SoFo KvgOFdSUi SloUrFd - 'P prp CK)) dp2
D2ly.
b(8(H . P SUUSdls mo.2keSrF n002
m) sFI) dc2D 2, 00132Bk

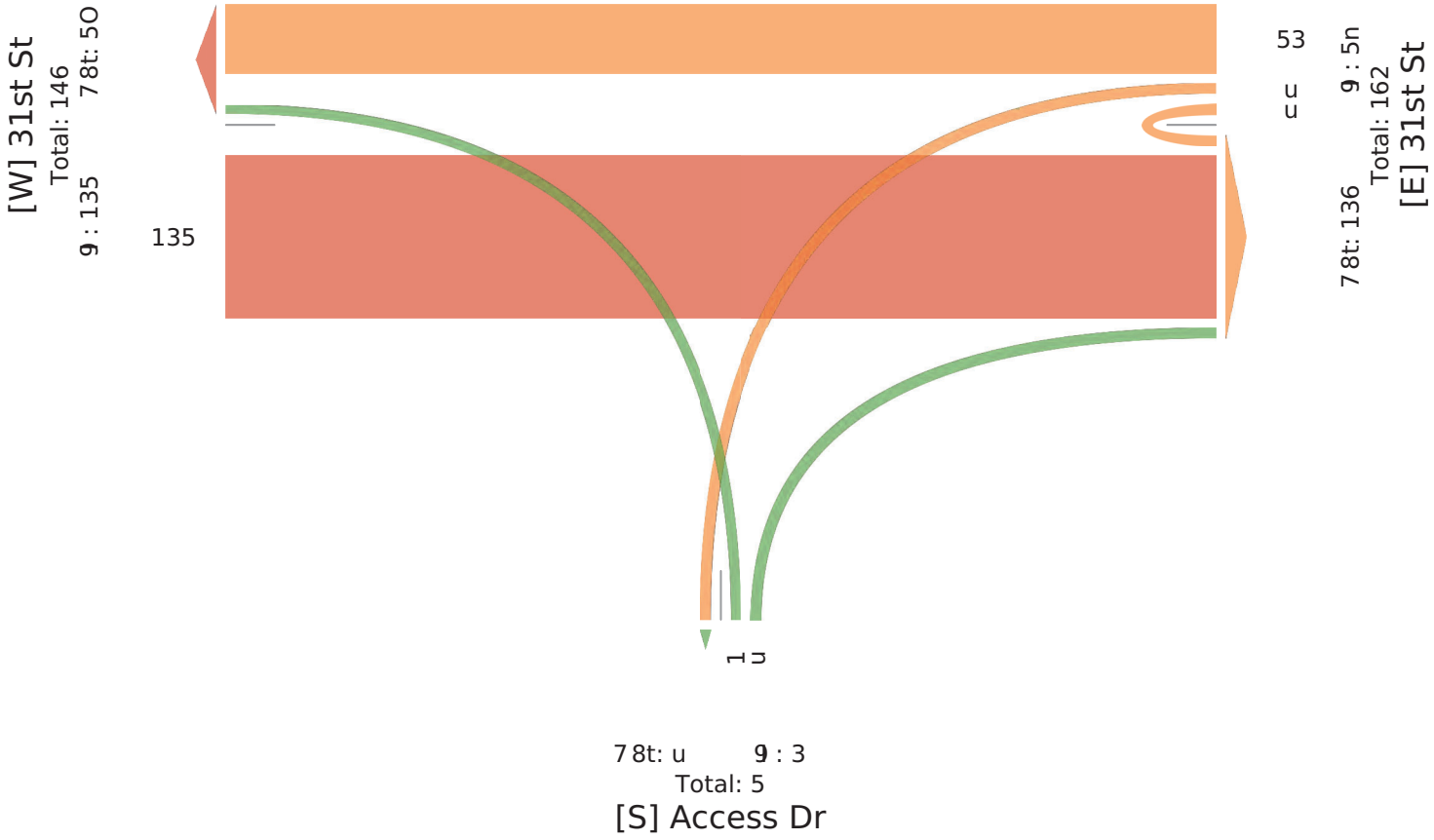
i FU : SrFycS) d	t 1sckc 5psdK) edo					t 1sckc H FsdK) edo					CyyFss : r W) rouK) edo					
TSI F	m	T	B	CEE	6FoN	T	i	B	CEE	6FoN	m	i	B	CEE	6FoN	Dc
707, h0t h7, ng 06A	0	t b	0	**t b**	0	18	0	0	**18**	0	0	0	0	**0**	0	**(,**
ngn(6A	0	7n	0	**7n**	0	17	0	1	**1t**	0	0	0	0	**0**	0	**t 8**
(g)06A	0	n0	0	**n0**	0	1n	1	0	**1(**	0	7	1	0	**t**	0	**(3**
(gl (6A	0	t 7	0	**t 7**	0	10	1	1	**17**	0	0	0	0	**0**	0	**nn**
T) cp4	0	1t (	0	**1t (**	0	(t	7	7	**(8**	0	7	1	0	**t**	0	**1b(**
*** CEEr) pyu**	0*	100*	0*	**h**	h	bt .0*	t .(*	t .(*	**h**	h	, , .8*	t t .t *	0*	**h**	h	h
*** T) cp4**	0*	, b.7*	0*	**, b.7***	h	78.7*	1.0*	1.0*	**7b.7***	h	1.0*	0.(*	0*	**1.(***	h	h
6P %	h	0.3nn	h	**0.3nn**	h	0.88b	0.(00	0.(00	**0.3t 3**	h	0.7(0	0.7(0	h	**0.7(0**	h	0.3n1
i SLucs	0	1t (	0	**1t (**	h	(t	7	7	**(8**	h	7	1	0	**t**	h	1b(
*** i SLucs**	0*	100*	0*	**100***	h	100*	100*	100*	**100***	h	100*	100*	0*	**100***	h	100*
kSlU4FhBdSc Treyl s	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** kSlU4FhBdSc Treyl s**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
CrcSye4pcFo Treyl s	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** CrcSye4pcFo Treyl s**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
ResFs	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** ResFs**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
RSyvy4Fs) d m) po	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** RSyvy4Fs) d m) po**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
6FoFscrSpds	h	h	h	h	0	h	h	h	h	0	h	h	h	h	0	
* 6FoFscrSpds	h	h	h	h	h	h	h	h	h	h	h	h	h	h	h	h

N 6FoFscrSpds pdo RSyvy4Fs) d a r) sswp4 . i gi Ffc2mgmSLuc2TgTure2BgBhTerd

31st St and Eastern Access Dr TMC - TMC

Thu Mar 26, 2026
AM APae k(7: 0 AM 3- 7: 0 AM83) OPrawAPae l Hur
o wCvassPs kLights, SingvP3Unit Truces, o rticuvatPd Truces, BusPs, APdPstrians, BicycvPs Hn RHad8
o wMHOPmPnts
ID71: 4. : 46, LHcatiHn7(194: 05. . , 3449 0115. 2

ArHOldPd by7KPnig LindgrPn) 'l ara o bHHha, Inc9
5- . - W9l iggins Rd9 SuitP (00,
RHsPmHnt, IL, 60014, US



31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387384, Location: 41.83108, -88.013486

Provided 5y: b enig Lindgren KO ara A5oona, Inc.
9H7HW. ' iggins Rd., Suite 400,
Rosemont, IL, 60018, US

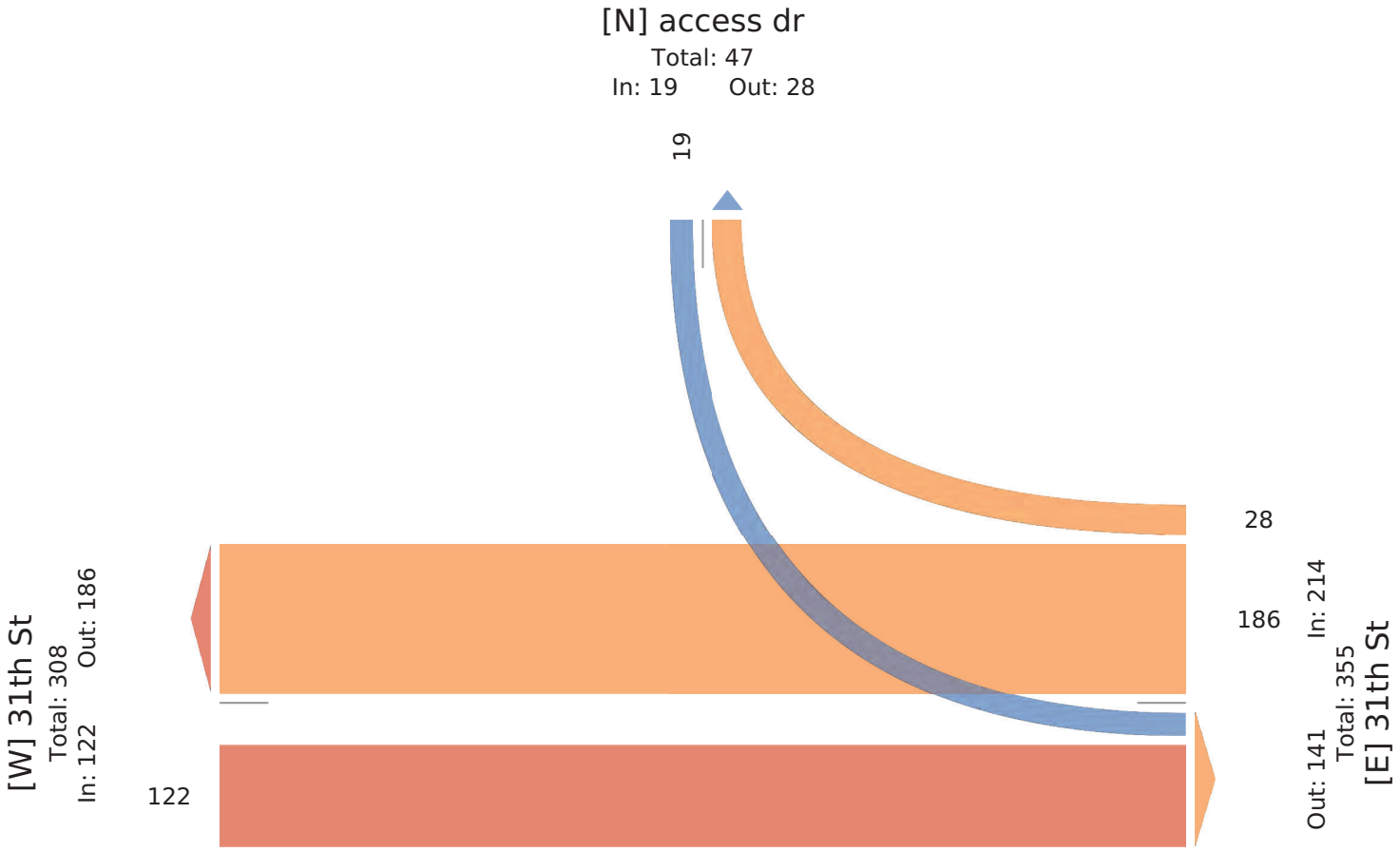
Leg Direction	31th St East5ound					31th St West5ound					access dr South5ound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-26 7:00AM	1	0	0	**1**	0	1	13	0	**14**	0	0	0	0	**0**	0	**1H**
7:1HAM	2	0	0	**2**	0	3	14	0	**17**	0	0	0	0	**0**	0	**19**
7:30AM	1	0	0	**1**	0	4	21	0	**2H**	0	0	0	0	**0**	0	**26**
7:4HAM	2	0	0	**2**	0	2	21	0	**23**	0	0	0	0	**0**	0	**2H**
' ourly Total	6	0	0	**6**	0	10	69	0	**79**	0	0	0	0	**0**	0	**8H**
8:00AM	6	0	0	**6**	0	3	26	0	**29**	0	0	2	0	**2**	0	**37**
8:1HAM	3	0	0	**3**	0	6	23	0	**29**	0	0	0	0	**0**	0	**32**
8:30AM	3	0	0	**3**	0	3	12	0	**1H**	0	0	0	0	**0**	0	**18**
8:4HAM	2	0	0	**2**	0	3	2H	0	**28**	0	0	1	0	**1**	0	**31**
' ourly Total	14	0	0	**14**	0	1H	86	0	**101**	0	0	3	0	**3**	0	**118**
4:00PM	10	0	0	**10**	0	0	4	0	**4**	0	0	1	0	**1**	0	**1H**
4:1HPM	8	0	0	**8**	0	2	3	0	**H**	0	0	0	0	**0**	0	**13**
4:30PM	23	0	0	**23**	0	0	6	0	**6**	0	0	1	0	**1**	0	**30**
4:4HPM	19	0	0	**19**	0	0	1	0	**1**	0	0	2	0	**2**	0	**22**
' ourly Total	60	0	0	**60**	0	2	14	0	**16**	0	0	4	0	**4**	0	**80**
H:00PM	19	0	0	**19**	0	1	4	0	**H**	0	0	6	0	**6**	0	**30**
H:1HPM	16	0	0	**16**	0	0	H	0	**H**	0	0	4	0	**4**	0	**2H**
H:30PM	H	0	0	**H**	0	0	4	0	**4**	0	0	2	0	**2**	0	**11**
H:4HPM	2	0	0	**2**	0	0	4	0	**4**	0	0	0	0	**0**	0	**6**
' ourly Total	42	0	0	**42**	0	1	17	0	**18**	0	0	12	0	**12**	0	**72**
Total	122	0	0	**122**	0	28	186	0	**214**	0	0	19	0	**19**	0	**3HH**
% Approach	100%	0%	0%	**-**	-	13.1%	86.9%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	34.4%	0%	0%	**34.4%**	-	7.9%	H2.4%	0%	**60.3%**	-	0%	H4%	0%	**H4%**	-	**-**
Lights	120	0	0	**120**	-	28	183	0	**211**	-	0	19	0	**19**	-	3HD
% Lights	98.4%	0%	0%	**98.4%**	-	100%	98.4%	0%	**98.6%**	-	0%	100%	0%	**100%**	-	98.6%
Single-Unit Trucks	2	0	0	**2**	-	0	3	0	**3**	-	0	0	0	**0**	-	H
% Single-Unit Trucks	1.6%	0%	0%	**1.6%**	-	0%	1.6%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	1.4%
Articulated Trucks	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%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387384, Location: 41.83108, -88.013486

Provided 5y: b enig Lindgren KO ara A5oona, Inc.
9H7HW. ' iggins Rd., Suite 400,
Rosemont, IL, 60018, US



31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026

F M l Lae ngt(0 F M 7 At(0 F M- 79 4LraPPl Lae) Cur

F PPs PaiiLi nSUchki, dUBcPL7y BUkTruoei, F rkUouPakLR Truoei, v uiLi, l LRLikrUäBi, v UomoPLi CB I CaR-

F PPMC4LD LBki

:1 t 3(Ag(A8, SCoakUCBt 83.A(30A, 7AA03(8A6

l rC4URLR 5mt b LBUd SUBRcrLB 9 BX ara F 5CCBa, :Bo.
O g' H.) UdcUBi I R, duUUL 800,
I CiLD CBk, :S, 6003A, y d

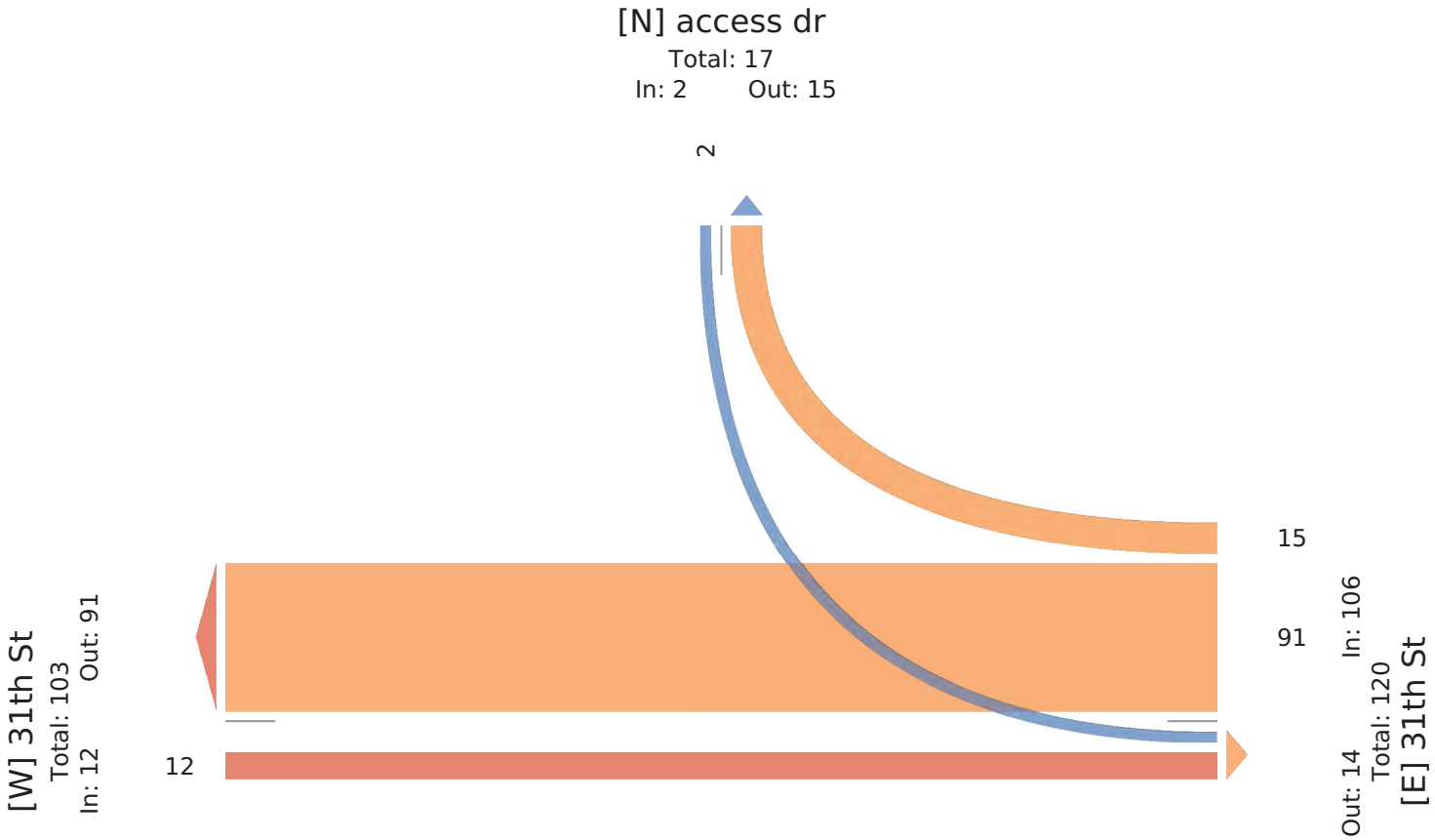
SLc 1 UrLokUCB	(3kh dk Wuik5CuBR					(3kh dk H Lik5CuBR					aooLii Rr dCukh5CuBR					
TUDL	T	S	y	**F EE**	l LRp	I	T	y	**F EE**	l LRp	I	S	y	**F EE**	l LRp	**:Bk**
202670(726 gt(0F M	3	0	0	**3**	0	8	23	0	**2'**	0	0	0	0	**0**	0	**26**
gt8' F M	2	0	0	**2**	0	2	23	0	**2(**	0	0	0	0	**0**	0	**2'**
At00F M	6	0	0	**6**	0	(	26	0	**2O**	0	0	2	0	**2**	0	**(g**
At3' F M	(	0	0	**(**	0	6	2(	0	**2O**	0	0	0	0	**0**	0	**(2**
TClaP	32	0	0	**32**	0	3'	CB	0	**306**	0	0	2	0	**2**	0	**320**
*** F EErCaoh**	300*	0*	0*	**7**	7	38.2*	A'.A*	0*	**7**	7	0*	300*	0*	**7**	7	7
*** TClaP**	30.0*	0*	0*	**30.0***	7	32.' *	g'.A*	0*	**AA(***	7	0*	3.g*	0*	**3.g***	7	7
l) %	0.' 00	7	7	**0.' 00**	7	0.62'	0.Ag'	7	**0.CB8**	7	7	0.2' 0	7	**0.2' 0**	7	0.A33
SUchki	32	0	0	**32**	7	3'	CB	0	**306**	7	0	2	0	**2**	7	320
*** SUchki**	300*	0*	0*	**300***	7	300*	300*	0*	**300***	7	0*	300*	0*	**300***	7	300*
dUBcPL7y BUkTruoei	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** dUBcPL7y BUkTruoei**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
F rkUouPakLR Truoei	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** F rkUouPakLR Truoei**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
v uiLi	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** v uiLi**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
v UomoPLi CB I CaR	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** v UomoPLi CB I CaR**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
l LRLikrUäBi	7	7	7	7	0	7	7	7	7	0	7	7	7	7	0	
* l LRLikrUäBi	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

P l LRLikrUäBi aBR v UomoPLi CB s rCiiwaPe. St SLfk, I t I Udhk, Tt Thru, y t y 7TurB

31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 1387384, Location: 41.83108, -88.013486

Provided 9y: 5 enig Lindgren OHara A9oona, Inc.
K 7' W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US



31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026
FM Fl aL eng: 0 FM (7g: 0 FMA
- 994 9aPPl Pe) GshiP, SCLs9l (c UG TrukLP, - riCku9ail d TrukLP, BuPl P, Fl dl PirGaUP, BCkyk9l PoURoadA
- 99Movl ml UiP
IDg: t 13t 1n,) okaiGoUgn: 81t : 01, (1180: t n16

Frov Cdl d . yg5 l UGs) CLdsrl Ub KOara - . ooUa, IUk8
' 737 H 8OGs CLP Rd8, SuGl n00, RoPl moUi, I) , 600: 1, c S

) l s DGl kiGoU	t : ih Si WaPl. ouUd					t : ih Si H l Pl. ouUd					akkl PP dr Souih. ouUd					
TGnl	T	)	c	- EE	Fl dp	R	T	c	- EE	Fl dp	R	)	c	- EE	Fl dp	IUi
2026(0t (26 ng: 0FM	2t	0	0	**2t**	0	0	6	0	**6**	0	0	:	0	**:**	0	**t 0**
ngn7FM	: '	0	0	**: '**	0	0	:	0	**:**	0	0	2	0	**2**	0	**22**
7g)0FM	: '	0	0	**: '**	0	:	n	0	**7**	0	0	6	0	**6**	0	**t 0**
7g 7FM	: 6	0	0	**: 6**	0	0	7	0	**7**	0	0	n	0	**n**	0	**27**
Toia9	33	0	0	**33**	0	:	: 6	0	**: 3**	0	0	: t	0	**: t**	0	**: 03**
*** - EEroakh**	: 00*	0*	0*	**(**	(	78 *	' n8 *	0*	**(**	(	0*	: 00*	0*	**(**	(	(
*** Toia9**	328)*	0*	0*	**328)***	(	08 *	: 78)*	0*	**: 78 ***	(	0*	: 28 *	0*	**: 28 ***	(	(
FO%	08t 3	(	(	**08t 3**	(	08270	08663	(	**08801**	(	(	087n2	(	**087n2**	(	08l' 2
) GshiP	33	0	0	**33**	(	:	: 7	0	**: 6**	(	0	: t	0	**: t**	(	: 06
***) GshiP**	: 00*	0*	0*	**: 00***	(	: 00*	' t 8l*	0*	**' n8 ***	(	0*	: 00*	0*	**: 00***	(	' ' 8 *
SCLs9l (c UG TrukLP	0	0	0	**0**	(	0	:	0	**:**	(	0	0	0	**0**	(	:
*** SCLs9l (c UG TrukLP**	0*	0*	0*	**0***	(	0*	68l *	0*	**78 ***	(	0*	0*	0*	**0***	(	08 *
- riCku9ail d TrukLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** - riCku9ail d TrukLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
BuPl P	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** BuPl P**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
BCkyk9l PoURoad	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** BCkyk9l PoURoad**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
Fl dl PirGaUP	(	(	(	(	0	(	(	(	(	0	(	(	(	(	0	
* Fl dl PirGaUP	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

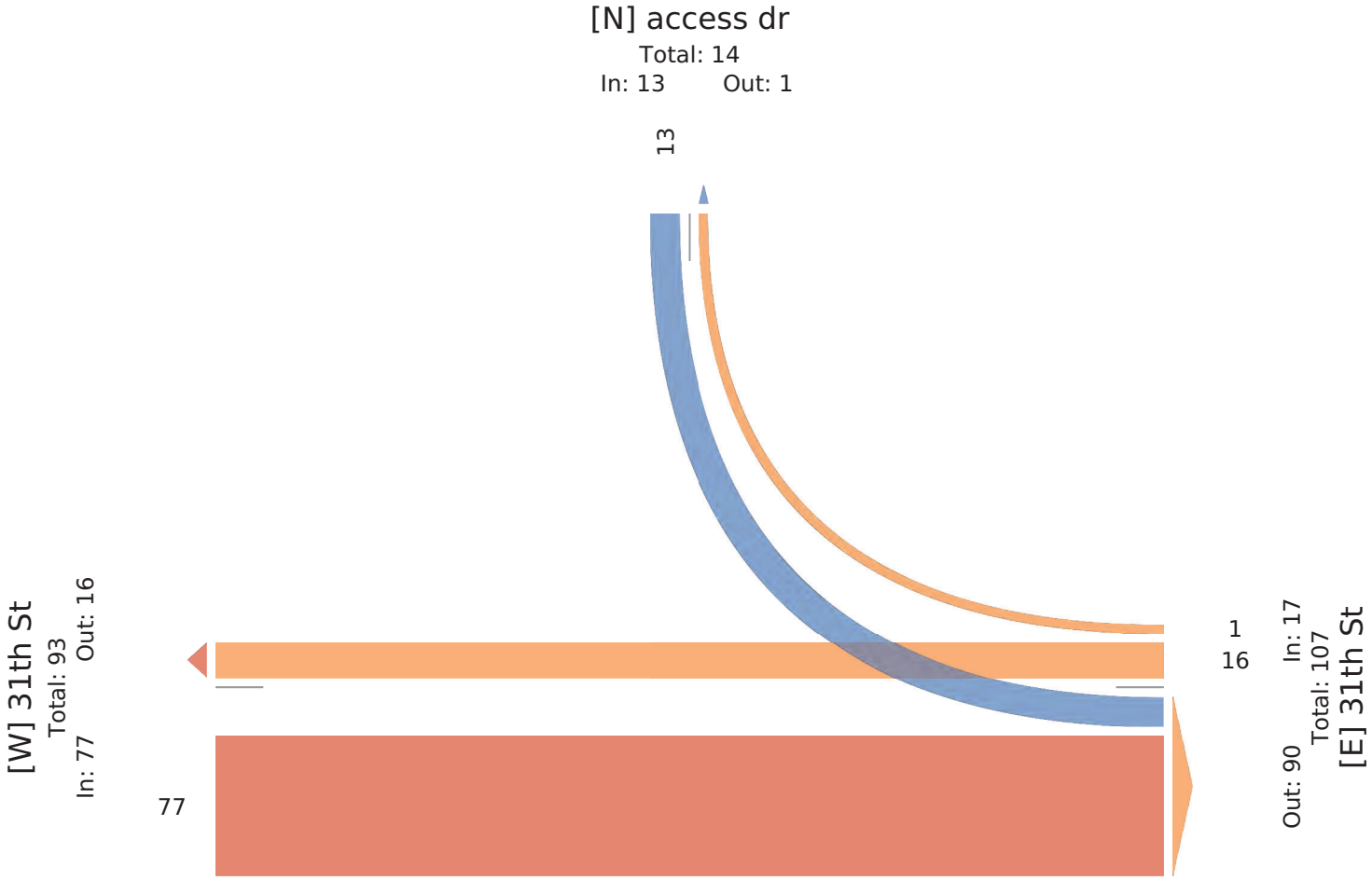
PFl dl PirGaUP aUd BCkyk9l PoU4 roPPwa9L8) g) l fi, RgRGshi, TgThru, c gc (TurU

31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026
AM APae k(7: 0 AM 3- 7: 0 AM8
) C0Ov C0allPl kHoChsl, LoiCOP3g i os Trut el,) rsotuC0asPS Trut el, n ul Pl, APSPlsroail,
n ot Ut C0Pl ci d caS8
) C0DMcBPy Pi sl
Rm7I : D1: D(, Hct asoci 7(I 4D: I 0D, 3DD40I : (D6

Kenig, Lindgren, O'Hara, Aboona, Inc.

ArcBoSPS . U79 PioC HoiSCrPi 5 bKara) . cci a,
Rt 4
' - 1- W4KoCCoi l d S4, LuosP (00,
d cl Py ci s, RH, 600I D, g L



31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 138738. , Location: 415 83100. , -88 5012309

Provided by: Kenig Lindgren O'Hara Aboona, Inc5
9. 7. W5Higgins Rd5, Suite 400,
Rosemont, IL, 60018, US

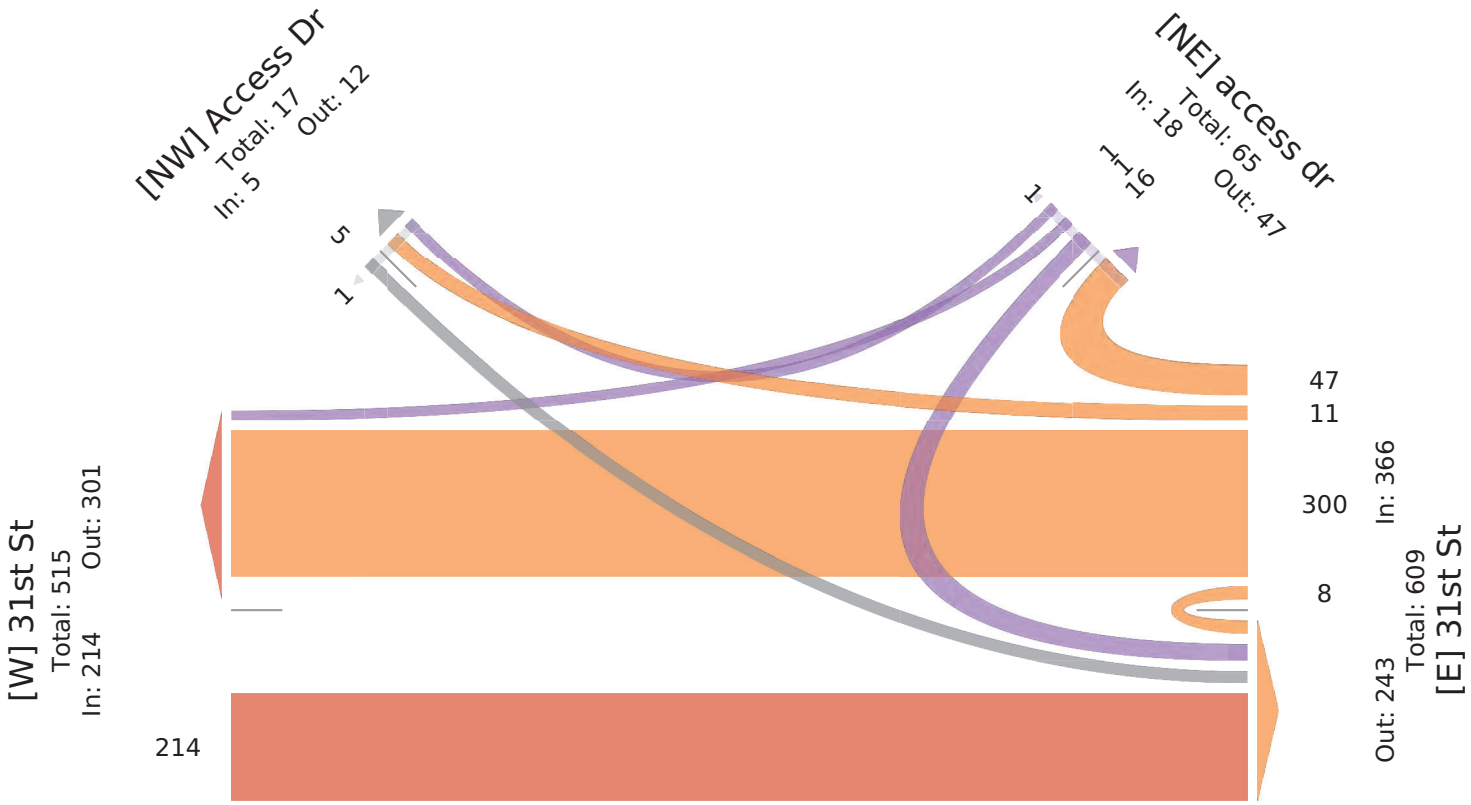
Leg	31st St						31st St						Access Dr						access dr						
Direction	Eastbound						Westbound						Southeastbound						Southp estbound						
Time	T	BL	HL	U	**A****	Ped%	HR	BR	T	U	**A****	Ped%	HR	BL	L	U	**A****	Ped%	R	BR	HL	U	**A****	Ped%	**Int**
2026-03-26 7:00AM	1	0	0	0	**1**	0	0	0	1.	0	**1.**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	**16**
7:1. AM	2	0	0	0	**2**	0	1	0	22	0	**23**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2.**
7:30AM	1	0	0	0	**1**	0	0	1	30	0	**31**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**32**
7:4. AM	2	0	0	0	**2**	0	1	2	39	1	**43**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4.**
Hourly Total	6	0	0	0	**6**	0	2	3	106	1	**112**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	**118**
8:00AM	10	0	0	0	**10**	0	0	1	41	1	**43**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**. 3**
8:1. AM	3	0	0	0	**3**	0	1	1	3.	0	**37**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**41**
8:30AM	3	0	0	0	**3**	0	0	2	24	0	**26**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**29**
8:4. AM	3	0	0	0	**3**	0	3	4	29	2	**38**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**42**
Hourly Total	19	0	0	0	**19**	0	4	8	129	3	**144**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**16.**
4:00PM	17	0	0	0	**17**	0	6	0	7	0	**13**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	**32**
4:1. PM	12	0	0	0	**12**	0	7	0	12	2	**21**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**33**
4:30PM	3.	0	0	0	**3.**	0	9	0	8	0	**17**	0	0	0	0	0	**0**	0	0	0	3	0	**3**	0	**. .**
4:4. PM	22	0	0	0	**22**	0	7	0	8	0	**1.**	0	0	0	0	0	**0**	0	0	0	.	0	**.**	0	**42**
Hourly Total	86	0	0	0	**86**	0	29	0	3.	2	**66**	0	0	0	0	0	**0**	0	0	1	9	0	**10**	0	**162**
. :00PM	3.	0	0	0	**3.**	0	3	0	7	0	**10**	0	0	3	0	0	**3**	0	0	0	1	0	**1**	0	**49**
. :1. PM	30	0	0	0	**30**	0	4	0	8	0	**12**	0	0	1	0	0	**1**	0	0	0	3	0	**3**	0	**46**
. :30PM	24	0	0	0	**24**	0	2	0	9	2	**13**	0	0	1	0	0	**1**	0	0	0	2	0	**2**	0	**40**
. :4. PM	14	0	0	0	**14**	0	3	0	6	0	**9**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**23**
Hourly Total	103	0	0	0	**103**	0	12	0	30	2	**44**	0	0	.	0	0	**.**	0	0	0	6	0	**6**	0	**1. 8**
Total	214	0	0	0	**214**	0	47	11	300	8	**366**	0	0	.	0	0	**.**	1	1	1	16	0	**18**	1	**603**
w Aroach**	100w	0w	0w	0w	**-**	-	125 3w	35 0w	825 0w	25 2w	**-**	-	0w	100w	0w	0w	**-**	-	. 5 6w	. 5 6w	885 9w	0w	**-**	-	-
w Total	3. 5 w	0w	0w	0w	**3. 5 w**	-	75 3w	15 3w	495 3w	15 3w	**605 7w**	-	0w	05 3w	0w	0w	**05 3w**	-	05 2w	05 2w	25 7w	0w	**35 0w**	-	-
Lights	212	0	0	0	**212**	-	47	11	297	8	**363**	-	0	.	0	0	**.**	-	1	1	16	0	**18**	-	. 98
w Lights	995 1w	0w	0w	0w	**995 1w**	-	100w	100w	995 0w	100w	**995 2w**	-	0w	100w	0w	0w	**100w**	-	100w	100w	100w	0w	**100w**	-	995 2w
Single-Unit Trucks	2	0	0	0	**2**	-	0	0	3	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	.
w Single-Unit Trucks	05 9w	0w	0w	0w	**05 9w**	-	0w	0w	15 0w	0w	**05 3w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	05 3w
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
w Articulated Trucks	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
w Buses	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
w Bicycles on Road	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
w Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100w	-	-	-	-	-	100w	-

%Pedestrians and Bicycles on Crossp alk5BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 138738. , Location: 41.83100. , -88.012309

Provided by: Kenig Lindgren O'Hara Aboona, Inc
9. 7. W Higgins Rd, Suite 400, Rosemont, IL, 60018, US



31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
F M l Lae ngt(0 F M 7 At(0 F M-
F 9 9 4 9 aPPLP n) GshiP, SCLs 9L7c UGL TrukeP, F riGku9aiLd TrukeP, BuPLP, l LdLPirGaUP, BGkyk9LP oURoad-
F 9 9 MovLmLLiP
IDt : (Ag(A1,) okaiGoUt 3: 8A(: 001, 7AA80: 2(0.

l rovGdLd 5yt b LUGs) CLds rLUKO ara F 5ooUa, IUk8
. 1g1 H 8' GssCLP Rd8, SuGL 300, RoPLmoUi, I) , 600: A, c S

) Ls DGLkiGoU	(: Pi Si WaPi5ouUd						(: Pi Si H LPi5ouUd						F kkLPP Dr SouihLaPi5ouUd						akkLPP dr SouihE LPi5ouUd						
TGmL	T	B)	')	c	**F pp**	l Ld*	' R	BR	T	c	**F pp**	l Ld*	' R	B)	)	c	**F pp**	l Ld*	R	BR	')	c	**F pp**	l Ld*	**IUi**
202670(726 gt(0F M	:	0	0	0	**:**	0	0	:	(0	0	**(:**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**(2**
gt31F M	2	0	0	0	**2**	0	:	2	(.	:	**3(**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**31**
At00F M	: 0	0	0	0	**: 0**	0	0	:	3:	:	**3(**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**1(**
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SCLs 9L7c UGL TrukeP	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0
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F riGku9aiLd TrukeP	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0
% F riGku9aiLd TrukeP	0%	0%	0%	0%	**0%**	7	0%	0%	0%	0%	**0%**	7	0%	0%	0%	0%	**7**	7	0%	0%	0%	0%	**0%**	7	0%
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BGkyk9LP oURoad	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0	0	0	0	**0**	7	0
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l LdLPirGaUP	7	7	7	7	7	0	7	7	7	7	7	0	7	7	7	7	7	0	7	7	7	7	7	0	
% l LdLPirGaUP	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

*l LdLPirGaUP aUd BGkyk9LP oU4 roPPE a9e8B) t BLar 9Lfi, BRt BLar rGshi, ') t ' ard 9Lfi, ' Rt ' ard rGshi,) t) Lfi, Rt RGshi, Tt Thru, c t c 7 TurU

31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
AM Peak (7:30 AM - 8:30 AM)
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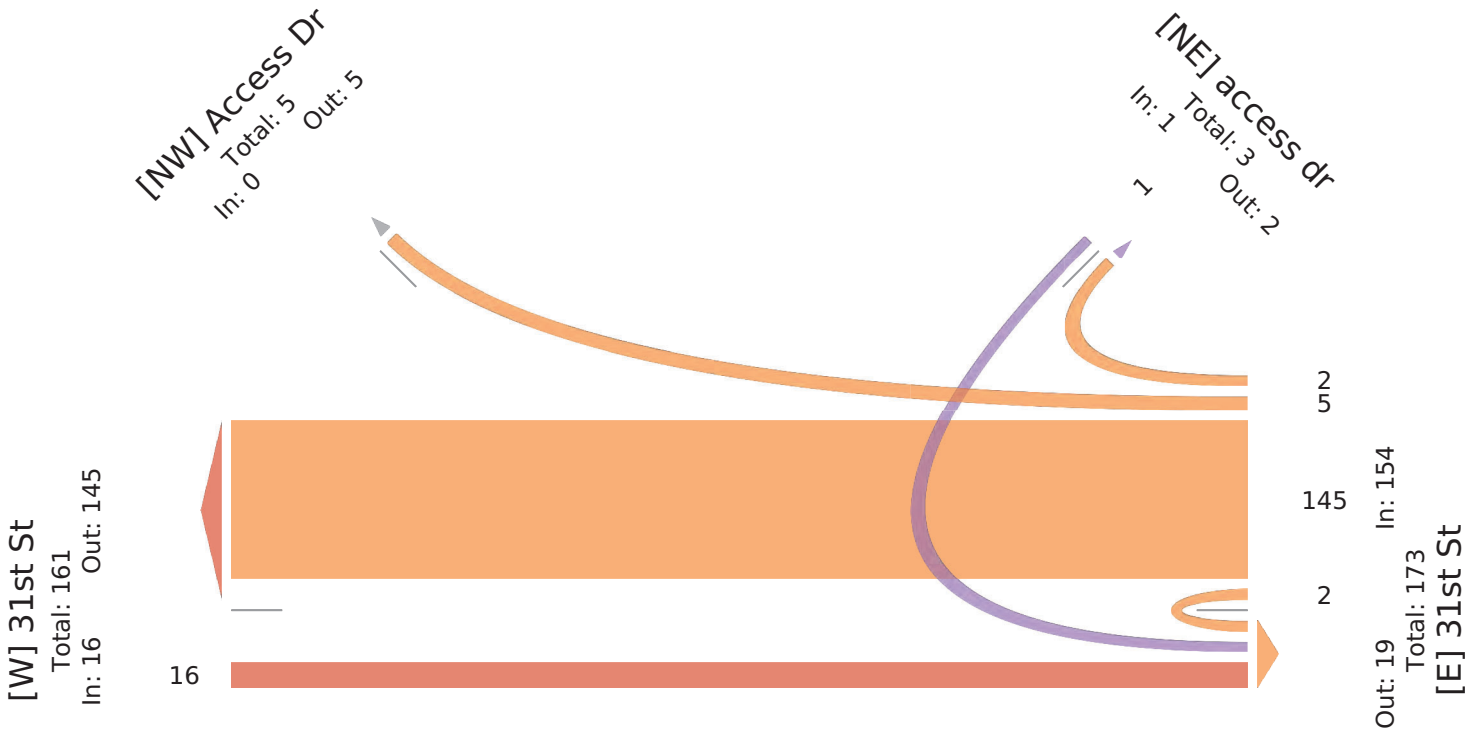
A00McBey ei sl
Rm: I 38738D, Hct asoci : 1I 4 83I 00D, -8840I 230.

PrcBoSeS 9U: 5 ei oC Hoi SCrei b K ara A9cci a, R t 4
. D7DW4' oCCoi l d S4, Luose 100,
d cley ci s, RH, 600I 8, g L



31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
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31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
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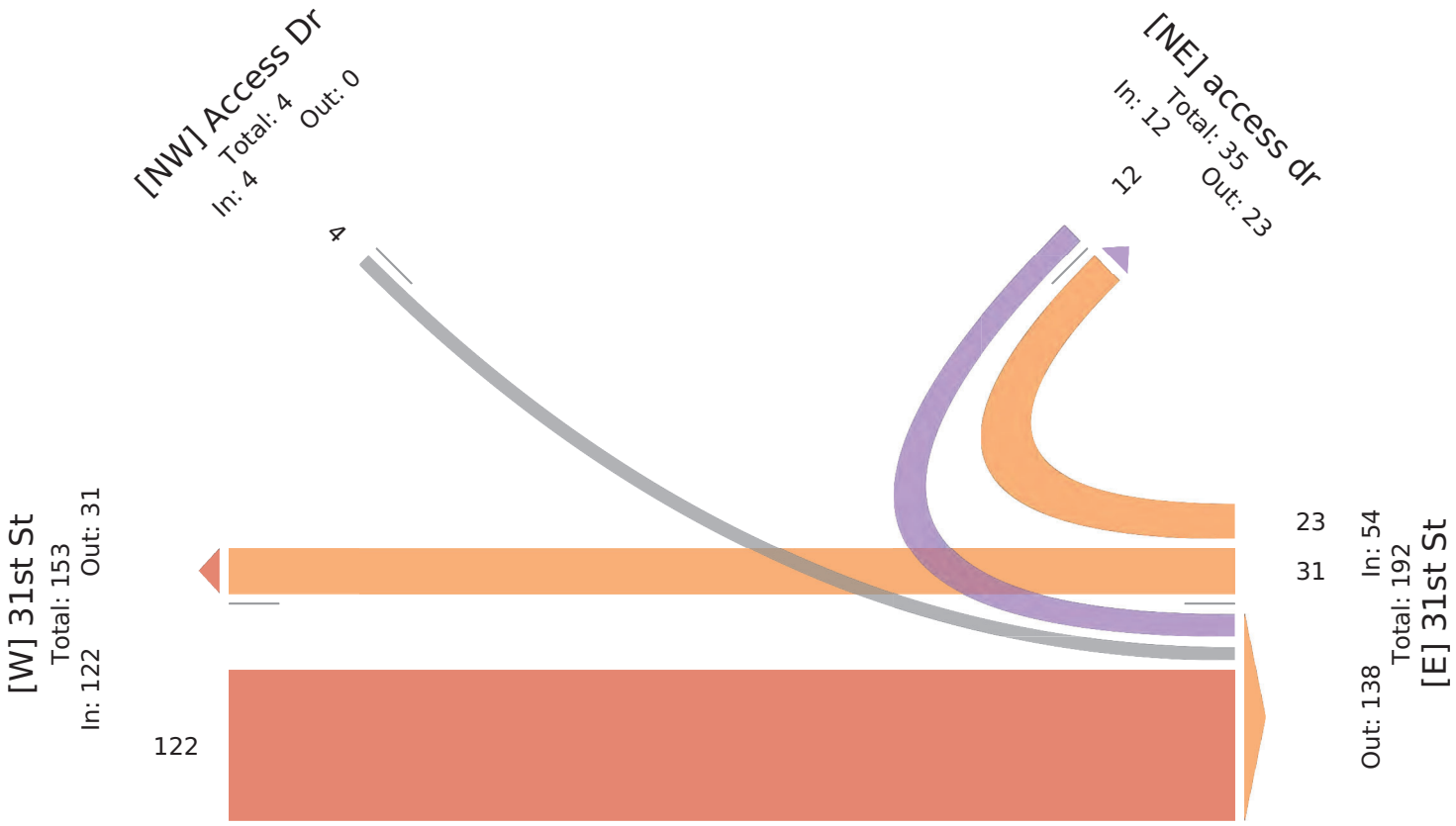


Site Plan

studio SPRAWL
8321 e. evans rd. #101 480.361.9281
scottsdale, arizona 85260 www.studiosprawl.com

rev:

1020 W. 31ST REDEVELOPMENT
DOWNERS GROVE, IL

OVERALL SITE

project: S26-106
date: 04.11.2026
L1.00

CONCEPTUAL DESIGN - 1 □ APRIL 2026

ITE Trip Generation Sheets

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

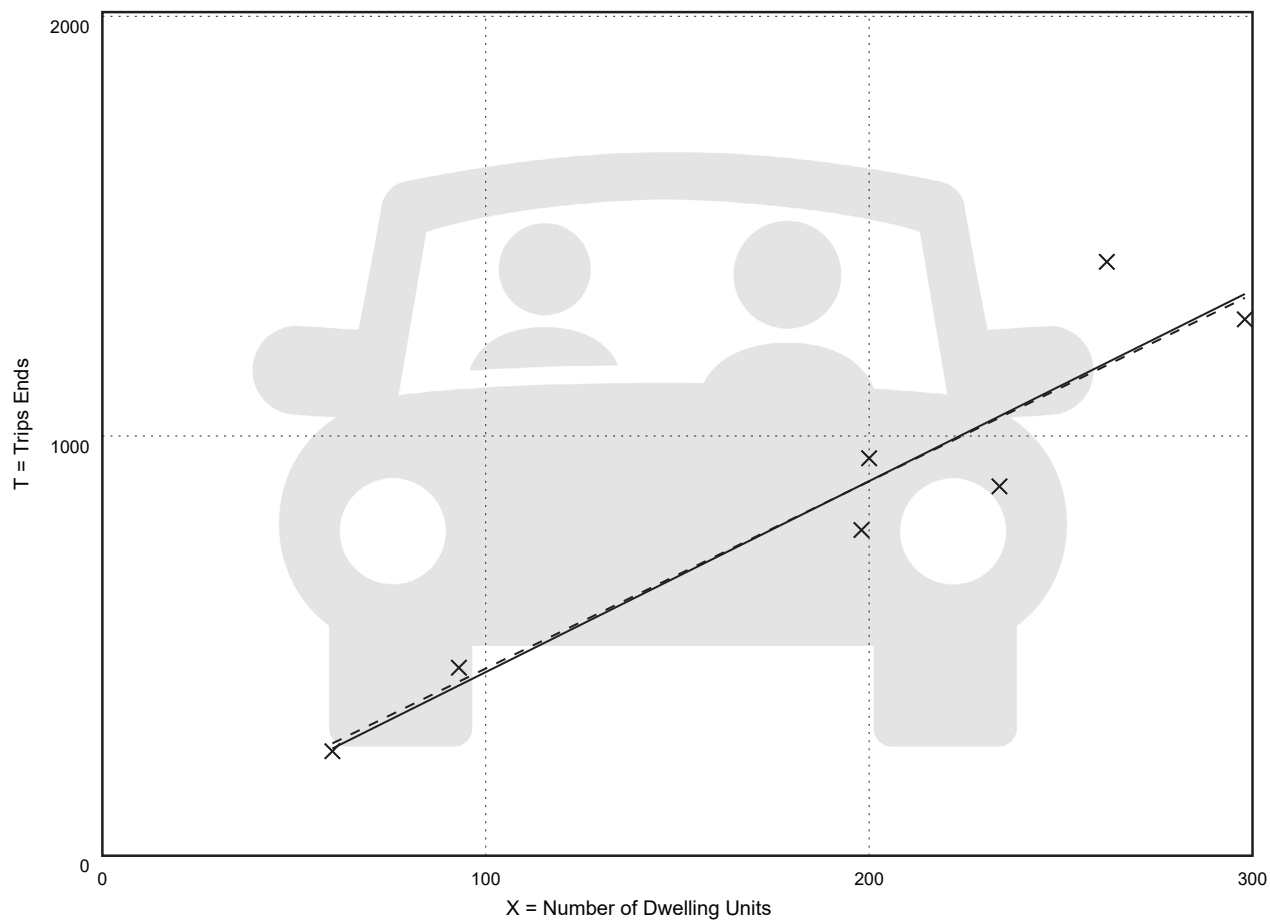
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - - **Average Rate**

Fitted Curve Equation: T = 4.55(X) - 17.52 **R^2= 0.90**

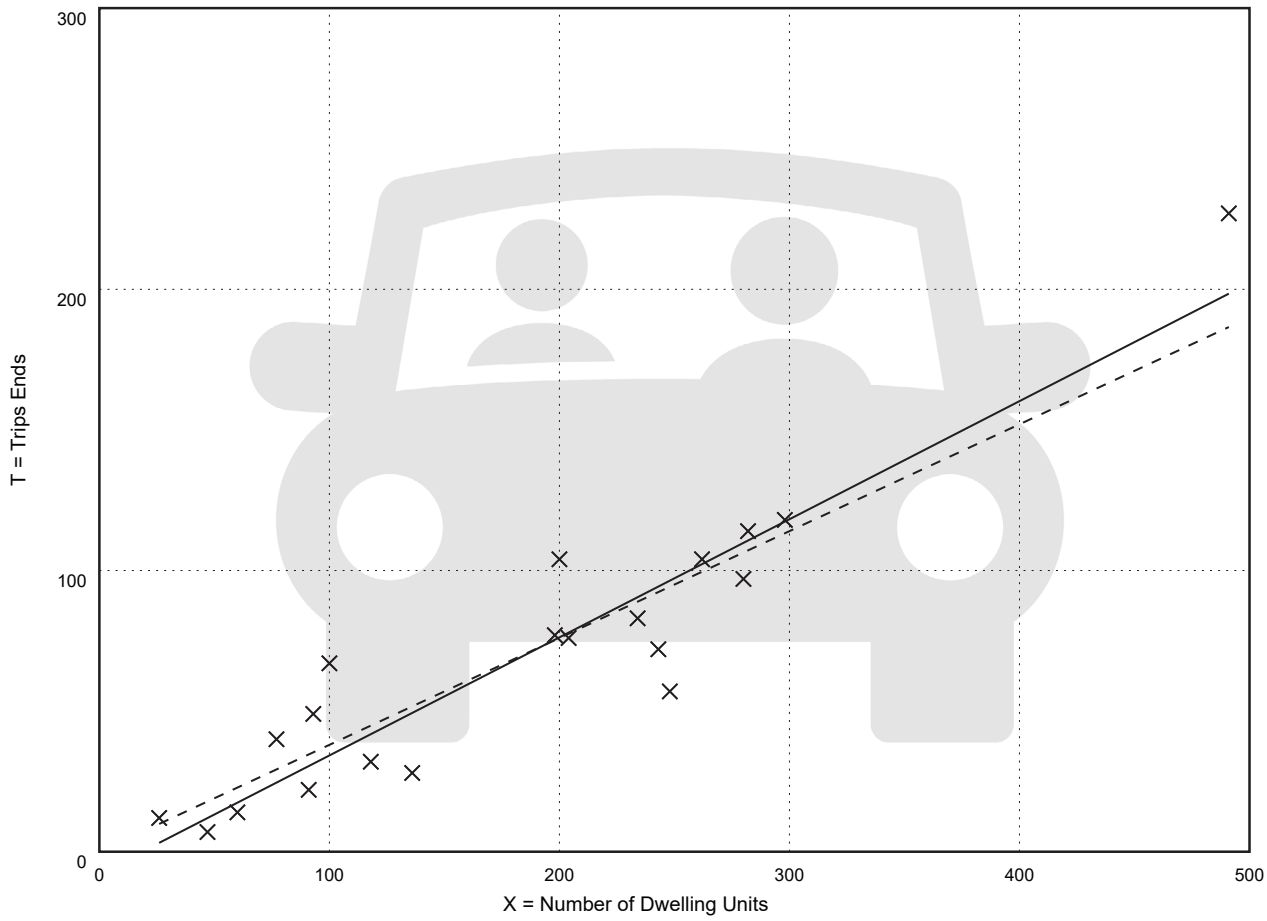
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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:	20
Avg. Num. of Dwelling Units:	184
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - - **Average Rate**

Fitted Curve Equation: T = 0.42(X) - 7.77 **R^2= 0.87**

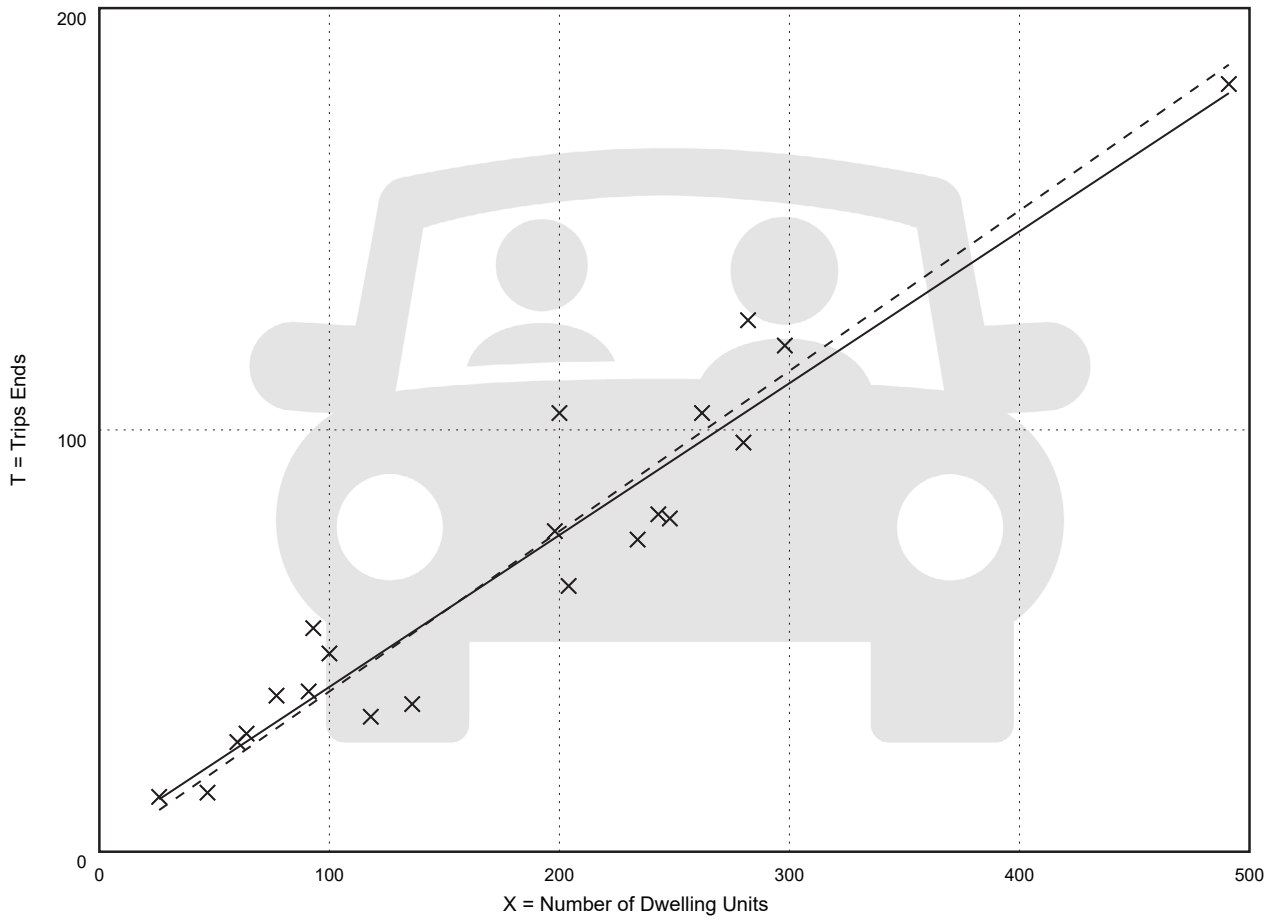
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	21
Avg. Num. of Dwelling Units:	17
Directional Distribution:	64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



Fitted Curve Equation: T = 0. (X) .07 **R^2= 0.92**

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

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

April 16, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Highland Avenue and 31st Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 15, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2024)	Year 2050 ADT
Highland Ave south of 31st St	20,000	22,800
31st St, at Highland Ave	11,900	13,600

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 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)
2026_TrafficForecasts\DownersGrove\du-24-26\du-24-26.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections

Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections

Level of Service	Average Total Delay (sec/veh)
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	13	7	122	30	477	30	447	286	971	617	134
Future Volume (vph)	8	13	7	122	30	477	30	447	286	971	617	134
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	200		495	245		245	305		0
Storage Lanes	1		1	1		2	1		1	2		1
Taper Length (ft)	25			180			120			170		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	2000	1615	3433	2000	2733	1805	3689	1599	3467	3725	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1612	2000	1615	3433	2000	2733	1805	3689	1599	3467	3725	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98			507			186			144
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		319			1157			1042			607	
Travel Time (s)		6.2			22.5			20.3			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	0%	0%	2%	0%	4%	0%	3%	1%	1%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	14	8	131	32	513	32	481	308	1044	663	144
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	18.0	6.0	6.0	18.0	6.0
Minimum Split (s)	11.0	16.0	15.0	14.0	16.0	15.0	15.0	31.0	14.0	15.0	31.0	11.0
Total Split (s)	14.0	18.0	18.0	14.0	18.0	75.0	18.0	43.0	14.0	75.0	100.0	14.0
Total Split (%)	9.3%	12.0%	12.0%	9.3%	12.0%	50.0%	12.0%	28.7%	9.3%	50.0%	66.7%	9.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	9.3	13.0	16.1	13.3	13.8	80.6	9.7	49.3	64.4	72.0	113.7	126.6
Actuated g/C Ratio	0.06	0.09	0.11	0.09	0.09	0.54	0.06	0.33	0.43	0.48	0.76	0.84

Lanes, Volumes, Timings
1: Highland Av. & 31st St.

04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.08	0.03	0.43	0.17	0.30	0.27	0.40	0.39	0.63	0.23	0.11
Control Delay (s/veh)	69.0	64.3	0.3	69.6	64.9	1.2	71.9	41.5	11.4	31.1	6.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.0	64.3	0.3	69.6	64.9	1.2	71.9	41.5	11.4	31.1	6.9	0.8
LOS	E	E	A	E	E	A	E	D	B	C	A	A
Approach Delay (s/veh)		49.1			17.5			31.4			20.1	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)	9	13	0	59	30	1	30	204	67	388	108	0
Queue Length 95th (ft)	31	37	0	103	65	21	67	269	137	461	156	16
Internal Link Dist (ft)		239			1077			962			527	
Turn Bay Length (ft)			65	200		495	245		245	305		
Base Capacity (vph)	118	200	314	310	201	1703	180	1213	790	1664	2823	1382
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.07	0.03	0.42	0.16	0.30	0.18	0.40	0.39	0.63	0.23	0.10

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay (s/veh): 22.6 Intersection LOS: C
Intersection Capacity Utilization 63.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Highland Av. & 31st St.

HCM 7th TWSC
22: Straight North Access Drive/Parkers Access Drive & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	7	183	4	0	0	3	0	0	0
Future Vol, veh/h	0	25	0	7	183	4	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	30	0	8	220	5	0	0	4	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	30	0	0	157	272	15	255	270	113
Stage 1	-	-	-	-	-	-	30	30	-	240	240	-
Stage 2	-	-	-	-	-	-	127	242	-	15	30	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1355	-	-	1596	-	-	799	638	1067	683	640	925
Stage 1	-	-	-	-	-	-	988	874	-	748	711	-
Stage 2	-	-	-	-	-	-	869	709	-	1008	874	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1355	-	-	1596	-	-	795	634	1067	677	636	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	795	634	-	677	636	-
Stage 1	-	-	-	-	-	-	988	874	-	744	707	-
Stage 2	-	-	-	-	-	-	864	705	-	1005	874	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.3	8.38	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1067	1355	-	-	126	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.005	-	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	0	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

HCM 7th TWSC
26: 31st St. & East Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	175	8	1	1
Future Vol, veh/h	0	24	175	8	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	29	211	10	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	220	0	-	0	230	110
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1361	-	-	-	743	929
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	743	929
Mov Cap-2 Maneuver	-	-	-	-	743	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.37
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1361	-	-	-	826
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Ctrl Dly (s/v)	0	-	-	-	9.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
27: Highland Atrium Access Driv e & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	75	101	0	7
Future Vol, veh/h	17	0	75	101	0	7
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	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	20	0	90	122	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	262	10
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1609	-	710	1075
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1609	-	669	1075
Mov Cap-2 Maneuver	-	-	-	-	669	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.24	8.38
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1075	-	-	1534	-
HCM Lane V/C Ratio	0.008	-	-	0.056	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.4	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	-

HCM 7th TWSC
29: 31st St. & West Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	86	15	3	0
Future Vol, veh/h	0	14	86	15	3	0
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	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	17	104	18	4	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	122	0	-	0	121	61
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1478	-	-	-	867	998
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	867	998
Mov Cap-2 Maneuver	-	-	-	-	867	-
Stage 1	-	-	-	-	906	-
Stage 2	-	-	-	-	1019	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.17
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1478	-	-	-	867
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	34	53	289	28	822	7	569	140	595	926	29
Future Volume (vph)	97	34	53	289	28	822	7	569	140	595	926	29
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	200		495	245		245	305		0
Storage Lanes	1		1	1		2	1		1	2		1
Taper Length (ft)	25			180			120			170		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	2000	1583	3467	1923	2814	1805	3762	1615	3467	3762	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	2000	1583	3467	1923	2814	1805	3762	1615	3467	3762	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			400			147			82
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		317			1105			1034			575	
Travel Time (s)		6.2			21.5			20.1			11.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	1%	4%	1%	0%	1%	0%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	36	56	304	29	865	7	599	147	626	975	31
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	18.0	6.0	6.0	18.0	6.0
Minimum Split (s)	11.0	16.0	15.0	15.0	16.0	15.0	15.0	31.0	15.0	15.0	31.0	11.0
Total Split (s)	28.0	25.0	15.0	48.0	45.0	45.0	15.0	42.0	48.0	45.0	72.0	28.0
Total Split (%)	17.5%	15.6%	9.4%	30.0%	28.1%	28.1%	9.4%	26.3%	30.0%	28.1%	45.0%	17.5%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-2.0	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5
Total Lost Time (s)	2.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	21.7	13.2	21.0	21.1	16.3	53.1	8.0	74.9	96.6	42.0	111.0	135.8
Actuated g/C Ratio	0.14	0.08	0.13	0.13	0.10	0.33	0.05	0.47	0.60	0.26	0.69	0.85

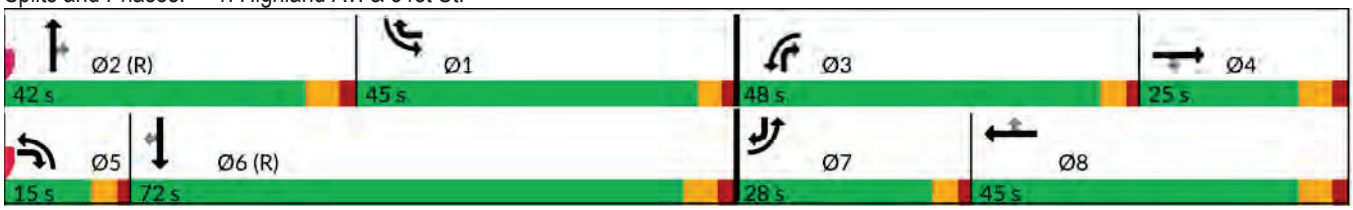
Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.42	0.22	0.18	0.67	0.15	0.72	0.08	0.34	0.14	0.69	0.37	0.02
Control Delay (s/veh)	69.5	71.9	1.2	73.1	66.0	21.3	74.1	29.0	1.5	57.7	12.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.5	71.9	1.2	73.1	66.0	21.3	74.1	29.0	1.5	57.7	12.2	0.0
LOS	E	E	A	E	E	C	E	C	A	E	B	A
Approach Delay (s/veh)		50.3			35.6			24.1			29.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	103	36	0	159	29	178	7	215	0	308	230	0
Queue Length 95th (ft)	165	76	0	205	64	218	26	286	22	379	318	0
Internal Link Dist (ft)		237			1025			954			495	
Turn Bay Length (ft)			65	200		495	245		245	305		
Base Capacity (vph)	309	275	351	975	504	1201	135	1761	1171	910	2610	1421
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.13	0.16	0.31	0.06	0.72	0.05	0.34	0.13	0.69	0.37	0.02

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay (s/veh): 31.4 Intersection LOS: C
Intersection Capacity Utilization 59.1% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Highland Av. & 31st St.



HCM 7th TWSC
22: Straight North Access Drive/Parkers Access Drive & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	175	0	2	36	26	1	0	6	3	0	0
Future Vol, veh/h	0	175	0	2	36	26	1	0	6	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	208	0	2	43	31	1	0	7	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	74	0	0	208	0	0	235	287	104	167	271	37
Stage 1	-	-	-	-	-	-	208	208	-	63	63	-
Stage 2	-	-	-	-	-	-	26	79	-	104	208	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1539	-	-	1375	-	-	706	626	937	787	639	1034
Stage 1	-	-	-	-	-	-	780	733	-	946	846	-
Stage 2	-	-	-	-	-	-	994	834	-	896	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1539	-	-	1375	-	-	704	625	937	779	637	1034
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	625	-	779	637	-
Stage 1	-	-	-	-	-	-	780	733	-	945	845	-
Stage 2	-	-	-	-	-	-	992	832	-	889	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.25	9.06	9.64
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	895	1539	-	-	71	-	-	779
HCM Lane V/C Ratio	0.009	-	-	-	0.002	-	-	0.005
HCM Ctrl Dly (s/v)	9.1	0	-	-	7.6	0	-	9.6
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 7th TWSC
26: 31st St. & East Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	166	37	0	9	0
Future Vol, veh/h	0	166	37	0	9	0
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	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	198	44	0	11	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	143	22
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	841	1056
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	841	1056
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.34
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	841
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
27: Highland Atrium Access Driv e & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	0	20	17	0	88
Future Vol, veh/h	78	0	20	17	0	88
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	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	93	0	24	20	0	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	151	46
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1514	-	832	1019
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	964	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	819	1019
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.02	8.94
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1019	-	-	1506	-
HCM Lane V/C Ratio	0.103	-	-	0.016	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

HCM 7th TWSC
29: 31st St. & West Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	14	3	9	0
Future Vol, veh/h	0	69	14	3	9	0
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	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	82	17	4	11	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	60	10
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1609	-	-	-	946	1075
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	946	1075
Mov Cap-2 Maneuver	-	-	-	-	946	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	8.85
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	946
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	18	9	126	41	491	41	460	294	1000	636	188
Future Volume (vph)	11	18	9	126	41	491	41	460	294	1000	636	188
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	200		495	245		245	305		0
Storage Lanes	1		1	1		2	1		1	2		1
Taper Length (ft)	25			180			120			170		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	2000	1615	3433	2000	2733	1805	3689	1599	3467	3725	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1612	2000	1615	3433	2000	2733	1805	3689	1599	3467	3725	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98			479			173			202
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		319			1157			1042			607	
Travel Time (s)		6.2			22.5			20.3			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	0%	0%	2%	0%	4%	0%	3%	1%	1%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	19	10	135	44	528	44	495	316	1075	684	202
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	18.0	6.0	6.0	18.0	6.0
Minimum Split (s)	11.0	16.0	15.0	14.0	16.0	15.0	15.0	31.0	14.0	15.0	31.0	11.0
Total Split (s)	14.0	18.0	18.0	14.0	18.0	75.0	18.0	43.0	14.0	75.0	100.0	14.0
Total Split (%)	9.3%	12.0%	12.0%	9.3%	12.0%	50.0%	12.0%	28.7%	9.3%	50.0%	66.7%	9.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	8.8	13.2	20.4	13.2	14.4	83.8	10.6	46.0	60.4	72.0	109.5	121.9
Actuated g/C Ratio	0.06	0.09	0.14	0.09	0.10	0.56	0.07	0.31	0.40	0.48	0.73	0.81

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.13	0.11	0.03	0.45	0.23	0.30	0.35	0.44	0.42	0.65	0.25	0.15
Control Delay (s/veh)	69.8	64.5	0.2	70.5	65.6	1.6	73.0	44.3	13.7	31.7	8.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.8	64.5	0.2	70.5	65.6	1.6	73.0	44.3	13.7	31.7	8.3	0.9
LOS	E	E	A	E	E	A	E	D	B	C	A	A
Approach Delay (s/veh)		50.4			18.8			34.5			20.3	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)	13	17	0	68	40	8	42	218	81	404	126	0
Queue Length 95th (ft)	38	45	0	106	82	28	83	280	153	479	171	20
Internal Link Dist (ft)		239			1077			962			527	
Turn Bay Length (ft)			65	200		495	245		245	305		
Base Capacity (vph)	118	200	348	308	203	1737	180	1130	744	1664	2718	1352
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.03	0.44	0.22	0.30	0.24	0.44	0.42	0.65	0.25	0.15

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay (s/veh): 23.8 Intersection LOS: C
Intersection Capacity Utilization 65.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Highland Av. & 31st St.

HCM 7th TWSC
22: Straight North Access Drive/Parkers Access Drive & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	31	0	36	230	4	0	0	7	0	0	0
Future Vol, veh/h	0	31	0	36	230	4	0	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	37	0	43	277	5	0	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	282	0	0	37	0	0	263	406	19	385	404	141
Stage 1	-	-	-	-	-	-	37	37	-	366	366	-
Stage 2	-	-	-	-	-	-	225	369	-	19	37	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1292	-	-	1586	-	-	674	537	1062	553	539	888
Stage 1	-	-	-	-	-	-	979	868	-	631	626	-
Stage 2	-	-	-	-	-	-	763	625	-	1004	868	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1586	-	-	654	521	1062	532	523	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	654	521	-	532	523	-
Stage 1	-	-	-	-	-	-	979	868	-	612	607	-
Stage 2	-	-	-	-	-	-	740	606	-	996	868	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.12	8.42	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1062	1292	-	-	469	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.027	-	-	-
HCM Ctrl Dly (s/v)	8.4	0	-	-	7.3	0.2	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	-

HCM 7th TWSC
26: 31st St. & East Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	222	8	1	1
Future Vol, veh/h	0	30	222	8	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	36	267	10	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	277	0	-	0	290	139
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	18	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1297	-	-	-	682	891
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	1008	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	682	891
Mov Cap-2 Maneuver	-	-	-	-	682	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	1008	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1297	-	-	-	773
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Ctrl Dly (s/v)	0	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
27: Highland Atrium Access Driv e & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	0	78	145	0	7
Future Vol, veh/h	23	0	78	145	0	7
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	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	28	0	94	175	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	303	14
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1599	-	670	1069
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1599	-	629	1069
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.73	8.39
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1069	-	-	1259	-
HCM Lane V/C Ratio	0.008	-	-	0.059	-
HCM Ctrl Dly (s/v)	8.4	-	-	7.4	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	-

HCM 7th TWSC
29: 31st St. & West Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	130	15	3	0
Future Vol, veh/h	0	20	130	15	3	0
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	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	24	157	18	4	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	175	0	-	0	178	87
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1414	-	-	-	801	960
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1414	-	-	-	801	960
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1414	-	-	-	801
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Ctrl Dly (s/v)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	48	75	298	35	847	8	586	144	613	954	35
Future Volume (vph)	137	48	75	298	35	847	8	586	144	613	954	35
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	200		495	245		245	305		0
Storage Lanes	1		1	1		2	1		1	2		1
Taper Length (ft)	25			180			120			170		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	2000	1583	3467	1923	2814	1805	3762	1615	3467	3762	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	2000	1583	3467	1923	2814	1805	3762	1615	3467	3762	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			290			152			82
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		317			1105			1034			575	
Travel Time (s)		6.2			21.5			20.1			11.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	1%	4%	1%	0%	1%	0%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	51	79	314	37	892	8	617	152	645	1004	37
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	18.0	6.0	6.0	18.0	6.0
Minimum Split (s)	11.0	16.0	15.0	15.0	16.0	15.0	15.0	31.0	15.0	15.0	31.0	11.0
Total Split (s)	28.0	25.0	15.0	48.0	45.0	45.0	15.0	42.0	48.0	45.0	72.0	28.0
Total Split (%)	17.5%	15.6%	9.4%	30.0%	28.1%	28.1%	9.4%	26.3%	30.0%	28.1%	45.0%	17.5%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-2.0	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5
Total Lost Time (s)	2.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	20.5	13.7	21.5	21.6	15.4	54.8	8.0	73.9	96.1	42.0	107.9	130.8
Actuated g/C Ratio	0.13	0.09	0.13	0.14	0.10	0.34	0.05	0.46	0.60	0.26	0.67	0.82

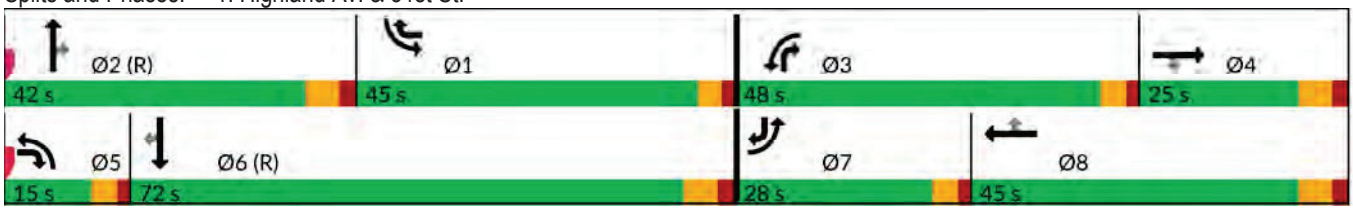
Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/20/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.30	0.25	0.67	0.20	0.77	0.09	0.36	0.15	0.71	0.40	0.03
Control Delay (s/veh)	77.9	73.1	3.2	72.8	68.7	25.5	74.4	30.0	1.6	58.5	13.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.9	73.1	3.2	72.8	68.7	25.5	74.4	30.0	1.6	58.5	13.4	0.0
LOS	E	E	A	E	E	C	E	C	A	E	B	A
Approach Delay (s/veh)		55.5			38.8			24.9			30.3	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	146	51	0	165	38	240	8	224	0	320	242	0
Queue Length 95th (ft)	217	97	9	210	77	272	28	304	22	392	344	0
Internal Link Dist (ft)		237			1025			954			495	
Turn Bay Length (ft)			65	200		495	245		245	305		
Base Capacity (vph)	287	275	356	975	504	1153	135	1736	1168	910	2536	1383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.19	0.22	0.32	0.07	0.77	0.06	0.36	0.13	0.71	0.40	0.03

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 29 (18%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay (s/veh): 33.6 Intersection LOS: C
Intersection Capacity Utilization 62.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Highland Av. & 31st St.



HCM 7th TWSC
22: Straight North Access Drive/Parkers Access Drive & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	222	0	7	45	26	1	0	35	3	0	0
Future Vol, veh/h	0	222	0	7	45	26	1	0	35	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	264	0	8	54	31	1	0	42	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	85	0	0	264	0	0	308	365	132	218	350	42
Stage 1	-	-	-	-	-	-	264	264	-	86	86	-
Stage 2	-	-	-	-	-	-	43	101	-	132	264	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1525	-	-	1311	-	-	627	566	899	725	577	1026
Stage 1	-	-	-	-	-	-	724	694	-	918	828	-
Stage 2	-	-	-	-	-	-	971	815	-	863	694	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1525	-	-	1311	-	-	623	562	899	687	574	1026
Mov Cap-2 Maneuver	-	-	-	-	-	-	623	562	-	687	574	-
Stage 1	-	-	-	-	-	-	724	694	-	912	822	-
Stage 2	-	-	-	-	-	-	965	810	-	823	694	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.72	9.26	10.27
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	888	1525	-	-	214	-	-	687
HCM Lane V/C Ratio	0.048	-	-	-	0.006	-	-	0.005
HCM Ctrl Dly (s/v)	9.3	0	-	-	7.8	0	-	10.3
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 7th TWSC
26: 31st St. & East Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	213	46	0	9	0
Future Vol, veh/h	0	213	46	0	9	0
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	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	254	55	0	11	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	182	27
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1563	-	-	-	796	1048
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1563	-	-	-	796	1048
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.58
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1563	-	-	-	796
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Ctrl Dly (s/v)	0	-	-	-	9.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

HCM 7th TWSC
27: Highland Atrium Access Driv e & 31st St. 04/20/2026

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	0	21	25	0	91
Future Vol, veh/h	122	0	21	25	0	91
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	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	145	0	25	30	0	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	145	0	210	73
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1449	-	765	981
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	751	981
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.46	9.12
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	981	-	-	1437	-
HCM Lane V/C Ratio	0.11	-	-	0.017	-
HCM Ctrl Dly (s/v)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 7th TWSC
29: 31st St. & West Access Drive 04/20/2026

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	113	22	3	9	0
Future Vol, veh/h	0	113	22	3	9	0
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	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	135	26	4	11	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	95	15
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1596	-	-	-	900	1067
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	900	1067
Mov Cap-2 Maneuver	-	-	-	-	900	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	953	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	900
HCM Lane V/C Ratio	-	-	-	-	0.012
HCM Ctrl Dly (s/v)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Morning Peak Hour

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/22/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	40	19	126	47	491	45	460	294	1000	636	194
Future Volume (vph)	33	40	19	126	47	491	45	460	294	1000	636	194
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	200		495	245		245	305		0
Storage Lanes	1		1	1		2	1		1	2		1
Taper Length (ft)	25			180			120			170		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1612	2000	1615	3433	2000	2733	1805	3689	1599	3467	3725	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1612	2000	1615	3433	2000	2733	1805	3689	1599	3467	3725	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			98			362			139			209
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		319			1157			1042			607	
Travel Time (s)		6.2			22.5			20.3			11.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	12%	0%	0%	2%	0%	4%	0%	3%	1%	1%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	43	20	135	51	528	48	495	316	1075	684	209
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	18.0	6.0	6.0	18.0	6.0
Minimum Split (s)	11.0	16.0	15.0	14.0	16.0	15.0	15.0	31.0	14.0	15.0	31.0	11.0
Total Split (s)	14.0	18.0	18.0	14.0	18.0	75.0	18.0	43.0	14.0	75.0	100.0	14.0
Total Split (%)	9.3%	12.0%	12.0%	9.3%	12.0%	50.0%	12.0%	28.7%	9.3%	50.0%	66.7%	9.3%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	10.3	13.5	24.2	10.9	14.1	83.5	10.9	44.8	56.3	72.0	108.0	121.9
Actuated g/C Ratio	0.07	0.09	0.16	0.07	0.09	0.56	0.07	0.30	0.38	0.48	0.72	0.81

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/22/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.32	0.24	0.06	0.54	0.27	0.31	0.37	0.45	0.46	0.65	0.26	0.16
Control Delay (s/veh)	74.4	66.8	0.3	75.7	67.0	3.5	73.3	45.3	17.8	31.7	8.8	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.4	66.8	0.3	75.7	67.0	3.5	73.3	45.3	17.8	31.7	8.8	0.9
LOS	E	E	A	E	E	A	E	D	B	C	A	A
Approach Delay (s/veh)		55.9			21.7			36.7			20.4	
Approach LOS		E			C			D			C	
Queue Length 50th (ft)	36	40	0	68	47	30	46	218	104	404	127	0
Queue Length 95th (ft)	80	81	0	106	92	50	89	282	178	479	177	20
Internal Link Dist (ft)		239			1077			962			527	
Turn Bay Length (ft)			65	200		495	245		245	305		
Base Capacity (vph)	118	200	384	251	200	1682	180	1101	681	1664	2681	1339
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.22	0.05	0.54	0.26	0.31	0.27	0.45	0.46	0.65	0.26	0.16

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 38 (25%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay (s/veh): 25.5 Intersection LOS: C
Intersection Capacity Utilization 65.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: Highland Av. & 31st St.

HCM 7th TWSC
22: Straight North Access Drive/Parkers Access Drive & 31st St. 04/22/2026

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	85	0	36	246	4	0	0	7	0	0	0
Future Vol, veh/h	0	85	0	36	246	4	0	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	102	0	43	296	5	0	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	301	0	0	102	0	0	337	490	51	437	488	151
Stage 1	-	-	-	-	-	-	102	102	-	386	386	-
Stage 2	-	-	-	-	-	-	235	388	-	51	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1271	-	-	1502	-	-	597	482	1012	508	483	875
Stage 1	-	-	-	-	-	-	898	814	-	615	614	-
Stage 2	-	-	-	-	-	-	753	612	-	961	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1271	-	-	1502	-	-	579	466	1012	488	468	875
Mov Cap-2 Maneuver	-	-	-	-	-	-	579	466	-	488	468	-
Stage 1	-	-	-	-	-	-	898	814	-	595	595	-
Stage 2	-	-	-	-	-	-	729	593	-	953	814	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.1	8.59	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1012	1271	-	-	443	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.029	-	-	-
HCM Ctrl Dly (s/v)	8.6	0	-	-	7.5	0.2	-	0
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	-

HCM 7th TWSC
26: 31st St. & East Access Drive 04/22/2026

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	53	235	11	32	0
Future Vol, veh/h	0	53	235	11	32	0
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	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	64	283	13	39	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	296	0	-	0	322	148
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1277	-	-	-	652	878
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	652	878
Mov Cap-2 Maneuver	-	-	-	-	652	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	992	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.86
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1277	-	-	-	652
HCM Lane V/C Ratio	-	-	-	-	0.059
HCM Ctrl Dly (s/v)	0	-	-	-	10.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th TWSC
27: Highland Atrium Access Driv e & 31st St. 04/22/2026

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	0	78	157	0	7
Future Vol, veh/h	46	0	78	157	0	7
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	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	55	0	94	189	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	55	0	338	28
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1562	-	637	1048
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1562	-	597	1048
Mov Cap-2 Maneuver	-	-	-	-	597	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.63	8.46
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1048	-	-	1195	-
HCM Lane V/C Ratio	0.008	-	-	0.06	-
HCM Ctrl Dly (s/v)	8.5	-	-	7.5	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	-

HCM 7th TWSC
29: 31st St. & West Access Drive 04/22/2026

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	152	5	22	0
Future Vol, veh/h	0	24	152	5	22	0
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	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	29	183	6	27	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	201	95
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1397	-	-	-	775	950
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1397	-	-	-	775	950
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.81
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1397	-	-	-	775
HCM Lane V/C Ratio	-	-	-	-	0.034
HCM Ctrl Dly (s/v)	0	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Evening Peak Hour

Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/22/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	58	80	298	52	847	17	586	144	613	954	53
Future Volume (vph)	147	58	80	298	52	847	17	586	144	613	954	53
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		65	200		495	245		245	305		0
Storage Lanes	1		1	1		2	1		1	2		1
Taper Length (ft)	25			180			120			170		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	2000	1583	3467	1923	2814	1805	3762	1615	3467	3762	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	2000	1583	3467	1923	2814	1805	3762	1615	3467	3762	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			267			152			82
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		317			1105			1034			575	
Travel Time (s)		6.2			21.5			20.1			11.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	2%	1%	4%	1%	0%	1%	0%	1%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	61	84	314	55	892	18	617	152	645	1004	56
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0	6.0	6.0	18.0	6.0	6.0	18.0	6.0
Minimum Split (s)	11.0	16.0	15.0	15.0	16.0	15.0	15.0	31.0	15.0	15.0	31.0	11.0
Total Split (s)	28.0	25.0	15.0	48.0	45.0	45.0	15.0	42.0	48.0	45.0	72.0	28.0
Total Split (%)	17.5%	15.6%	9.4%	30.0%	28.1%	28.1%	9.4%	26.3%	30.0%	28.1%	45.0%	17.5%
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	3.0
All-Red Time (s)	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-2.0	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5	-3.0	-1.5
Total Lost Time (s)	2.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes			Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	21.1	14.2	22.7	21.6	15.2	54.6	8.8	73.4	95.6	42.0	106.7	130.2
Actuated g/C Ratio	0.13	0.09	0.14	0.14	0.10	0.34	0.06	0.46	0.60	0.26	0.67	0.81

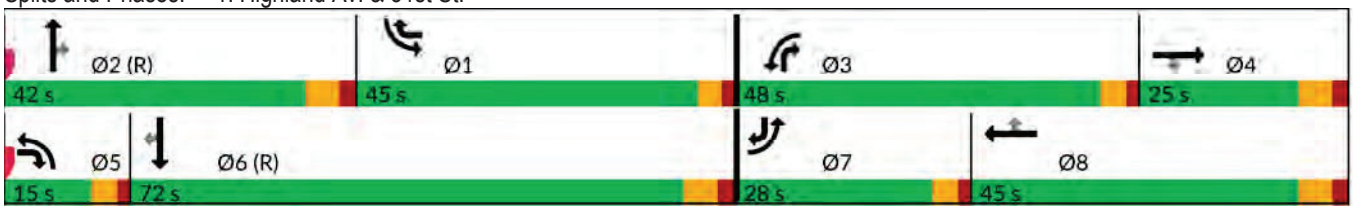
Lanes, Volumes, Timings
1: Highland Av. & 31st St. 04/22/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.65	0.34	0.25	0.67	0.30	0.79	0.18	0.36	0.15	0.71	0.40	0.04
Control Delay (s/veh)	78.8	73.8	4.0	72.8	71.3	26.8	75.8	30.4	1.6	58.5	14.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.8	73.8	4.0	72.8	71.3	26.8	75.8	30.4	1.6	58.5	14.1	0.4
LOS	E	E	A	E	E	C	E	C	A	E	B	A
Approach Delay (s/veh)		56.8			40.2			25.8			30.4	
Approach LOS		E			D			C			C	
Queue Length 50th (ft)	157	62	0	165	57	250	18	224	0	320	247	0
Queue Length 95th (ft)	232	111	15	210	104	276	47	307	22	392	361	5
Internal Link Dist (ft)		237			1025			954			495	
Turn Bay Length (ft)			65	200		495	245		245	305		
Base Capacity (vph)	287	275	360	975	504	1136	135	1726	1166	910	2507	1372
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.22	0.23	0.32	0.11	0.79	0.13	0.36	0.13	0.71	0.40	0.04

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 29 (18%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 34.6 Intersection LOS: C
Intersection Capacity Utilization 63.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: Highland Av. & 31st St.



HCM 7th TWSC
22: Straight North Access Drive/Parkers Access Drive & 31st St. 04/22/2026

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	247	0	7	89	26	1	0	35	3	0	0
Future Vol, veh/h	0	247	0	7	89	26	1	0	35	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	294	0	8	106	31	1	0	42	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	137	0	0	294	0	0	364	448	147	285	432	68
Stage 1	-	-	-	-	-	-	294	294	-	138	138	-
Stage 2	-	-	-	-	-	-	70	154	-	147	294	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1460	-	-	1279	-	-	572	509	880	650	519	987
Stage 1	-	-	-	-	-	-	695	673	-	857	786	-
Stage 2	-	-	-	-	-	-	938	774	-	846	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1460	-	-	1279	-	-	569	506	880	615	516	987
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	506	-	615	516	-
Stage 1	-	-	-	-	-	-	695	673	-	851	781	-
Stage 2	-	-	-	-	-	-	932	769	-	806	673	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.48	9.37	10.89
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	867	1460	-	-	157	-	-	615
HCM Lane V/C Ratio	0.049	-	-	-	0.007	-	-	0.006
HCM Ctrl Dly (s/v)	9.4	0	-	-	7.8	0	-	10.9
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

HCM 7th TWSC
26: 31st St. & East Access Drive 04/22/2026

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	232	61	29	15	0
Future Vol, veh/h	0	232	61	29	15	0
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	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	276	73	35	18	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	107	0	-	0	228	54
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1496	-	-	-	746	1009
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	746	1009
Mov Cap-2 Maneuver	-	-	-	-	746	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	746
HCM Lane V/C Ratio	-	-	-	-	0.024
HCM Ctrl Dly (s/v)	0	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
27: Highland Atrium Access Driv e & 31st St. 04/22/2026

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	0	21	40	0	91
Future Vol, veh/h	141	0	21	40	0	91
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	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	168	0	25	48	0	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	168	0	242	84
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1422	-	731	965
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1422	-	718	965
Mov Cap-2 Maneuver	-	-	-	-	718	-
Stage 1	-	-	-	-	851	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.65	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	965	-	-	1239	-
HCM Lane V/C Ratio	0.112	-	-	0.018	-
HCM Ctrl Dly (s/v)	9.2	-	-	7.6	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

HCM 7th TWSC
29: 31st St. & West Access Drive 04/22/2026

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	131	25	15	10	0
Future Vol, veh/h	0	131	25	15	10	0
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	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	156	30	18	12	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	117	24
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1573	-	-	-	873	1054
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1573	-	-	-	873	1054
Mov Cap-2 Maneuver	-	-	-	-	873	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.18
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1573	-	-	-	873
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Ctrl Dly (s/v)	0	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Village of Downers Grove

Planning and Zoning Commission – Minutes (DRAFT)

Table 1 - Detailed information on this Planning and Zoning Commission Meeting

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	June 1, 2026 at 7:00 PM

26-PZC-0021:

The petitioner is seeking approval for a Planned Unit Development and a Rezoning from O-R, Office-Research to B-2/PUD, General Retail Business/Planned Unit Development to convert an existing office building into an apartment building. The property is located approximately 350 feet northwest of the intersection of Highland Avenue and 31st Street, commonly known as 1020 31st Street, Downers Grove, IL (PIN: 06-29-304-011). Neder Capital Services, LLC Petitioner and Butterfield Commercial, Owner.

Nick Standiford, land use attorney with Schain Banks, presented on the request to rezone the 1020 W 31st Street property from O-R Office to B-2/PUD, General Business, to construct 184 market-rate apartments out of the existing office building on the property. He said they need to rezone the project, as residential is not permitted in the office district and the PUD restricts them from building their desired development. He felt the project would bring a lot of opportunities for housing to Downers Grove.

Dennis Stratievsky, applicant representative, voiced they are proposing to reposition an aging and largely vacant office building into an184 unit newly construct market rate apartment building without expanding the building footprint and without adding square footage. He noted they will also be creating significant new green space throughout the site. He went over the site location and site map.

Eric Lukacsik, design architect with Ware Malcomb, discussed the proposed retrofit for the property. He provided a list of amenities for the residents, including a fitness room and yoga studio, coworking space, club room, small theater, proposed golf simulator, and the reallocation of the existing carwash bay for residents. He said they are providing a mix of studios, one bedroom, and two-bedroom apartments, and removing 186 parking stalls out of 750, which will provide 30,000 square feet of additional green space. He noted that on the northwest corner, they are providing pickle ball, half-court basketball, and a dog park for the residents. On Level 2 of the garage, they are removing 90 parking spots and providing outdoor amenity space for residents, including lounge spaces, an outdoor theater, and fire pits. He added that are providing around 80% of outdoor balcony spaces for each unit at a minimum of 72 square feet per unit and adding some architectural frame moves to the exterior to create less office aesthetic.

Javier Millan, Principal at KLOA, Inc., presented on the traffic study for the proposed development, which included vehicular, pedestrian, and bicycle counts that were conducted during the weekday mornings 7 to 9 a.m. and evenings 4 to 6 p.m. at the Highland Avenue and 31st Street intersection and access drives along 31st Street inside the business complex. He shared they conducted a capacity analysis and the results showed all the intersections were operating efficiently and at acceptable levels of service. He noted they prepared a trip generation comparison between the proposed development and the office building assuming full occupancy, which showed the proposed development is projected to generate approximately 75% less fewer trips than the existing office building. He stated they conducted analysis of future conditions showing the access system as adequate and accommodating to traffic, and that the proposed development would have limited impact on the Highland Avenue and 31st Street intersection.

Mr. Standiford discussed the zoning map amendment standards, mentioning that converting the property to residential will help with property values, will not impact traffic, cause no diminution in property values and the public health, and the safety and welfare will benefit from additional housing. They also did not feel the proposed site would overburden the schools in the area. He said the Comprehensive Plan talks about renovating buildings, which is exactly what they are doing with the site. He mentioned the Comprehensive Plan also plans for a bike lane to go in front of the facility and they have biking spaces available. He talked about the factors for the PUD, which he felt they met all the requirements for.

Chairman Rickard asked for questions for the petitioner.

Commissioner Eberhardt asked what the rent would be for the different units. Mr. Stratievsky answered they have not conducted a full marketing study, but the rent will follow the market of Downers Grove and nearby buildings.

Commissioner Eberhardt expressed they have been discussing that rent is too high and actually higher than paying a mortgage for a house, so people cannot even rent to try to save for a mortgage. She asked if one of their goals for this development was to try to help with that. Mr. Stratievsky responded he could not speak to that, but they would be congruent with the surrounding rates.

Commissioner Patel asked if there was a public event held to answer any questions. Mr. Stratievsky answered yes, they held an open house on the site with two sessions, and they provided notice of that to the surrounding property owners. He noted only two people showed up and no concerns or objections were raised. Mr. Lukacsik added once they have the permit in hand after approval, demolition to completion should be about 18 months.

Chairman Rickard noted there is a recommendation in the staff report about lowering parking count by around 40 spaces. He inquired if that was attainable. Mr. Stratievsky said they were able to find those spaces and were put into the plan after the fact, which are along the northeastern property line. Mr. Lukacsik added they removed 48 spaces.

Commissioner Patel asked how the weekends factored into their traffic analysis, as residential traffic may be different on the weekends. Mr. Millan responded the analysis concentrated on a.m. and p.m., but the beauty of the development location is that it is counter flow to what the office does, as office traffic in the morning is coming in and residential is going out, and in the evenings that reverses. Therefore, it will not impact or add to what is already there and there is good synergy between the uses. In regard to the weekends, typically residential developments tend to generate slightly less than what they see during the peak hours in a.m. or p.m. He said residential will generate more than an office building on the weekend, but they have done a lot of information on this corridor and the intersection was built to accommodate a lot of traffic.

Commissioner Frankovic asked if they were putting in any precautions for birds or wildlife in regard to using bird friendly glass, as they are so close to Lyman Woods. Mr. Lukacsik answered they are only providing potentially tinted glass at this time, but not laminated or fritted glass to deter bird flight. Commissioner Frankovic recommended they do that.

Chairman Rickard asked for public testimony.

Fahim Shadid, resident of Gregory Place, stated there has been an addition of traffic in Downers Grove, especially adding a light at 75th Street and Highland, due to the population of the new buildings. He noted two individuals died as a result of an accident at the intersection and the new project would add to that hazard. He questioned the financial future obligation of the Village for

the developments, if their taxes would be increased as a result of the new development, if there would be future rezoning of other buildings, and the effect of this on the school district.

Judy Thompson, Innisbrook Subdivision resident, voiced her concerns with the proposed development. She said the required was to notified properties within 500 feet of the building, but there is not a single neighbor within 500 feet. She requested the notification mailings and addresses that were sent to but did not receive them. She said no one knew about the open house and it was held on a Thursday, which is not accessible to attend. She stated the traffic study only applied to people coming and going for work and did not account for weekends or evenings. She noted the hearing signs were not displayed properly. She stated the building does not fit the existing use or zoning of nearby properties, will effect property values of neighboring properties, not suitable and out of scale to the surrounding neighborhood, and does not maintain the character of the surrounding community. She said the zoning standards override the community based planning that limit the ability to align development to local conditions and resident input and it needs to be clarified who the market rate will be aligned with. She noted the Village argued against the Build Act, as they do not want another governing body to tell them where higher density housing can occur, but they ignore putting high density housing next to neighborhood where it is inappropriate for the current character of the neighborhood.

Joanne Patten, Venard Road resident, stated they have no sanitary sewer in her section of the street and Bel Air School has no storm or sanitary sewer in the ground and it is a mess. She said this building is in the Bel Air School District and they cannot accommodate another 100 or more students. She added they also need to take a look at the devasting impact on Lyman Woods, as having action across the street would be disrupting and decimate what little bit is left there.

Paul Schouten, Mistwood Subdivision resident, shared he has watched the changes that have come through the community since the 90s and always felt the Village government was the friends of the residents. He asked why the Village is part of a program to try to save a property owner who bought a commercial building and now wants to redevelop it to the detriment of the surrounding neighborhoods. He said they do not need an increase in density and population and strongly asked the Village and the Commission to consider who they are helping. He agreed the notice did not meet statutory requirements and should not have progressed to this point.

Sharon Altier, Mistwood Subdivision resident, voiced as Highland Avenue has gotten busier, there have been issues with traffic and speeders, and she requested putting up a ticketing radar gun there. She was disappointed they did not receive a notice of the hearing, as they would have shown up for it. She shared that they were informed by a demolition company that 3200 Etna building will start coming down in July and be finished by November. She was also concerned

with the price points and what percent would be affordable housing and what ages it will be designed for. She asked if there will be company management over the apartments after they build them and what exactly was studied with the housing needs study. She also did not know how this would help public health. She also questioned how this would affect their residential tax assessments.

Mike Heinz, Gregory Place resident, said there is concern from neighbors that they will put a thoroughfare through from Saratoga and the curb onto Venard through the backside towards the west.

Steve Small (ph), Mistwood resident, shared disappointment that they just learned of this project within the last week. He stated he has worked on distressed asset in commercial real estate for many years, and he suggested they be careful about what might end up there if they do not do this project, as he did not want to see a hulking metal building standing there rusting for decades.

Amy Cainkar, Orchard Brook Subdivision resident, expressed she has a kid that attends Bel Aire and there is no more room in that school. She added she has children with dyslexia, and before the PADs came into the neighborhood, they were able to get assistance if they were 40% or less, and now it is down to 25%. She said with added kids coming into Bel Aire, that percent will go down even lower. She requested they deny the petition's request to rezone the property, as there are no properties in the immediate area that are zoned or used residentially. She noted there is no benefit to the public health, safety, and welfare to the area and it does not comply with the Comprehensive Plan.

Bankim Shah, Drew Street resident, stated the traffic study seemed to be flawed, as it only considered the car traffic and not those who walk around and those who need parks and places to play. He said none of their changes suggested add any amenities for outdoor activities and hardly two people can stand on the balconies they have proposed. He expressed people want to bike, walk around, and want parks in Downers Grove. He said the proposed project does not add any character to the community and they are looking for the cheap way out.

Waqas Akkawi, Venard Road resident, voiced 184 units would cause a significant traffic increase and the lanes are not configured correctly there. He said the signs were angled in a way that anyone traversing the area going south where the schools and shopping is could not see it, which he felt was deliberate. He stated that with the addition of the proposed project, it will also add a lot of foot traffic in their neighborhood. He talked about how a lot of people who previously worked from home are now going back into the office, which will accelerate traffic. He expressed a lot of people have moved to their community to escape high density and to have more space to enjoy. He mentioned that police are regularly at apartment buildings as well.

Michael O'Brien, Hickory Court resident, stated he has two children in Bel Aire Elementary, and a high density project would overflow the schools. He said they have really good character in the neighborhood and it is really made for families, and putting in a high density project would negatively affect traffic. He said they want the best for their community and no one agrees this is best for Downers Grove.

George Vesely, Mistwood resident, reiterated they only found out about this last week. He asked how long this dialogue process had been going on, as he has not seen anything about it in the pamphlets that come out from Downers Grove either.

John Latsoudis, Vernard Road resident, stated if they were to put a road from 31st Street to Saratoga, his house would be the one seen first, so he asked if they approve the rezoning, that they not put that in the plans so they cannot come back and do that later on. He said somebody needs to change the rule of the 500 feet, as he did not know about the open house and is the second closest house to it.

Vesna Young, Innisbrook resident, asked the Commission to consider the number of other rental units there are within a 2 mile radius of this building, as they are part of the Yorktown tax assessment and she believed that was lumped into some of the same rates they have. She did not know if there was a need for such a high density project with everything else that has been going on.

Tom (last name not provided), Innisbrook resident, expressed he moved to their property because it was a quiet neighborhood to raise their children. He said the best thing about their area and Downers Grove is the high number of long term homeowners who are active in the community and have a vested interest in the high community standards, quality of schools, the strength in the neighborhoods, and the availability of parks, activities, and programs. He expressed if this is approved, kids living there would be zoned to Bel Aire schools, who could not handle that influx and an 184 unit building would be the largest single unit building in Downers Grove. He noted that right now the office park does not generate any traffic on nights and weekends and is quiet, which would change with the proposed development. He was upset the Village's long range plan talks about preserving the character of their neighborhoods, but promotes future renters over the long term homeowners that invested in the Downers Grove and built the neighborhood character they want to preserve.

Lynn Lapalermo, Mistwood resident, commented many of them are long term residents and have pride in Downers Grove, and this proposed idea is just the beginning, as they are also tearing down the Etna building. She asked that they build something reminiscent of Downers Grove, like an upscale over 65 community or something for the homeowners wanting to size down in

townhomes or condos. She mentioned she did research on the company doing the maintenance and management of this development and they did not have good Yelp reviews. She asked the Commission to do their homework before making a decision.

Donna Lawley, Orchard Brook Subdivision resident, asked the Commission what advantage they see with having an 184-unit rental building overcrowding their area.

Chairman Rickard responded this was the opportunity for the public to share their comments and the Commission will talk after everyone is done.

Kristie Barbaro, Seeley Avenue resident, agreed with most of the other comments given. Although, she knew it was not required, she recommended having a school study be done like they do a traffic study. She noted Bel Air is an open concept school and North High School has no room to expand. She stated that in 2022, Downers Grove schools increased their transportation costs from $3.4 million to $6.7 million due to the IHC housing on the north end of the city, so the cost of the school district and accommodating more students on the north end seemed complicated. She added that Orchard Brook community did not want rentals in their own community, let alone a big increased housing development next to it. She also agreed traffic would be increased and more people are going back to work.

Dan Callahan, Mistwood resident, asked the Commission to ask themselves how they would feel if they were in the shoes of the people of this area. He inquired how they could trust what is going to happen next when the meeting was railroaded behind their back.

Joshua Hearne, Middaugh Avenue resident, voiced their answer of fair market rent was not deeming a market study for typical residents, as that typically means public housing and potentially Section 8. He said that was demonstrated by the former Red Roof Inn, which had numerous drug issues. He added the property was purchased about a year ago and they never made an attempt to put the property on the market for rent, but chased all the tenants out.

Urszula Sawulski, Venard Road resident, was disappointed that they were blindsided by this and said it would completely change the makeup of the community. She said 184 units is not feasible in that area and she strongly asked the Commission to reconsider.

Stu Mercado, Innisbrook resident, expressed he is trying to give his daughters the best opportunity he never had coming from the south side of Chicago, and if this building goes, up it will ruin everything his family and others have worked for.

Denise Bachmann, 39th Street resident, shared they visited this topic in the 90s and all the people on the north end of town did not want it, but everybody knew about it then and attended the

meeting. She stated her biggest concern was the integrity of their schools and she voted for the referendum to give the schools more money to keep them top notch schools. She commented if they think people are going to move into a two-bedroom apartment only have one or no children, they are wrong. She mentioned they did no studies on the traffic coming down from all the building at Yorktown.

Tom Eboli, Mistwood resident, agreed there were trust issues with this and having only two people show up to the meeting should have been a tip off that people were not properly notified.

Nani Mullapudi, Venard Road resident, shared he did not want the overcrowding and was against this development.

Cindy Matook, Orchard Brook resident, stated the trust factor was huge and the rent answer was shady. She expressed that she looked at the company doing the development and it is not the same name of the company that is in attendance tonight. She felt they needed more time to properly research them.

Piotr Sawulski, Venard Road resident, agreed it was regrettable that they just heard about this development and he could not imagine anyone voting on something like this without the proper notification, especially something that could have a major impact on their community for many years. He added they need real studies by someone independent.

Megan Thompson, Drew Street resident, shared she is 22 years old and a second year doctoral student for physical therapy. She said they mentioned medical students living there, but she felt that medical students could not afford certain rent rates and cannot really walk places easily from there.

Chairman Rickard acknowledged they received around a dozen letters from those that could not attend the meeting.

Chairman Rickard asked for the staff report.

Flora Leon, Senior Planner, stated the request included a PUD and rezoning from O-R to B-2/PUD to convert an existing office building into a multifamily apartment building. She provided a location map and highlighted that all statutory requirements were met per the zoning ordinance in regard to notice. She said staff received public comment after the agenda was posted online and copies of that correspondence was placed on the dais for their review. She stated there was also an additional neighborhood meeting required by the zoning ordinance and it was hosted by the petitioner on May 21st. She expressed the adjacent property to the east is zoned B-2, so rezoning this property to B-2 would ensure spot zoning is not occurring. She provided an

overview of the PUD overlay and proposed site plan. She voiced that as a condition of approval, the petitioner was required to remove an additional 40 surface parking spaces north and east of the existing parking garage to replace with open green space and additional parking is proposed to be removed. The petitioner proposed to reduce parking from 750 to 612, and with 184 units, required parking is 368. She went over the elevations proposed, interior conversions, proposed deviations, and parking setback. She shared that in the land use and development section of the Comprehensive Plan, they indicate there should be a facilitation of redevelopment opportunities to meet housing development needs, creation and enhancement of mixed use areas to include housing, adaptive reuse of existing structures, and focus on strategic development to ensure they maximize the available limited land. She discussed the economic development portion of the plan promotes and encourages the rehabilitation of older buildings and redeveloping existing office spaces into mixed use developments and the Village should continue working with private developers to ensure future redevelopment and renovations reflecting high quality design. Ms. Leon stated that within the focus area plan in the Comprehensive Plan, they indicate the Village should support and encourage redevelopment and modernization of classy office space that is functionally obsolete. She shared that staff found the rezoning criteria was met with the proposed development and all standards of approval were met regarding the PUD. Staff recommended approval of the petition.

Chairman Rickard asked for questions for staff.

Commissioner Frankovic asked if there was intention to create any kind of drive to access Saratoga or Venard in the future. Mr. Zawila responded there is no connection planned as part of this development proposal.

Commissioner Frankovic inquired if there were any upgrades being done to the storm water. Ms. Leon answered there are not any additional things like PMPs required, but it would be reviewed closely with the building permit submission.

Commissioner Frankovic asked if there had been any conversations about any improvements or expansions to Bel Air Schools. Mr. Zawila said that would be a discussion with the school district and not under the purview of the Planning and Zoning Commission.

Commissioner Reyes inquired if there was any concern about the sewage system for the new usage, as there will be a lot more water before used than the previous development. Ms. Leon answered the sanitary district is involved and would provide a capacity analysis for the proposed units.

Commissioner Barry asked if there was any consideration being given to lighting impacts on the surrounding neighborhoods or in the woodsy area across the street. Ms. Leon responded the applicant provided a photometric lighting plan, which indicated the light levels along the property lines were within the zoning ordinance requirements.

Chairman Rickard invited the petitioner back up to address comments and questions and/or add additional statements.

Mr. Standiford expressed the public comments showed a lot of people love where they live, which is a testament to the Village and the great community. He said their project is a chance to let other people enjoy that community and the Commission's job is to look at the standards for approval. He went over some of the comments that were made in public testimony. He shared the developers are required by ordinance to provide impact fees to the Downers Grove Park District, District 58, and to High School District 99, so they are actually donating funds to the Village in addition to creating the development. He said taxes will not be increased and all other vacant office buildings in Downers Grove will not become residential by this rezoning. He expressed they are happy to talk to the school district about their needs and how they work together to make this proposal impact them less. He highlighted the municipal code only requires them to give notice if they are within 250 feet away and their information was located on the application. He said this building is away from a lot of stuff and the existing utilities servicing the building are sufficient for the proposed use, as it was used for a commercial office space with no issue.

Mr. Standiford said people moving to Downers Grove and need an entry point would benefit from this development. He commented the building was put on the market in 2022 for commercial use and there were no buyers, and they decided not to do condos because the condo market is not great. He added the owners are in discussions with the Midwest College of Physicians to lease out some of these spaces. He was advised not to say what the rent could be, as it could change in the next couple years and they do not want to be held to it, but they are looking at the one-bedrooms going for around $2,000 and the two-bedroom around $2,500. He noted they had an expert from KLOA give the traffic study, and they are probably the most distinguished traffic experts in the state and said traffic would not be a problem. In regard to open space, he noted there was a beautiful park right down the road and there is open space on site. He stated there are a lot of studio and one-bedroom apartments in this development, and they do not plan on there being many kids. He felt the comment on difficulty walking from place to place in this area was legitimate and most people will drive. He voiced they appreciated everyone's time and understood their concerns.

Chairman Rickard asked for Commission deliberation.

Commissioner Frankovic felt the existing structure was not of great use to the Village or community, so this was a fantastic way to stay in line with the Comprehensive Plan while also adding needed additional housing. She added this would be a great entry point for those people who work in Downers Grove but not able to afford to live there. She added they are creating a community that encourages residents to stay there for recreational and businesses purposes, and people could easily go to Lyman Woods as well. She noted the price points seem reasonable for most people and adding more green space is always appreciated. She felt property values would increase and allows for a more diverse community. She believed the standards were met.

Community Development Director Stan Popovich asked for decorum of the meeting and to let the commissioners have their deliberation without interruption.

Commissioner Eberhardt expressed Downers Grove updated their Comprehensive Plan and everybody in Downers Grove had the opportunity to participate, as they had live meetings with proper advertisement. She said she was disappointed in the people there tonight who were afraid of people who do not have enough money to buy a house in Downers Grove to live in their community. She added all the commissioners are residents of Downers Grove and volunteers for the public. She agreed the standards and criteria were met. She said they listened to public comment for two hours and she heard a lot of assumptions thrown out that had nothing to do with approving this case.

Commissioner Barry expressed it was important for everyone to understand how the process works, as the commissioners are volunteers and got a packet of information last week so they come in with slightly more information than the public. He said they take the public's input valuably and balance those two things. He stated, they are an advisory board who has to decide if things meet criteria set forth by the Village. He personally felt this would be a relatively isolated community with people driving to and from there, but it is an existing building that will have more green space and will add residents. He expressed the point was well taken on the Bel Air School and there should be some discussion between the developer and the school. However, he did see where repurposing this structure along I-88 to residential would be a bad thing.

Commissioner Reyes voiced his concern was mostly with the process, as he felt there were good points made that if they are going to recommend something for approval that impacts a school, there should be a process for that conversation. He added he also did not agree with getting the dozen letters submitted just a few minutes before the meeting started, as they did not have time to read those and he did not see the rush in approving it, as they have significant pushback that he would like to consider more.

Commissioner Eberhardt responded they are not approving it and their job is to make sure it meets the criteria set out by the Village.

Commissioner Reyes added one of the main criteria is if it is good for the community.

Commissioner Patel expressed they have a responsibility to look holistically at the entire Downers Grove community, including residents, visitors, and business owners. He noted there was a lot of feedback from the adjacent neighborhoods, but their responsibility as the Commission is to look at if this is needed and beneficial for Downers Grove in its entirety. He agreed with staff's recommendation for approval, as they have an existing obsolete building, and the best thing to do is try to convert it into something with positive utility and he felt it aligned with the Comprehensive Plan. He added it allows for additional diversity with housing and affordability and felt it would benefit those in the medical field. He agreed there was some challenges with notice and presenting information, but staff said all of the rules and regulations for providing notice were in compliance.

Commissioner Wolf agreed the standards were met and they have talked at length about the need for housing and how many people in Downers Grove cannot afford the home they are in and craving this sort of opportunity. She noted this would also compliment the rest of the development along the Butterfield Corridor.

Chairman Rickard felt the standards were met. In regard to the noticing concerns, everything was done per state law and Village ordinance, and no matter if they changed the number of square footage on that, there would always still be somebody outside of the notice line offended they were not notified, which is why they put signs on the property and post it in the newspaper. He stated for years they have been saying they want other types of housing at different price points.

Commissioner Reyes asked if they approve this what they will do about the next office buildings the come forward and if there will come a point where they say there is too much and will be unfair for the those that came in asking for it too late.

Chairman Rickard stated they are just expanding a zoning district already there as a natural progression and not making drastic changes to the zoning. He commented that schools are notified of their agendas and can make strong objections if they want to, as they have received letters of support and non-support for different petitions from schools. He noted this PUD is plan specific and not just a blanket zoning, and when the next one comes along, they will need to have a plan that works and go through the process in and of itself.

Commissioner Reyes stated he was not convinced that was the correct way to do it, as they will have to be unfair to someone as some point.

Commissioner Frankovic expressed she did not think they were setting a precedent here, as each PUD or zoning change is taken on a case by case basis and no one is being disadvantaged because of someone else's decision. She said it will be about the plan brought to the table and what they have to offer the Village.

Commissioner Barry wondered if there was any consideration to broadening these kind of proposals with an exception because they are not going to be able to rent them out.

Commissioner Frankovic responded each case is its own and they cannot judge one based off of another.

With respect to File 26-PZC-0021, 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 PUD amendment and map amendment, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest. Therefore, Commissioner Patel made a motion that the Planning and Zoning Commission recommend the Village Council approve File 26-PZC-0021, subject the three (3) conditions outlined in the staff report.

The motion seconded by Commissioner Frankovic. The motion passed 6-1.

Roll Call:

Aye: Barry, Frankovic, Patel, Eberhardt, Wolf, Chairman Rickard.

Nay: Reyes

Motion Approved. Vote: 6-1

Flora Leon <fleon@downers.us>

FPDDC Response - Notice of Public Hearing: Case # 26-PZC-0021 - 1020 31st Street, Downers Grove

Jennifer Meyer <jmeyer@dupageforest.org> Thu, May 28, 2026 at 12:01 PM
To: Flora Leon <fleon@downers.us>

Hi Flora,

Thank you for allowing the Forest Preserve District of DuPage County the opportunity to review and provide comments on the Notice of Public Hearing regarding PZC Case 26-PZC-0021; 1020 31st Street, Downers Grove. We appreciate receiving timely notification of such request that may have an impact on District property and thank you for the opportunity to comment. District staff have reviewed the information provided and do not have any comments. Please consider this email as the Forest Preserve District of DuPage County's formal response to this Public Notice.

Thank you, and if you have any questions please feel free to call me at 630-871-6427.

Have a great afternoon,

-Jennifer

Jennifer Meyer
Land Preservation Specialist
Core Management-Land Preservation
Forest Preserve District of DuPage County
Phone: 630-871-6427
jmeyer@dupageforest.org
dupageforest.org

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JOSEPH AND AMY CAINKAR

[redacted]

DOWNERS GROVE, ILLINOIS 60515

June 1, 2026

Downers Grove Planning and
Zoning Commission
Village of Downers Grove
850 Curtiss Street
Downers Grove, Illinois 60515

Re: Rezoning of 1020 31st Street, Downers Grove

Zoning Commission Members:

Please allow this letter to serve as a protest to the proposed rezoning of the property commonly known as 1020 31st Street, Downers Grove, Illinois ("Subject Property") from O-R (Office-Research) to B-2/PUD (General Retail Business/Planned Unit Development). The Subject Property is an existing office building to be converted to 184 residential rental units consisting of twenty-five (25) studio apartments, sixty-eight (68) one-bedroom units, and ninety-one (91) two-bedroom apartments. We respectfully request that you deny the petitioner's request for a positive recommendation to rezone the Subject Property.

Existing Use and Zoning of Nearby Property

When analyzing the propriety of any zoning classification, the existing uses and zoning of the surrounding property is of paramount importance. *Gunderson v. Village of Hinsdale*, 156 Ill. App. 3d 92, 103 (1987). In this case, the petitioner is proposing to rezone the Subject Property to B-2/PUD General Retail Business/Planned Unit Development without any retail use being incorporated into the development. Being exclusively residential, the petitioner should be seeking a rezoning to the R-6 Residential Apartment/Condo classification. Use of the residential zoning classification, however, would necessitate an admission that the proposed zoning and use is wholly different from the existing zoning and uses of nearby properties. In fact, there are no properties in the immediate area that are zoned or used residentially. The petitioner should not be allowed to feign similarity to B-2 and B-3-zoned properties in the area under these circumstances. Allowing the rezoning would constitute illegal spot zoning.

Property Value and whether Diminution is Off-Set by Increase in the Public Health, Safety and Welfare

There is no evidence that the current zoning classification is adversely affecting the property value of the Subject Property or any other similarly zoned property. If that were the case, we would expect to see other similarly zoned properties in the area experiencing diminutions in value and making efforts to change their zoning classification. That is not the case. Irrespective of the above, there is no benefit to the public health, safety and welfare in permitting such an intense residential use in the middle of an office park.

Suitability of Subject Property for Zoned Purposes

The Subject Property is currently zoned Office-Research. The improvements on the Subject Property were constructed and are used for office purposes. The Subject Property is not suited for residential purposes as evidenced by the significant modifications to the exterior and interior that must be made to accommodate the conversion. Further, the petitioner cannot actually use the existing structure for its proposed use without receiving multiple and very significant variations from the zoning code including: (a) 68% variance from the required 25' parking setback on the north; (b) a 24% variance over from the maximum permitted floor-area-ratio (FAR) of 0.75%; and (c) a 135% variance over the 35' maximum height limitation in the zoning district.

Length of Time Subject Property has Remained Vacant as Zoned

"For [a] vacancy to be significant there must be proof that improper zoning caused the vacancy, not that the property remained vacant merely because no one attempted to develop it or because of some other reason not zoning related." *1350 Lake Shore Assocs. v. Casalino*, 352 Ill. App. 3d 1027, 1045 (2004). In this case, the Subject Property is not vacant. It is partially occupied and used for its intended purposes. There is no evidence that the current zoning of the Subject Property is improper or not marketable. In fact, other office buildings in the area continue to be occupied by new tenants. Travelers Insurance Company's recent occupancy of the Highland Landmark III building on 31st Street is an example of the continued viability of the Office-Research zoning classification in the area.

Value to the Community of the Proposed Use

Although there may be some value to having residential units available for rent in a community, it makes little sense to inundate the north end of the Village with those uses. The north end of the Village has an appropriate mix of single-family, duplex, and multi-family housing. Indeed, there is a large offering of residential rental units already in existence northwest of Ogden and Highland. It should be noted that the State of Illinois has proposed a State-wide scheme (currently known as the BUILD Act) to address affordable housing that is proposed to be considered by the Illinois General Assembly next session. Approval of the petitioner's use without an understanding of how that legislation will affect the Village would be short-sighted.

Furthermore, there is a concern that the existing schools will not be able to accommodate additional students without expansion or, more likely, lowering educational standards. The Subject Property is within the Belle Aire Elementary School service area. Belle Aire is an open-concept institution that is already too small to accommodate existing students let alone students from this development. The impact fee to be paid by the developer will do nothing to mitigate the adverse

effects the additional students from this development will have on Belle Aire. Indeed, it is likely that the values for determining the developer's in-lieu-of contribution are far too low and outdated when considering the accessibility of the Subject Property from the interstate and the desirability of the Downers Grove's schools. Finally, traffic from the Subject Property to Belle Aire will inevitably pass through the Orchard Brook Subdivision, creating a hazard for those living in the community.

Comprehensive Plan

The proposed rezoning does not comply with the Village's comprehensive plan in the most fundamental way possible: the comprehensive plan designates the future land use for the Subject Property as Office. Downers Grove Comprehensive Plan, Pg. 45. The current zoning of the Subject Property complies with the Comprehensive Plan. Any deviation therefrom will create a conflict. Notably, the Village adopted its comprehensive plan in August of 2025 and did not alter its vision for the Subject Property at that time.

We respectfully request you consider the above-referenced points and deny the petitioner's request for a positive recommendation to rezone the Subject Property.

Respectfully submitted,

Joseph and Amy Cainkar

Flora Leon <fleon@downers.us>

Fwd: Housing Development - Downers Grove

Stanley Popovich <spopovich@downers.us> Mon, Jun 1, 2026 at 2:11 PM
To: Jason Zawila <jzawila@downers.us>, Flora Leon <fleon@downers.us>

FYI

Please include this email on the dias tonight.

Thanks,
Stan.

---------- Forwarded message ---------
From: **David Fieldman** <dfieldman@downers.us>
Date: Mon, Jun 1, 2026 at 8:02 AM
Subject: Re: Housing Development - Downers Grove
To: Timothy McCahill <[redacted]>
Cc: Mayor & Council <mayorcouncil@downers.us>, Stanley Popovich <spopovich@downers.us>

Tim,

Thanks for your email. Information about the proposed redevelopment can be found in the staff report to the Planning and Zoning Commission which starts on page 47 of the following link:

https://agendadocs.downers.us/public/docs/boards_commissions/planning_and_zoning_commission/2026/06012026_Agenda_02.pdf?_gl=1*1k2lmd5*_ga*NDAwNTM4NTAyLjE3NjA5NjY5ODY.*_ga_50YCDGRG70*czE3ODAzMTg1MjYkbzIzMCRnMSR0MTc4MDMxODU1MCRqMzYkbDAkaDA.

The developer has indicated to staff that this proposed multi-family rental project consists of market rate units.

Your attendance and participation in tonight's Planning and Zoning Commission meeting is welcomed and encouraged.

Please let me know if you have any further questions.

Dave

On Mon, Jun 1, 2026 at 6:39 AM Timothy McCahill <[redacted]> wrote:

> Mayor and Council,
>
> A lot of emails and texts have been circulating over the weekend regarding the attached proposed housing development. Can anyone confirm whether this development is intended to include low income housing or receive any form of public subsidy?
>
> I am not taking a position for or against the project at this time, but I would like to help separate fact from rumor given some of the concerns and speculation I have been seeing.
>
> I appreciate all that you do for Downers Grove and look forward to any clarification you can provide.
>
> Best,
>
> Tim McCahill
>
> --
> Sincerely,
>
> Timothy J. McCahill Jr.
> [redacted]

--
David Fieldman
Village Manager
Village of Downers Grove
850 Curtiss Street
630-434-5526

--

Stan Popovich, AICP
Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

Flora Leon <fleon@downers.us>

Rezoning Request – 1020 31st Street, Downers Grove

Kathy Washburn [redacted]> Mon, Jun 1, 2026 at 1:50 PM
Reply-To: Kathy Washburn [redacted]>
To: "jzawila@downers.us" <jzawila@downers.us>, "spopovich@downers.us" <spopovich@downers.us>, "fleon@downers.us" <fleon@downers.us>

Downers Grove Planning and Zoning Commission
Village of Downers Grove
850 Curtiss Street
Downers Grove, IL 60515

RE: Rezoning Request – 1020 31st Street, Downers Grove

Dear Zoning Commission Members,

Please accept this letter as a formal objection to the proposed rezoning of 1020 31st Street, Downers Grove, Illinois ("Subject Property") from O-R (Office-Research) to B-2/PUD. The proposal seeks to convert an existing office building into 184 residential rental units. We respectfully request that this rezoning be denied.

The proposed development is entirely residential, yet the petitioner is seeking a commercial B-2/PUD designation without incorporating any meaningful retail component. The surrounding area is primarily comprised of office and commercial uses, with no nearby residential zoning, making this proposal inconsistent with the established character of the area.

There is no evidence that the current zoning has negatively affected the property's value or marketability. The building remains partially occupied, and nearby office properties continue to attract tenants, demonstrating the ongoing viability of the Office-Research classification.

Additionally, the property is not well-suited for residential use without significant alterations and multiple substantial zoning variances, including those related to setbacks, floor-area ratio, and height. These deviations further underscore the incompatibility of the proposed use.

The proposed development would also place additional strain on local infrastructure, including traffic patterns and school capacity. Belle Aire Elementary School is already at or near capacity, and increased traffic through surrounding neighborhoods raises legitimate safety concerns.

Finally, the request is inconsistent with the Village's Comprehensive Plan, which designates the Subject Property for office use. Adopted in 2025, the Plan did not identify this property for residential development.

For these reasons, we respectfully request that the Commission deny the proposed rezoning.

Sincerely,
Chris & Kathy Washburn
[redacted]
Downers Grove, IL 60515

Flora Leon <fleon@downers.us>

Fwd: 108 apartment complex

Stanley Popovich <spopovich@downers.us> Mon, Jun 1, 2026 at 2:28 PM
To: Flora Leon <fleon@downers.us>, Jason Zawila <jzawila@downers.us>

---------- Forwarded message ---------
From: **Stanley Popovich** <spopovich@downers.us>
Date: Mon, Jun 1, 2026 at 2:28 PM
Subject: Re: 108 apartment complex
To: Kristie Barbaro <[redacted]>
Cc: David Fieldman <dfieldman@downers.us>

Good Afternoon,

Mr. Fieldman forwarded your questions to me, the Community Development Director. Answers to your questions are below:

1. The petitioner is proposing market rate apartments.
2. There are no Village funds being used for this project.
3. A traffic study has been completed and is a part of the staff report that can be found here. The Village does not require school or other fiscal impact studies to be completed with these entitlement cases. The required park and school district donation amounts are shown on page 9 (page 55 of the pdf) of the staff report.
4. The petitioner is proposing market rate apartments.
5. The petitioner submits all documents on-line, as such there is no paper application. All documents related to the petition are included in the staff report.

Your attendance and participation in tonight's Planning and Zoning Commission meeting is welcomed and encouraged.

Please let me know if you have any further questions.

Stan Popovich, AICP
Director of Community Development

---------- Forwarded message ---------
From: **Kristie Barbaro** <[redacted]>
Date: Mon, Jun 1, 2026 at 11:22 AM
Subject: 108 apartment complex
To: <dfieldman@downers.us>

Hello David Fieldman,

I live in Downers Grove and have concerns about the proposed 108-unit apartment project. Before approvals proceed, please clarify:

1. Will any units be income-restricted or subsidized? If so, which program(s), how many units, and what income limits/term lengths apply?
2. Will the project request any public funding, incentives, or density bonuses that require affordable/workforce units?

3. What traffic, school, and fiscal impact studies have been completed and where can I review them? I did see a traffic study was completed but not a school study.
4. Would the developer consider an over-55 (age-restricted) alternative.
5. ″Please provide the project application and any related documents. I plan to attend the upcoming planning meeting and would like accurate information before then.

Thank you,

Kristie Barbaro

[redacted]

Downers Grove IL 60515

--
David Fieldman
Village Manager
Village of Downers Grove
850 Curtiss Street
630-434-5526

--

Stan Popovich, AICP
Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

--

Stan Popovich, AICP
Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

Flora Leon <fleon@downers.us>

Public Comment Opposing 26-PZC-0021 — 1020 31st Street Rezoning/PUD

Bo McCarty <[redacted]> Mon, Jun 1, 2026 at 2:35 PM
To: Spopovich@downers.us, Fleon@downers.us, JZawila@downers.us

Dear Members of the Planning and Zoning Commission,

I am writing to formally oppose 26-PZC-0021, the proposed rezoning and Planned Unit Development for 1020 31st Street, which would convert an existing office property into a 184-unit rental apartment building.

I respectfully ask that this email be entered into the public record for the June 1, 2026 public hearing.

I live within walking distance of the proposed site, and my family would be directly affected by this change. I have a young child and another child on the way, so issues such as traffic safety, pedestrian safety, neighborhood character, public infrastructure, and long-term land-use planning are not abstract concerns for me. They are daily quality-of-life concerns for my family and many nearby residents.

My primary objection is not to redevelopment generally, nor is it opposition to housing as a concept. My concern is that this proposal represents a major land-use change from an Office-Research district to a high-density residential use, and it appears to be moving forward without sufficient public notice, neighborhood engagement, or meaningful opportunity for impacted residents to understand and respond to the full implications.

A 184-unit apartment building is not a minor reuse of an existing office building. It would materially change the daily use of this property and the surrounding area. Office properties typically generate more predictable weekday traffic patterns. A large residential apartment building creates a different and broader set of impacts: evening and weekend traffic, visitors, deliveries, rideshare activity, moving trucks, pedestrian activity, pets, garbage collection, emergency response calls, and daily residential trips at times not necessarily captured by a traditional office-focused traffic analysis.

I am particularly concerned about the impact on Highland Avenue and 31st Street. These roads already serve as important corridors for nearby residents, commuters, families, and local businesses. Before any zoning change is recommended, the Village should require a more complete traffic and safety review that evaluates not only weekday peak commute windows, but also evenings, weekends, pedestrian movement, school and daycare-related travel, delivery activity, and the potential for cut-through traffic into nearby residential streets.

I am also concerned about the limited public process. For a project of this size and significance, it is not acceptable for residents to receive limited notice or have only a narrow opportunity to provide feedback before the matter is advanced toward approval. Many residents outside the immediate notice radius may still be affected by this project. A development of this scale deserves broader community outreach, additional public forums, and more time for residents to review the proposal, understand the supporting studies, and ask questions.

The Commission should also closely evaluate whether this proposal is compatible with the surrounding area and whether it establishes a concerning precedent for converting commercial or office parcels near established neighborhoods into high-density residential developments. Rezoning this property could have consequences beyond this single site. The Village should be cautious before approving a zoning change that may encourage similar requests elsewhere along this corridor.

Additionally, I do not believe the public benefit of the proposed Planned Unit Development has been clearly established. A PUD should provide meaningful and enforceable benefits to the community in exchange for zoning flexibility. At this point, the proposal appears to primarily benefit the property owner and developer, while nearby residents are being asked to absorb the long-term impacts related to traffic, safety, density, infrastructure, and neighborhood character.

For these reasons, I respectfully urge the Planning and Zoning Commission to recommend denial of 26-PZC-0021.

At minimum, the Commission should continue the matter and require additional review before making any recommendation, including:

1. A more comprehensive traffic study that includes evenings, weekends, pedestrian safety, delivery activity, rideshare activity, moving activity, and potential impacts to Highland Avenue, 31st Street, and nearby residential streets.
2. Expanded public notice beyond the minimum required radius.
3. Additional public meetings or neighborhood forums before any recommendation is made.
4. A full analysis of impacts to schools, police, fire, EMS, utilities, stormwater, trash collection, and other public infrastructure.
5. A clear explanation of the public benefit being offered in exchange for PUD approval.
6. A written analysis of how this rezoning aligns with the Village's long-term land-use plans and whether it is appropriate for this specific location.

This proposal may have long-term consequences for nearby families, pedestrians, traffic conditions, and the character of the surrounding neighborhood. It should not be rushed through without a much more complete public process and a stronger evidentiary record.

Thank you for your time and consideration.

Sincerely,

Bowen McCarty

[redacted]

Downers Grove, IL

Flora Leon <fleon@downers.us>

Rezoning of 1020 31st Street, Downers Grove

Vesna Young <[redacted]> Mon, Jun 1, 2026 at 2:44 PM
To: Fleon@downers.us, Spopovich@downers.us, JZawila@downers.us

Dear Zoning Commission Members,

I respectfully oppose the proposed rezoning of 1020 31st Street from Office-Research to General Retail Business/Planned Unit Development to allow conversion of the existing office building into 184 apartment units.

The surrounding area is primarily office and commercial property, with no nearby large residential developments of this type. As a result, the proposal is not consistent with the character of the area.

There is no evidence that the current office zoning has harmed property values or made the property unusable. The building is partially occupied, and other office properties nearby continue to attract tenants, demonstrating that office use remains viable in this location.

While additional housing can benefit a community, the north end of Downers Grove already contains a variety of housing options, including existing rental units.

Adding a large apartment complex will place additional strain on our local schools, particularly our elementary district 58, which already faces capacity concerns. Increased traffic through nearby neighborhoods could also create safety issues.

For these reasons, I respectfully request that the Zoning Commission deny the rezoning request for 1020 31st Street.

Thank you for your consideration.

Vesna and Adam Young

Flora Leon <fleon@downers.us>

Opposition to proposed condominium at 1020 31st Street

Lindsey Lucido [redacted] > Mon, Jun 1, 2026 at 2:46 PM
To: Spopovich@downers.us, Fleon@downers.us, JZawila@downers.us

Dear Members of Downers Grove Planning and Zoning Commission,

I am writing to formally express my strong opposition to the proposed condominium development at 1020 31st Street.

While I understand the need for continued development in our region, this specific project does not align with the established character or zoning regulations of our community. I urge the commission to deny the requested rezoning, variances, or special use permits for the following reasons:

- **Incompatible Density:** The proposed density is inconsistent with the surrounding single-family/low-density neighborhood, which will fundamentally alter the character of our community.
- **Traffic and Infrastructure:** Adding 184 residential units will severely exacerbate traffic congestion on residential streets and create parking shortages, and strain local utilities.
- **Environmental/Stormwater Concerns:** The proposed lot coverage reduces permeable surfaces significantly, which will likely increase the risk of flooding and stormwater runoff in our area.

This project places an undue burden on current residents and ignores the fundamental zoning framework designed to protect our neighborhood. I respectfully ask that the commission vote **against** this proposal.

Thank you for your time, service, and dedication to preserving the integrity of our community.

Sincerely,

Lindsey Lucido

[redacted]

Downer Grove IL

[redacted]

[redacted]

Sent from my iPhone

Flora Leon <fleon@downers.us>

Fwd: Office building rezoning

Jason Zawila <jzawila@downers.us> Mon, Jun 1, 2026 at 4:02 PM
To: Flora Leon <fleon@downers.us>

Jason Zawila, AICP | Planning Manager | Community Development Department

(630) 434-5520 **|** jzawila@downers.us

Downers Grove | 850 Curtiss Street | Downers Grove, IL 60515 | www.downers.us

Check out our 2025 APA Illinois Awarded Plan at guidingdg.com!

---------- Forwarded message ---------
From: **Nicole** [redacted]>
Date: Mon, Jun 1, 2026 at 4:00 PM
Subject: Office building rezoning
To: <JZawila@downers.us>

Hello,
We are strongly opposed to the proposed office building rezoning to an apartment building behind Parkers. We live in the subdivision next to this area and there is already too much congestion here.
Thank you,
Nicole & Andrew Schulz

Flora Leon <fleon@downers.us>

Rezoning of 1020 31st Street, Downers Grove

Vesna Young [redacted]> Mon, Jun 1, 2026 at 2:44 PM
To: Fleon@downers.us, Spopovich@downers.us, JZawila@downers.us

Dear Zoning Commission Members,

I respectfully oppose the proposed rezoning of 1020 31st Street from Office-Research to General Retail Business/Planned Unit Development to allow conversion of the existing office building into 184 apartment units.

The surrounding area is primarily office and commercial property, with no nearby large residential developments of this type. As a result, the proposal is not consistent with the character of the area.

There is no evidence that the current office zoning has harmed property values or made the property unusable. The building is partially occupied, and other office properties nearby continue to attract tenants, demonstrating that office use remains viable in this location.

While additional housing can benefit a community, the north end of Downers Grove already contains a variety of housing options, including existing rental units.

Adding a large apartment complex will place additional strain on our local schools, particularly our elementary district 58, which already faces capacity concerns. Increased traffic through nearby neighborhoods could also create safety issues.

For these reasons, I respectfully request that the Zoning Commission deny the rezoning request for 1020 31st Street.

Thank you for your consideration.

Vesna and Adam Young

Flora Leon <fleon@downers.us>

Apartment complex

Kristie Barbaro [redacted] > Mon, Jun 1, 2026 at 4:05 PM
To: Fleon@downers.us

Downers Grove Planning and Zoning Commission
Village of Downers Grove
850 Curtiss Street
Downers Grove, IL 60515

RE: Rezoning Request – 1020 31st Street, Downers Grove

Dear Members of the Zoning Commission,

We are writing to express our strong opposition to the proposed rezoning of 1020 31st Street ("Subject Property") from O R (Office Research) to B 2/PUD. We respectfully urge the Commission to deny this request.

The proposal is fundamentally inconsistent with the purpose of the requested zoning designation. While it is presented under a commercial B 2/PUD classification, the development itself is entirely residential and does not include a meaningful retail or mixed-use component. The surrounding area is predominantly office and commercial, and this proposal would introduce a use that is not aligned with the established character of the area.

There is also no clear justification for departing from the current O-R zoning. The property remains partially occupied, and nearby office buildings continue to attract tenants, demonstrating that the existing zoning remains both viable and appropriate.

In addition, the property is not well-suited for residential conversion without significant alterations and multiple substantial zoning variances, including those related to setbacks, floor area ratio, and building height. The extent of these requested deviations highlights the incompatibility of the proposed use with the site.

The proposed development would place additional strain on local infrastructure, particularly traffic patterns and school capacity. Increased traffic in the area raises safety concerns, and nearby schools are already operating at or near capacity.

Finally, the request directly conflicts with the Village's Comprehensive Plan, adopted in 2025, which designates this property for office use and does not contemplate residential development at this location.

For all of these reasons, we strongly request that the Commission deny the proposed rezoning.

Thank you for your time and consideration.

Sincerely,
Kristie Barbaro

Joseph Barbaro

[redacted]

Downers Grove, IL Sent from my iPhone

Flora Leon <fleon@downers.us>

Fwd: 1020 31st St

Stanley Popovich <spopovich@downers.us> Tue, Jun 2, 2026 at 4:40 PM
To: Flora Leon <fleon@downers.us>

Please include this in the VC packet of items.
Thanks,
Stan.

---------- Forwarded message ---------
From: **meg crowley** <[redacted]>
Date: Mon, Jun 1, 2026 at 5:59 PM
Subject: 1020 31st St
To: <spopovich@downers.us>

Hi Stan,

I am sending this email because I am unable to attend the meeting, but I wanted to share my concerns regarding the proposed rezoning of the office building at 1020 31st St. into a 184-unit apartment complex.

I believe it would represent a failure of due diligence to approve a project of this size without fully evaluating its impacts. Two key concerns are the potential effect on District 58 and District 99 schools, including enrollment, classroom capacity, staffing needs, transportation costs, and district finances, as well as the permanent loss of commercial property that could otherwise support jobs and strengthen the local tax base.

At a minimum, the Village should be able to point to the data and analysis used to support a decision of this magnitude. I respectfully ask that this information be made part of the public record and carefully considered before any vote is taken.

Thank you

Meghan Crowley

--

Stan Popovich, AICP
Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
p. 630-434-6893
Pronouns: he, him, his

Flora Leon <fleon@downers.us>

Fwd: Proposed apartment building

Stanley Popovich <spopovich@downers.us> Tue, Jun 2, 2026 at 4:41 PM
To: Flora Leon <fleon@downers.us>

Hi Flora,

Please include this email in the packet of information that will be included in the Council packet.

Thanks,
Stan.

---------- Forwarded message ---------
From: **meg crowley** <[redacted]>
Date: Mon, Jun 1, 2026 at 5:35 PM
Subject: Proposed apartment building
To: <spopovich@downers.us>

Hi Stan
If no formal school impact study is required for the proposed re zoning of 1020 31st St
what information did the Village Board rely on to determine whether the proposed apartment developments would affect District 58 and District 99 enrollment, staffing, transportation costs, or finances?
Thank you
Meghan Crowley

--

Stan Popovich, AICP
Director of Community Development
Village of Downers Grove
850 Curtiss St
Downers Grove, IL 60515
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