

**VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION**

VILLAGE OF DOWNERS GROVE CIVIC CENTER
850 CURTISS AVENUE

January 27, 2025
7:00 p.m.

AGENDA

1. Call to Order

- a. Pledge of Allegiance

2. Roll Call

3. Approval of Minutes

- a. January 6, 2025

4. Public Hearings

- a. 24-PCZ-0005: A petition seeking approval for a right-of-way vacation. The adjacent properties are zoned R-4, Residential Detached house 4. The north-south alley is approximately 140 feet northwest of the intersection of Lyman Avenue and Randall Street between 5241 Lyman Avenue and 831 Maple Avenue. (PIN: 09-08-316-006 and 09-08-316-003). Michael Lane and Downers Grove Park District, Petitioners, Village of Downers Grove, Owner.

5. Other Items

- a. Guiding DG Comprehensive Plan – Draft Focus Areas Plan

6. Public Comment

7. Adjournment

THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE

VILLAGE OF DOWNERS GROVE
PLAN COMMISSION MEETING

January 6, 2025, 7:00 P.M.

Chairman Rickard called the January 6, 2025 meeting of the Downers Grove Plan Commission to order at 7:00 p.m. and led the Plan Commissioners and public in the recital of the Pledge of Allegiance.

ROLL CALL:

PRESENT: Chairman Rickard, Commissioners Lincoln, Boyle, Toth, Frankovic, K. Patel, V. Patel, Rutledge, Eberhardt

ABSENT: None

STAFF: Planning Manager Jason Zawila, Development Planner Emily Hepworth

OTHERS

PRESENT: Eric Syter, Mark Daniel, Anthony Stella, Andrew Goodman, Todd Davies,, Scott Shust, Scott DiGilio, Richard LeGrand, Karen Reicher, Wilma Woollard, Janet Winningham, Mary Isabelli, John LeDonne, Scott Richards, Mary Furbush, Lucas Keller, Jen Czasa, Scott Ulosweh, Kelsey Brar, Jean Banton, Bryan Gay, Michael Gatto, Daniel O'Donnell, Steve Corcoran, Dan Freyer, Dave Slocum, Chad Matesi, Greg Boltz, Vicky Huettner, Charles Huettner, Chris Goray

APPROVAL OF DECEMBER 2, 2024 MINUTES

Motion to approve by Commissioner Toth, seconded by Commissioner Frankovic. Commissioner Lincoln abstained.

PUBLIC HEARING

Chairman Rickard explained the protocol for the public hearing process and swore in those individuals that would be speaking during the public hearing.

FILE 24-PCE-0034: A PETITION SEEKING APPROVAL FOR A PLANNED UNIT DEVELOPMENT AMENDMENT. THE PROPERTY IS LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF WASHINGTON STREET AND WARREN AVENUE, COMMONLY KNOWN AS 844 WARREN AVENUE, DOWNERS GROVE, IL (PINS: 09-08-125-004). ERIC SYTER, PETITIONER AND TIMOTHY CANNING OWNER

(This hearing was opened at the December 4, 2024 Meeting, but continued to the January 6, 2025 Meeting)

Eric Syter presented the petition, which proposed to improve the property with a new dining and entertainment facility that will provide multiple dining experiences, golf simulator, darts, billiards,

and lounging areas. He expressed their goal is to provide an energetic, family-friendly, pedestrian-oriented neighborhood designation. He described the 15,000 square foot property as a two-story, L-shaped structure. He explained that the areas between the building, along the north and east property lines will be used for building maintenance and emergency egress and the property to the north and east will be residential, noting that they want the property to be as least disruptive as possible. Mr. Syter also discussed the basement level, patio levels, main entry, restaurant, kitchen, trash barrier, bar, outdoor lounge, elevations, materials, and the center bay, etc. He stated that the proposal is compliant with the comprehensive plan, meets and/or exceeds the requirements of the downtown design guidelines, and meets the approval of criteria.

Chairman Rickard asked for questions for the petitioner.

Commissioner K. Patel inquired about the intended hours of operation. Mr. Todd Davies stated 10 a.m. to 12 a.m. on the weekends and 10 a.m. to 11:00 p.m., Sunday through Thursday.

Commissioner Eberhardt asked for clarification on what relief they were asking for. Chairman Rickard added for them to address those five relief items. Mr. Syter responded that first they are asking for relief from the Build-to-Zone of 80%. Commissioner Eberhardt noted that the façade is supposed to be within 25 feet of the corner but they are at almost 50 feet. Mr. Syter stated that the orientation of the building was to open up the corner for the public and direct most of the energy to the south towards the railway and the main entrance to the building.

Commissioner Eberhardt asked how they would seat people in outdoor dining all year long. Mr. Syter responded that they have a snowmelt paving system and the goal is to utilize that as much of the year as possible. Commissioner Eberhardt expressed that she did not understand the rationale for not abiding by the zoning ordinance for the downtown by saying this area is going to be inhabited and active all year long and struggled with how dining could work year round.

Mr. Davies stated that the zoning requirements for the downtown put them at a certain height for the building and that would put them back in a corner into other people's backyards. He explained that they asked for relief on this L-shaped property because it felt more inviting than having a 32-foot wall, and people would see an inviting courtyard and fire pit instead of walking straight into a lobby or restaurant.

Commissioner Eberhardt asked if they are expecting people to walk 50 feet to the front door unprotected and why the pergola is not on that side to provide a protected walk. Mr. Syter commented that they never thought about covering the walkway to the front door, as they wanted to leave that open an inviting. Commissioner Eberhardt asked how someone in a wheelchair would get to the front door versus the rest of their party. Mr. Syter responded they would all follow the same path where the ramp is located. Commissioner Eberhardt noted that the ramp is more than 90 feet from where the rest of people would walk. She also why the stairs are not near the ramp. Mr. Syter stated the ramp was in an area where the ramp only needed to be 12 feet, whereas if they put a ramp near the stairs, the ramp would have to be 80 feet. Mr. Zawila noted they review the building and accessibility codes on with every project that submits a building permit.

Mr. Syter discussed the rest of the relief they are asking for, which include a walkway 1 foot setback on the east and north side for the emergency egress and building maintenance purposes

only, for the firepit be in the front yard, year round outdoor seating, and for the pergola to be tied to the property line instead of the required setback of 6 feet.

Commissioner Eberhardt stated she liked how they are facing everything away from the homes behind the property, but she did have an issue with the ramp and stairs being apart and the elevator on the inside being out the way from the stairs. Chairman Rickard commented that the extent of their input on the building design has to do with the exterior, as the interior is outside of their purview.

Commissioner Lincoln agreed with the inviting nature of the building and also agreed with striking some balance to allow patrons to share the same entrance. He asked how the operation would impact the neighborhood for people carrying golf bags around town for the golf simulator. Mr. Davies responded that they will have storage for 80 to 90 bags, and they also will provide clubs for people to use that do not bring clubs.

Commissioner Boyle expressed the biggest question for him was in terms of parking. Mr. Davies shared they had an expert study that a bulk of the business would be coming on Saturday and in the evenings, and the amount of parking they have and people walking 50-60 feet from other parking area should not be an issue.

Commissioner Toth agreed it has a very welcoming appearance.

Commissioner Eberhardt asked for clarification on dimensions of the outdoor seating. Mr. Syter responded that the outdoor area is 3,500 square feet and the actual dimensions were approximately 90 x 40 x 30. Commissioner Eberhardt asked if they looked at having anymore outdoor seating on the second level instead of having it all on the patio. Mr. Syter said there is an outdoor lounge on the second floor. He added they did consider an additional balcony with seating, but the look of it did not make sense and they felt they had enough on the first floor to handle the outdoor seating they would need.

Commissioner Lincoln voiced they are tasked with trying to weigh the relief and differences proposed versus the zoning code as written. He asked if they worked up any plans that followed the zoning code just to see how it would work. Mr. Davies responded that it would become an eyesore if they did not ask for the relief. Commissioner Lincoln stated there was something to be said for something with so much diversity, but he wanted to make sure they are articulating specifically the benefit of this plan and that the reliefs outweigh what they could have done by following the rules.

Commissioner Frankovic asked about some of the options for using the outdoor space year round and how to keep it weatherproofed and usable. Mr. Davies answered that their belief was if it is a comfortable environment, people will definitely go out and have a cocktail and sit outside, even though they may not dine out there when it is cold, and they wanted to remove the outdoor parameters of March 15 to November 15. Mr. Syter added one option they had was upscale ice fishing huts, but the idea was to use the patio all year.

Commissioner Frankovic asked if the fire pit having space for 8 people was a specific required size or could they make it larger. She added that would be a wonderful for the community. Mr. Syter responded that the seating is not fixed.

Commissioner Eberhardt asked if the new house behind them had any comments, as they are going to be in the shade most of the year now. Mr. Davies responded that they did.

Chairman Rickard asked for public input.

Daniel O'Donnell voiced his support for the project. He believed it was a cool concept, is excited about expanding the downtown area into his neighborhood. He added that he likes the fact that Todd and Mike are Downers Grove residents and he trusts them.

Kelsey Brar stated she is also in support of the project. She said it was important to give them an opportunity, as they have shown to be true assets to the community and have their best interests at heart. She also agreed with having the open area out front instead of in their backyard. She noted having the building go up would also eliminate some of the train noise.

Greg Boltz commented that these guys give a lot to their community and having people from the community giving back to the community is fantastic.

Janet Winningham, wondered what consideration was given to the interaction with the train crossing. She noted that she has respect the restaurant operators, but 6:00 on a winter or fall night will be dark and they are going to have use parking lots on the other side of the train tracks, which could be dangerous. She voiced there is crosswalk now at the tracks on the north side and there is no place to stop, and worries about people having to stop on the tracks, and she fears these types of activities at this property could exacerbate that.

Dan Fryer explained that when they first moved to this community 11 years ago, he did not feel like downtown had much of an identity, but now it is a destination for people inside and outside of the community, and this new concept is unique and will further elevate the community.

Chairman Rickard asked for the staff report.

Emily Hepworth, Development Planner, stated this is a Planned Unit Development Amendment at 844 Warren Ave, located on the northeastern corner of the Warren Ave and Washington St intersection downtown. She expressed that they provided a mailing notice to all property owners within 250 feet, a legal notice in the Daily Harold, posted two public notice signs, and received one public comment. She covered the site plan and provided a background on the PUD. She explained the petition was requesting deviations from the zoning ordinance that is similar to what was requested and approved in 2019. Ms. Hepworth went over renderings and downtown design guidelines. She voiced that the Comprehensive Plan placed the property within the downtown focus area and staff found the proposed development consistent with the intent of the Comprehensive Plan. She added that staff also found the proposal met the standards for a PUD Amendment.

Chairman Rickard asked for questions for staff.

Commissioner Boyle asked if the driving factor of pushing the pergola to the street to recreate frontage drove the deciding factor on the stairs being on one side and the ramp on the other. Ms. Hepworth deferred to the petitioner.

Commissioner Boyle voiced that given this is downtown business, the parking would be in the head-in spaces for the trains. Ms. Hepworth noted that the three lots identified where people can park are B, C, and F.

Commissioner Boyle asked what the intention was of the people parking in those spaces to go to a business on the north side of the street. Ms. Hepworth believed it is encouraged for everyone to use the pedestrian crossing, but if they park on Lot C, there is a sidewalk that runs between the parking spaces and the train tracks.

Commissioner Boyle added he does not want the decision to put the pergola up against the front to be the deciding factor in not softening the entrance more to give the applicant more opportunity to interact with the sidewalk. He asked if there was any street lighting or ambient lighting. Ms. Hepworth responded that as part of the building permit, they would require that they submit a photometric study to show where light would be.

Commissioner Lincoln expressed that having a crosswalk on the south side of Warren and Washington does seem concerning, as you cannot fit cars on the other side of the track.

Commissioner Eberhardt added that she was caught in that spot today and it was harrowing. She asked about the parking and if they would add any on the north side of the tracks. Mr. Zawila responded there are currently no plans to add any parking on the north side of the tracks, but they are going through the process to review the downtown with the Comprehensive Plan update.

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

Mr. Syter stated that they are going to light the patio and the accessibility and entrances had to do with the substantial grade change. He added there also have been multiple concepts in regard to the pergola.

Chairman Rickard asked for discussion from the commissioners.

Commissioner Toth voiced it is a wonderful design and the layout will help it blend into the neighborhood better and will be well-received by the community. He was in support and also agreed with the standards for a PUD. He noted that in regard to the outdoor year round seating, most outdoor dining experiences are on a sidewalk or in the street, which have safety concerns.

Commissioner Lincoln liked that thought about the location of the courtyard and had a lot of communication with the neighbors, and it seemed like it will be a nice variety to downtown. He commented in regards to the standards, he was leaning towards yes, but wished they had more say on the flow of people and the railroad tracks. He was still on the fence about the outdoor dining and wondered if they needed to change the typical rule in the zoning code of March 15 to November 15.

Commissioner Boyle supported the project and believed it was well thought through and agreed that providing relief made sense in this lot. He noted he would be willing to look beyond the elevation requirement to allow ingress/egress to have the ramp and stairs in the same location and allow people to congregate at the corner.

Commissioner Frankovic agreed with her fellow commissioners and believed the criteria was met for approval for a PUD. She added that she would like to see more diversity in activities since it is a family friendly destination. She also agreed the outdoor year round seating was part of the business plan and was incorporated in the plan.

Commissioner K. Patel concurred it was a great concept and idea and they were creative in the way they are using the space. He said the standards of approval for the PUD were met and supported it.

Commissioner V. Patel commented that it seemed like they have a plan around using the year round space and they met the criteria.

Commissioner Rutledge agreed they met the standards and criteria for the PUD Amendment. She liked the project and the diverse use of space. She is excited for the potential different types of people this would draw and noted it would add a flavor to the community. She added that in regard to the year round seating, she did not think they should restrict something that is part of their business plan, and she was in favor of the project.

Commissioner Eberhardt believed they met the requirements for the PUD but agreed to hold off on the year round idea. She was happy to hear the nearby and immediate neighbors were in support of this. She did note her concern on the railroad crossing and parking for safety reasons. She was in support of approval. She disagreed that the outdoor year round seating was part of the business plan, but they wanted the option to let people sit outside.

Chairman Rickard felt the standards were met and the five relief requests were acceptable for this location. He also agreed that the outdoor year round seating was part of the project and the fact that this was a PUD gave them the leverage to take this unique concept and get relief from it as part of the overall plan.

WITH RESPECT TO FILE 24-PCE-0034 BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUNDED THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT AMENDMENT AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER BOYLE MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF FILE 24-PCE-0034, SUBJECT TO THE SIX CONDITIONS AS IDENTIFIED IN THE STAFF REPORT.

SECOND BY COMMISSIONER TOTH

ROLL CALL:

AYE: BOYLE, TOTH, FRANKOVIC, K. PATEL, V. PATEL, RUTLEDGE, LINCOLN, EBERHARDT, CHAIRMAN RICKARD

NAY: NONE

MOTION APPROVED. VOTE: 9-0

FILE 23-PCE-0012: A PETITION PLAT OF SUBDIVISION, PLANNED UNIT DEVELOPMENT AMENDMENTS, A NEW PLANNED UNIT DEVELOPMENT AND SPECIAL USES. THE PROPERTY IS CURRENTLY ZONED B-2/P.U.D. #1 AND B-2/P.U.D. #8, GENERAL RETAIL BUSINESS/PLANNED UNIT DEVELOPMENT #1 AND #8. THE PROPERTY IS LOCATED ON THE SOUTHWEST CORNER OF WOODWARD AVENUE AND 63RD STREET. (PIN: 08-24-202-005, 08-24-202-008, 08-24-202-009, 08-24-203-004). MARK DANIEL, PETITIONER, STELLCO 4300 COMMERCE LLC, OWNER

Anthony Stella, President of Stellco Properties, stated he purchased Meadowbrook Shopping Center in 2022, and felt confident they could make it a beautiful shopping center for the community.

Mark Daniel, attorney, expressed that Mr. Stella put together a terrific opportunity for the Village to redevelop the shopping center from what used to be Meadowbrook Plaza to the Shops of Meadowbrook, which is approximately 210,000 square feet of commercial space. He said they spoke to many residents in the surrounding areas and a lot of them are excited about the project. He explained that the proposal would remove portions of the property from PUD #1 and #8, establish a new Planned Unit Development for the Meadowbrook Shopping Center, and create three new outlots for a car wash facility, and two drive-through multi-tenant buildings. The project will also consist of landscaping improvements, driveway improvements, restrictions on an exit onto 63rd Street, façade improvements, and parking. Mr. Daniel assured this plan meets the recommendations of the Village's comprehensive plan and will be pedestrian friendly. He voiced that this project met the commercial areas plan and that they are asking for deviations. He discussed signage, open space relief, and entrances. He noted the automated carwash will have 24 spaces for vacuums and 3 or 4 handicapped spots and would be oriented so that traffic exits west. He also discussed landscaping, waste enclosures, metal canopies, elevations, lighting, and setbacks. He noted one of the purposes of the Comprehensive Plan was to eliminate the appearance of obsolescence through big parking fields and avoid sites to be unnecessarily overparked, and this proposal would help do that.

Chairman Rickard asked for any questions for the petitioner.

Commissioner Boyle asked if the development of outlots and beautification on the property all happen together or at different times. Mr. Daniel stated the corner lot would be the first to go up for the project and they have already engaged some of the work that is covered by the application, such as some of the landscape replacements, addition of trees, paving of the parking lot, and some improved signage. He voiced that the site work required working south from 63rd Street as they work on Lot 1 would progress at that time as well, and once the building elevation has started, they can do any other aspect of the project.

Chairman Rickard asked for public input.

Wilma Wollard, thanked them for taking another look at the Meadowbrook Shopping Center because it needs it, but she was concerned about a few things, including traffic flow outside of the shopping center. She explained the difficulties she already has now by having to turn right on 63rd. She was also concerned about putting in drive-throughs and having high traffic at certain times a

day, and she asked if they looked at the traffic pattern there. Ms. Woolard added she was also concerned about how sustainable or environmentally friendly the carwash would be.

Charles Huettner, expressed he wanted to hear what businesses will be replaced or added to the development.

Jean Banton, voiced she was also extremely concerned about traffic flow. She noted there is already a carwash next door at the gas station and a Dunkin' Donuts, which Starbucks could potentially put out of business since they sell a lot of the same things. She stated they also could not afford to lose any parking at the strip where Dunkin' Donuts is located. She agreed that with regard to traffic right now, sometimes it is hard to get anywhere from her residence during certain times of the day.

Chairman Rickard asked for the staff report.

Emily Hepworth, Development Planner, explained the petition is for Planned Unit Development Amendments, the establishment of a new Planned Unit Development, and three special uses at 2001 to 2153 63rd Street and 6310 to 6400 Woodward Ave in the Meadowbrook Shopping Center. She noted that the property is located on the southwestern corner of the intersection of 63rd St and Woodward Ave in the B2 zoning district. She stated that mailing notices were provided to all property owners within 250 feet, a legal notice provided in the Daily Harold, five public hearing signs were posted, and they received three public inquiries. She discussed PUD 1 and PUD 8, stating the requested amendment is to remove those portions and create a new PUD to encompass the entire shopping center. She covered the proposed outlots, with the first lot containing the new carwash, stacking, 24 parking stalls with vacuums, and trash enclosure. The second outlot will contain a three-unit multitenant building, two-way drive aisle, drive-through, bicycle parking, and trash enclosure. She then covered Lot 3, which includes a multi-tenant building, two-way drive aisle, drive-through, bicycle parking, and trash enclosure. She expressed there are no proposed changes to the buildings on Lot 4, but only exterior façade improvements. She also discussed Lot 5, and 6 with façade improvements. Ms. Hepworth covered overall site improvements, including landscaping, pedestrian circulation paths, and connecting sidewalks. They are requesting relief from open space in the street yard along Woodward Ave and Belmont Rd, minimum parking ratio for Lots 4 and 5, parking lot setbacks for Lots 4, 5, 6, bicycle parking and pedestrian connection for Lot 1, two sign setbacks on Lot 2, and an awning encroachment from Lot 6 onto Lot 5. She covered the proposed signage and the commercial areas plan. Staff found the proposed development was consistent with the Comprehensive Plan and reiterated the entitlement request and PUD criteria. Staff found the PUD criteria, Special Use Criteria, and Standards of Approval have been met.

Commissioner Lincoln inquired if there were any plans to address a left turn access from Woodward Ave into the shopping center from the south. Ms. Hepworth stated she was not aware of that at this time.

Commissioner Boyle asked if staff reviewed the building materials. Ms. Hepworth responded there are no design guidelines for this area but they did review the building materials and worked with the petitioner.

Commissioner Eberhardt asked for a reminder of the duration of a Planned Unit Development and how long they have to make this happen. Mr. Zawila expressed it does not have an expiration, but special uses do have an expiration unless it is part of a PUD.

Commissioner Eberhardt inquired if there was a requirement for electric vehicle charging in redevelopments. Mr. Zawila responded not for this type of development.

Commissioner Rutledge asked if there was bicycle parking only in Lots 2 and 3. Ms. Hepworth answered that there is also bicycle parking proposed on Lots 4 and 5.

Commissioner Frankovic encouraged the shade and replacement trees to be added to the property. Ms. Hepworth responded that is included as a condition of approval.

Commissioner Lincoln agreed with the native trees. He asked if staff had any data on parking utilization at this lot over the last few years. Ms. Hepworth deferred to the petitioner.

Commissioner Toth noted the petitioner did a good job of specifying which plantings would go where, but he wanted to make sure the drive-throughs would be properly screened so headlights did not shine into oncoming traffic.

Commissioner Eberhardt asked if they looked at any sight sections of the road, the elevation of the retail outlets, or did a sight line study. Ms. Hepworth responded that there has not been a sight line study, but she deferred to the petitioner to what the elevation would look like and where the headlights would hit.

Chairman Rickard asked for the petitioner to come back and address any issues or comments.

Luke Keller, RTM Engineering, discussed that the left lot has 7 feet of drop, the retaining wall on Lot 2 is 6 foot in height and should block headlights, and Lot 3 is about a 4 foot difference and should provide some screening.

Mr. Daniel discussed the traffic concerns. He stated there are two driveways on Belmont and two on Woodward. He expressed that a left turn into the center from northbound Woodward was considered, but they did not want an immediate left turn for the corner lot, because it is too close to the intersection and they have no driveway on Lot 1. He noted that when drivers leave the site, most people would take the most protected and easiest route. He also added that the main concerns with the Walgreens was cut-through traffic and residents had a concern with cut-through traffic.

Mr. Keller explained there were a total of four access drives on Woodward and for those traveling northbound, the highest volume of traffic during peak hours is the northbound onto 63rd. He said that making a left out of the shopping center onto Woodward is to turn right onto 63rd directly from the site, and when turning left onto 63rd, they can use the Belmont access points to use the signal on 63rd. He added that part of the cut-through was also related to Hastings.

Mr. Daniel stated there was a grocery store there previously and they are hoping to see that again, and there have been efforts to pursue that. He voiced they will have a Starbucks, Tropical Smoothie Café, and they have had interests from a specialty office type tenant, activity tenants, etc. He said there are many instances where Starbucks and Dunkin' are in the vicinity of each other and both

thrive. He clarified that the parking spaces that will be removed will be near the driveways. He expressed that they have spent a lot of time on this project, which will be a four-phase process and they intend to have everything done within four years. He spoke about the ratings of the intersections, parking, and fumes from the carwash, adding that if fumes become a problem, there are operational standards that must be met.

Chairman Rickard noted that they received one email on this petition that expressed support for the project.

Chairman Rickard asked for discussion from the commissioners.

Commissioner Boyle was excited to see this revitalization project here and stated it was a good opportunity to bring life towards the street. He understood the concerns with traffic, but believed KLOA looked at the routes in and out of there. He supported the PUD, special use, and the project overall.

Commissioner Eberhardt stated that for years the parking lot mostly looked the same and anything would be better than what is there now, but she was impressed with the amount of work that had gone into this redevelopment proposal, the traffic studies and impacts, and extra landscaping. She did hope for an irrigation and water plan. She was in full support.

Commissioner Rutledge expressed that this shopping center is on her daily route and it does not draw her right now, so she was very excited about this project, the revitalization process, the thoughtful and intentional way they put the proposal together, the new outlots, landscaping, and everything they are doing to breathe life into this shopping center. She said this would be a value to the Village and surrounding residents. She was in support of the PUD amendment and special uses.

Commissioner Frankovic voiced she was also in support of the PUD and special uses, and the amount of planning that went into this was spectacular and she was looking forward to seeing it.

Commissioner V. Patel commented that he lives in the area as well and it has been an eyesore and an area they talked about extensively in regard to the Comprehensive Plan. He added that whatever comes into this seems like a great opportunity being right off of the highway. He was in support.

Commissioner Lincoln shared he was excited to see something happening in this spot and the only concern he had was the traffic on Woodward, as he was not entirely convinced it won't make traffic worse. He noted that was not something that would cause him to vote no, but something they need to take into account. He added that he was surprised there was not something considered for mixed housing plus retail for this and also wished he knew a little bit more about parking.

Commissioner K. Patel voiced he was also in support of this project and believed the standards had been met for the PUD amendment and special use and found it in public interest.

Chairman Rickard agreed with his fellow commissioners and noted the stacking seemed to be accounted for and there is a big enough buffer between drive thrus and any residential areas. He believed standards had been met for the PUD.

Commissioner Toth agreed with everyone else and added there were major benefits in regard to compliance with the Comprehensive Plan. He felt the requirements were met for a PUD amendment and supported it.

Chairman Rickard asked if anyone wanted to make a motion.

WITH RESPECT TO FILE 24-PCE-0012 AND BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT, AND THE TESTIMONY PRESENTED, IT IS FOUNDED THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR A PLANNED UNIT DEVELOPMENT AMENDMENT AND SPECIAL USE AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER LINCOLN MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF FILE 24-PCE-0012, SUBJECT TO THE CONDITIONS OUTLINED IN THE STAFF REPORT.

SECOND BY COMMISSIONER EBERHARDT

ROLL CALL:

AYE: LINCOLN, EBERHARDT, BOYLE, FRANKOVIC, K. PATEL, V. PATEL, TOTH, RUTLEDGE, CHAIRMAN RICKARD

NAY: NONE

MOTION APPROVED. VOTE: 9-0

Chairman Rickard asked for staff announcements.

Mr. Zawila provided staff announcement including the announcement that Emily accepted the position of Transportation Manager with Public Works and this would be her last meeting as a planner at the Planning and Zoning Commission. The Planning and Zoning Commission thanked Emily for her service and wished her luck with her new position.

THE MEETING WAS ADJOURNED. UPON MOTION BY COMMISSIONER LINCOLN, SECOND BY COMMISSIONER RUTLEDGE. A VOICE VOTE FOLLOWED AND THE MOTION PASSED UNANIMOUSLY.

/s/ Celeste K. Weilandt
Recording Secretary

(As transcribed by Ditto Transcripts)



VILLAGE OF DOWNERS GROVE
REPORT FOR THE PLANNING AND ZONING COMMISSION
JANUARY 27TH, 2025 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
24-PZC-0005 5241 Lyman Avenue & 831 Maple Avenue	Right-of-Way Vacation	Flora León, AICP Senior Planner

REQUEST

The petitioners are requesting a vacation of a 16-foot by 50.75-foot right-of-way immediately adjacent to and between the properties at 5241 Lyman Avenue and 831 Maple Avenue.

NOTICE

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

GENERAL INFORMATION

OWNER: Village of Downers Grove
850 Curtiss Street
Downers Grove, IL 60515

PETITIONERS: Michael Lane
5234 Lyman Avenue
Downers Grove, IL 60515

Paul Fyle
Downers Grove Park District
2455 Warrenville Road
Downers Grove, IL 60515

PROPERTY INFORMATION

EXISTING ZONING: R-4, Residential Detached House 4 (adjacent properties)
EXISTING LAND USE: Unimproved Right-of-Way
PROPERTY SIZE: 812.18 sq. ft. (.02 acres)
PIN: 09-08-316-006 and -003 (adjacent properties)

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
NORTH:	R-4, Residential Detached House 4	Single Family Detached
SOUTH:	R-4, Residential Detached House 4	Single Family Detached
EAST:	R-4, Residential Detached House 4	Single Family Detached
WEST:	R-4, Residential Detached House 4	Single Family Detached

ANALYSIS

SUBMITTALS

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

1. Application/Petition for Public Hearing
2. Project Narrative
3. Plats of Survey
4. Plat of Easement/Vacation

PROJECT DESCRIPTION

The petitioners are requesting that the Village vacate the 16-foot by 50.75-foot right-of-way immediately adjacent to and between the properties at 5241 Lyman Avenue and 831 Maple Avenue. The properties at 5241 Lyman Avenue and 831 Maple Avenue are the only properties that abut the right-of-way proposed for vacation. The right-of-way runs northwest-southeast between the two properties and is unimproved. Written consent was received from the two abutting property owners.

The table below summarizes the estimated fair market value of the entire right-of-way to be vacated:

Land Value per Acre	Sq. Ft. of right-of-way to be Vacated	Estimated Value	Encumbered Value	5241 Lyman Avenue	831 Maple Avenue
\$545,000	812.18	\$10,161.51	\$3,353.3	\$1,676.65	\$1,676.65

Per the Village's Right-of-Way Vacation Policy (Resolution #2003-58), staff contacted the utility companies, outside public agencies and other Village departments to determine if any rights to the public right-of-way should be retained. The utility providers and the Village do not object to the vacation of the right-of-way as long as a public drainage, utility and access easement is retained along the entire width and length of the right-of-way. The easement will provide adequate space for any future utility needs.

As such, the easement will restrict any construction within the vacated right-of-way except for a driveway or fence. The petitioners have been informed of this requirement and submitted a plat of vacation that includes the required easements.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

According to the Future Land Use Plan, the neighboring properties and all surrounding properties are designated as Single Family Residential. The vacation of this right-of-way would not alter the future uses of the surrounding properties, and the Village will retain a permanent easement.

The Residential Area Plan notes that the Village should continue to ensure that quality housing stock remains a staple of the community, and modernization of the existing housing stock is one way to achieve this. The vacation of the right-of-way will provide more flexibility for future development.

COMPLIANCE WITH ZONING ORDINANCE

All of the surrounding properties are zoned R-4, Residential Detached House 4. The portion of the right-of-way being vacated will be split evenly between the adjacent properties and zoned R-4, Residential Detached House 4. At this time, no construction is proposed on any of the properties. Because an easement is required on the entire right-of-way, no new buildings or structures, other than a driveway or fence, could be constructed on the vacated right-of-way.

PUBLIC SAFETY REQUIREMENTS

The Fire Department has reviewed the plans for the vacation and noted no objections to the vacation of the

right-of-way. The right-of-way vacation will have no impact on emergency services.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property line in addition to posting the public hearing sign and publishing the legal notice in the *Daily Herald Life*. Staff received one phone call from a neighbor expressing interest in the right-of-way vacation process.

STANDARDS OF APPROVAL

The petitioners are requesting a right-of-way vacation. The review and approval criteria 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.

Compliance with the Procedure to be followed in the Vacation of Streets, Alleys, and Public Rights-of-Way (Resolution #2003-58)

The Village’s right-of-way vacation policy asks the following questions when it comes to determining if a right-of-way can be vacated. These questions are listed below:

1. *Is there written consent of at least two property owners who abut the proposed parcel to be vacated?*
2. *Whether the Parcel or portion thereof, is no longer necessary for public use and whether the public interest will be served by such vacation request.*
3. *Whether the Parcel or portion thereof, should be vacated and whether public utility easements and any ingress-egress easements are to be maintained.*
4. *The amount and type of compensation, if any, to be required as a condition to the effectiveness of the vacation of the parcel.*

DRAFT MOTION

Staff will provide a recommendation at the January 27, 2025 meeting. Should the Planning and Zoning Commission find that the request is consistent with the Comprehensive Plan and meets the requirements of the Zoning Ordinance, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommendation approval of 24-PZC-0005:

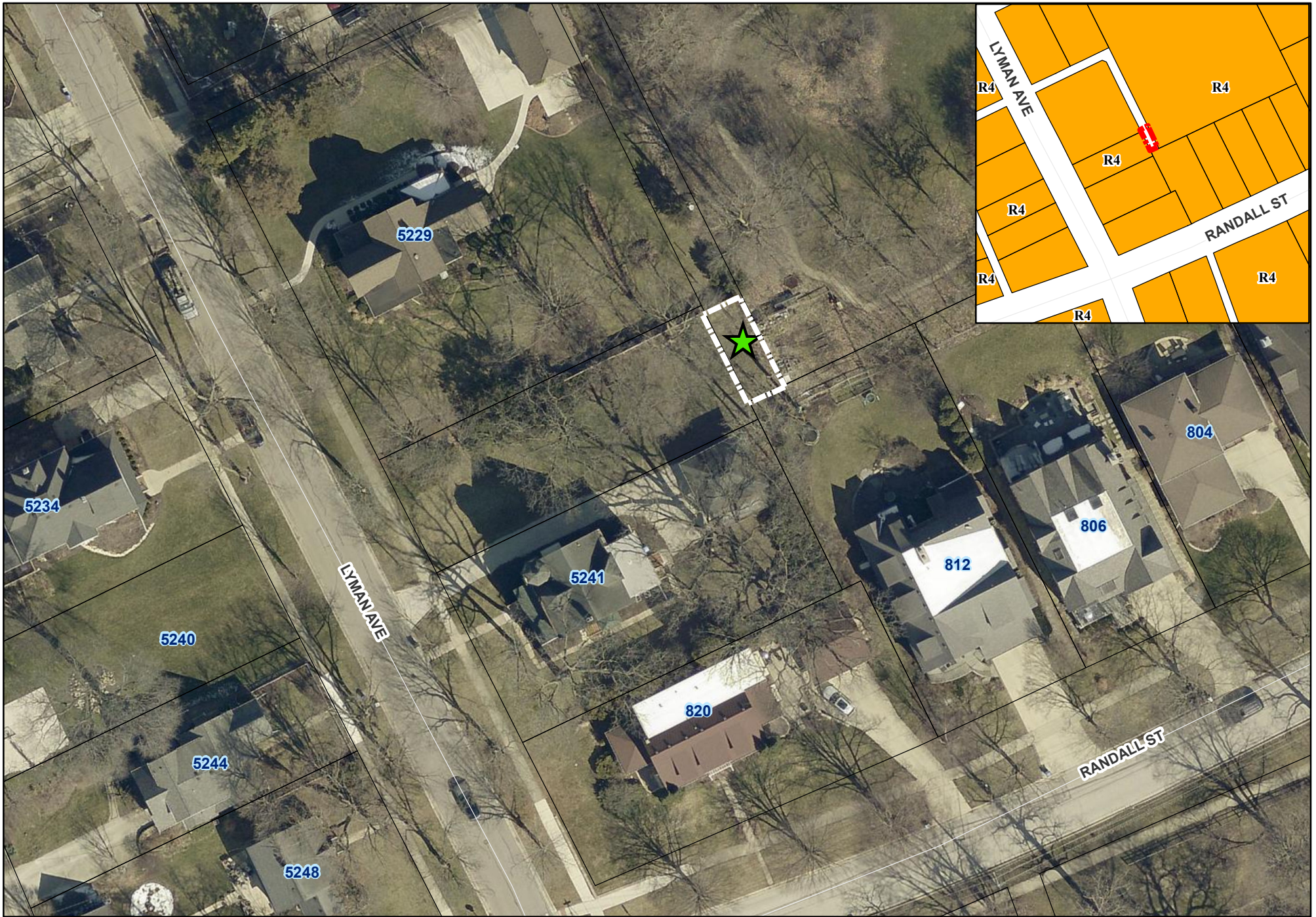
Based on the petitioner’s submittal, the staff report, and the testimony presented, the proposed right-of-way vacation complies with the right-of-way vacation policy of the Village and is in the public interest. Therefore, I move that the Planning and Zoning Commission recommend that Village Council approve 24-PZC-0005. Subject to the following conditions:

1. The vacation shall substantially conform to the staff report dated January 27, 2025.
2. Prior to final Village Council consideration, a Mylar copy of the Final Plat of Vacation shall be provided indicating a 16-foot public drainage, utility and utility access easement along the entire length and width of the right-of-way to be vacated.
3. Prior to execution of the plat, the petitioners shall pay the Village a total of \$3,353.30.

Staff Report Approved By:





Stanley J. Popovich, AICP
Director of Community Development



0 25 50
Feet

**5241 Lyman Avenue and 831 Maple Avenue -
Alley Vacation Location Map**

 Subject Property
 Project Location

Michael Lane
5234 Lyman Ave
Downers Grove, IL 60515
C: 630.212.6219
mike@greenstreethomes.com

RE: Alley Vacation located at rear of 5241 Lyman Ave, Downers Grove, IL 60515 Vacant Lot

Project Summary/Narrative Letter

The village of downers grove owns a piece of property adjacent to the rear of the vacant lot I own at 5241 Lyman Ave, Downers Grove, IL. There used to be an alley that ran behind the property, but several years ago it was sold off to a neighbor to build a home. The villages portion behind my vacant lot is landlocked, and I have been maintaining it. As such, if I'm going to continue to maintain this piece of property, I would like to own my portion if possible. It is my understanding that the park district – neighbor to the east - would also like to own their portion as well, although I would be interested in purchasing their portion.

Criteria per RES 2003-58

- (i) The parcel is no longer necessary for public use, as a portion of the alley has already been vacated previously to a home on Randall Park. Therefore, the alley is not currently useable as an alley. It currently dead ends directly behind 5241 Lyman.
- (ii) My understanding is there will remain a public utility easement along the portion of the vacated alley.
- (iii) The compensation that the city is requesting for my portion of the vacated lot at 5241 Lyman is: \$1,676.65

If any additional information is required, please don't hesitate to let me know.

Michael Lane



Owner Authorization

Address of Project Site: 831 Maple Avenue, Downers Grove, IL 60515

Project/Activity Description for the permit application:

Vacation of Right-of-way between 831 Maple Ave and 5241 Lyman Avenue

I hereby affirm that I am the owner of the above property. By signing below, I authorize the contractor associated with this project to act as my authorized agent with regard to any and all permit applications, associated with this project, made to the Village of Downers Grove.

Under Penalty of Intentional Misrepresentation and/or Perjury, I declare that I have examined and/or made this application and it is true and correct to the best of my knowledge and belief. I agree to construct said improvement(s) in compliance with all provisions of the applicable ordinances, rules and regulations of the Village and any other applicable governing bodies. I realize that the information that I have affirmed hereon forms a basis for the issuance of the permit(s) herein applied for. I hereby grant the Village, its employees and agents the temporary right to enter the property subject to this permit throughout the duration of the permit to complete any inspections as necessary to confirm compliance with all applicable ordinances, rules and regulations of the Village and other governing bodies. I hereby agree to hold the Village, its officers, employees, and agents harmless from any and all costs, damages, liabilities and attorney's fees which may occur or be claimed to occur by reasons of any work performed under this permit.

I agree to pay:

1. Any and all fees, as referenced in the User Fee, License and Fine Schedule, latest edition.
2. I agree to pay Run-off Storage Fees based upon the permitted project(s) watershed at the rate per square foot of new impervious as outlined below: Sawmill Creek \$0.464/sq. ft., East Branch DuPage River \$0.565/sq. ft., and Salt Creek \$0.71/ sq. ft.
3. Fees for outside consultants that the Village may elect to utilize to perform all or portions of the stormwater management review. These fees will be collected regardless if the permit is issued or canceled.

Paul Fyle

Digitally signed by Paul Fyle
Date: 2024.12.30 10:48:03 -06'00'

12/30/2024

Property Owner Signature

Date

Paul Fyle, Director of Planning, Downers Grove Park District

Property Owner Printed Name

By including your email below, your information will be added to receive notification of any changes to your permit(s).

paulfyle@dgparks.org

Property Owner's Email Address



Owner Authorization

Address of Project Site: _____

Project/Activity Description for the permit application:

I hereby affirm that I am the owner of the above property. By signing below, I authorize the contractor associated with this project to act as my authorized agent with regard to any and all permit applications, associated with this project, made to the Village of Downers Grove.

Under Penalty of Intentional Misrepresentation and/or Perjury, I declare that I have examined and/or made this application and it is true and correct to the best of my knowledge and belief. I agree to construct said improvement(s) in compliance with all provisions of the applicable ordinances, rules and regulations of the Village and any other applicable governing bodies. I realize that the information that I have affirmed hereon forms a basis for the issuance of the permit(s) herein applied for. I hereby grant the Village, its employees and agents the temporary right to enter the property subject to this permit throughout the duration of the permit to complete any inspections as necessary to confirm compliance with all applicable ordinances, rules and regulations of the Village and other governing bodies. I hereby agree to hold the Village, its officers, employees, and agents harmless from any and all costs, damages, liabilities and attorney's fees which may occur or be claimed to occur by reasons of any work performed under this permit.

I agree to pay:

1. Any and all fees, as referenced in the User Fee, License and Fine Schedule, latest edition.
2. I agree to pay Run-off Storage Fees based upon the permitted project(s) watershed at the rate per square foot of new impervious as outlined below: Sawmill Creek \$0.464/sq. ft., East Branch DuPage River \$0.565/sq. ft., and Salt Creek \$0.71/ sq. ft.
3. Fees for outside consultants that the Village may elect to utilize to perform all or portions of the stormwater management review. These fees will be collected regardless if the permit is issued or canceled.

Michael Lane

Property Owner Signature

Date

Property Owner Printed Name

By including your email below, your information will be added to receive notification of any changes to your permit(s).

Property Owner's Email Address

**PLAT OF EASEMENT
 PLAT OF ROADWAY VACATION**

OVER A PORTION OF PUBLIC ALLEY OF LYMAN'S ADDITION TO THE VILLAGE OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER AND PART OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

TAX PARCEL NUMBER (PIN)
 09-08-316-006 (LOT 7)
 09-08-316-007 (LOT 8
 & NORTH 1/2 LOT 9)



SCALE 1" = 20'

10 0 10 20

GRAPHIC SCALE
(IN FEET)

BASIS OF BEARINGS

BASIS OF BEARINGS IS FROM
 PLAT OF EASEMENT/PLAT
 OF ROADWAY VACATION
 DDC. R2011-049228

AREA

PUBLIC ALLEY TO
 BE VACATED
 812.1753 SQ. FT. (0.1864)

LEGEND:

DENOTES ALLEY HEREBY VACATED
 DENOTES PUBLIC UTILITY AND DRAINAGE
 EASEMENT HEREBY GRANTED

ABBREVIATIONS:

A = ARC LENGTH
 R = RADIUS
 CH = CHORD LENGTH
 (C) = RECORD VALUE
 (M) = MEASURED VALUE
 B.S.L. = BUILDING SETBACK LINE
 P.U.E. = PUBLIC UTILITY EASEMENT
 P.U.D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
 V.E./C.E. = VILLAGE/CITY EASEMENT

N/LY = NORTHERLY
 S/LY = SOUTHERLY
 E/LY = EASTERLY
 W/LY = WESTERLY
 TYP = TYPICAL
 DH = OVERHANG

VILLAGE COUNCIL CERTIFICATE

STATE OF ILLINOIS }
 COUNTY OF WILL } SS
 APPROVED THIS _____ DAY OF _____, A.D., 20____
 BY THE COUNCIL OF THE VILLAGE OF DOWNERS GROVE.

 MAYOR

 VILLAGE CLERK

DUPAGE COUNTY RECORDER'S CERTIFICATE

STATE OF ILLINOIS }
 COUNTY OF WILL } SS
 THIS PLAT WAS FILED FOR RECORD IN THE RECORDER'S
 OFFICE OF DUPAGE COUNTY, ILLINOIS
 ON THE _____ DAY OF _____, A.D., 20____
 AT _____ O'CLOCK _____ M, AS DOCUMENT NUMBER _____

 RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS }
 COUNTY OF WILL } SS
 THIS IS TO CERTIFY THAT THIS DOCUMENT WAS PREPARED UNDER MY
 DIRECT SUPERVISION FROM EXISTING MAPS, PLATS, AND RECORDS
 FOR THE PURPOSE OF ROADWAY VACATION.

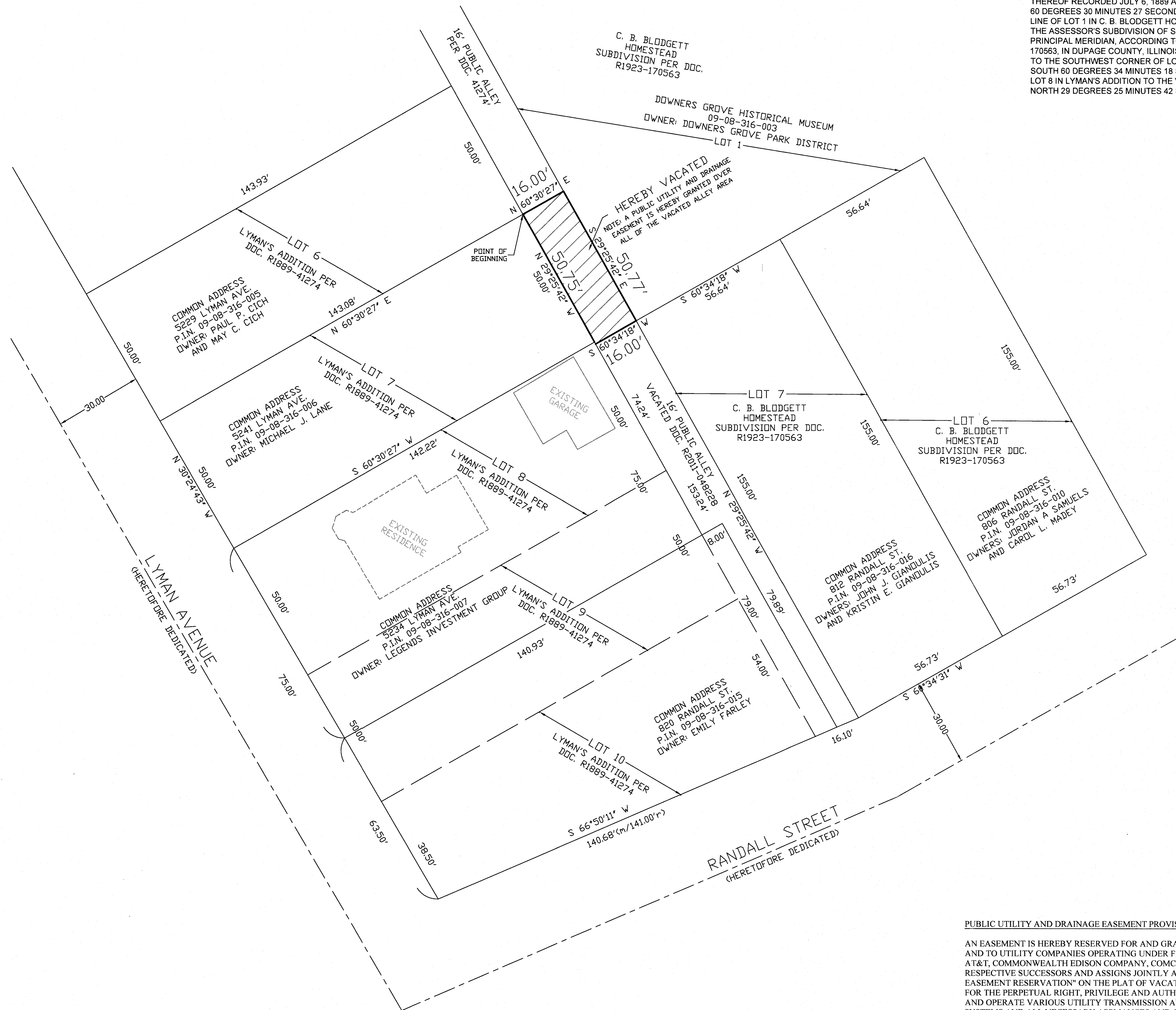
DATED, THIS 28TH DAY OF OCTOBER, A.D., 2024 AT BOLINGBROOK, IL.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-002900
 LICENSE EXPIRES: NOVEMBER 30, 2024

NOTES:
 1. ALL MEASUREMENTS AND DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

LEGAL DESCRIPTION OF ALLEY BEING VACATED

THAT PART OF A 16 FOOT WIDE ALLEYWAY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF LOT 7 IN BLOCK 1 OF LYMAN'S ADDITION TO THE VILLAGE OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER AND OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 6, 1889 AS DOCUMENT 41274, IN DUPAGE COUNTY, ILLINOIS, THENCE NORTH 60 DEGREES 30 MINUTES 27 SECONDS EAST AT DISTANCE OF 16 FEET TO A POINT ON THE SOUTHWEST LINE OF LOT 1 IN C. B. BLODGETT HOMESTEAD SUBDIVISION, BEING A SUBDIVISION OF PART OF LOT 4 OF THE ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 16, 1923 AS DOCUMENT 170563, IN DUPAGE COUNTY, ILLINOIS, THENCE S29 DEGREES 25 MINUTES 42 SECONDS EAST, 50.77 FEET TO THE SOUTHWEST CORNER OF LOT 1 IN C. B. BLODGETT HOMESTEAD SUBDIVISION THEREOF; THENCE SOUTH 60 DEGREES 34 MINUTES 18 SECONDS WEST, 16 FEET TO A POINT ON THE NORTHEAST LINE OF LOT 8 IN LYMAN'S ADDITION TO THE VILLAGE OF DOWNERS GROVE SUBDIVISION THEREOF; THENCE NORTH 29 DEGREES 25 MINUTES 42 SECONDS WEST 50.75 FEET TO THE POINT OF BEGINNING.



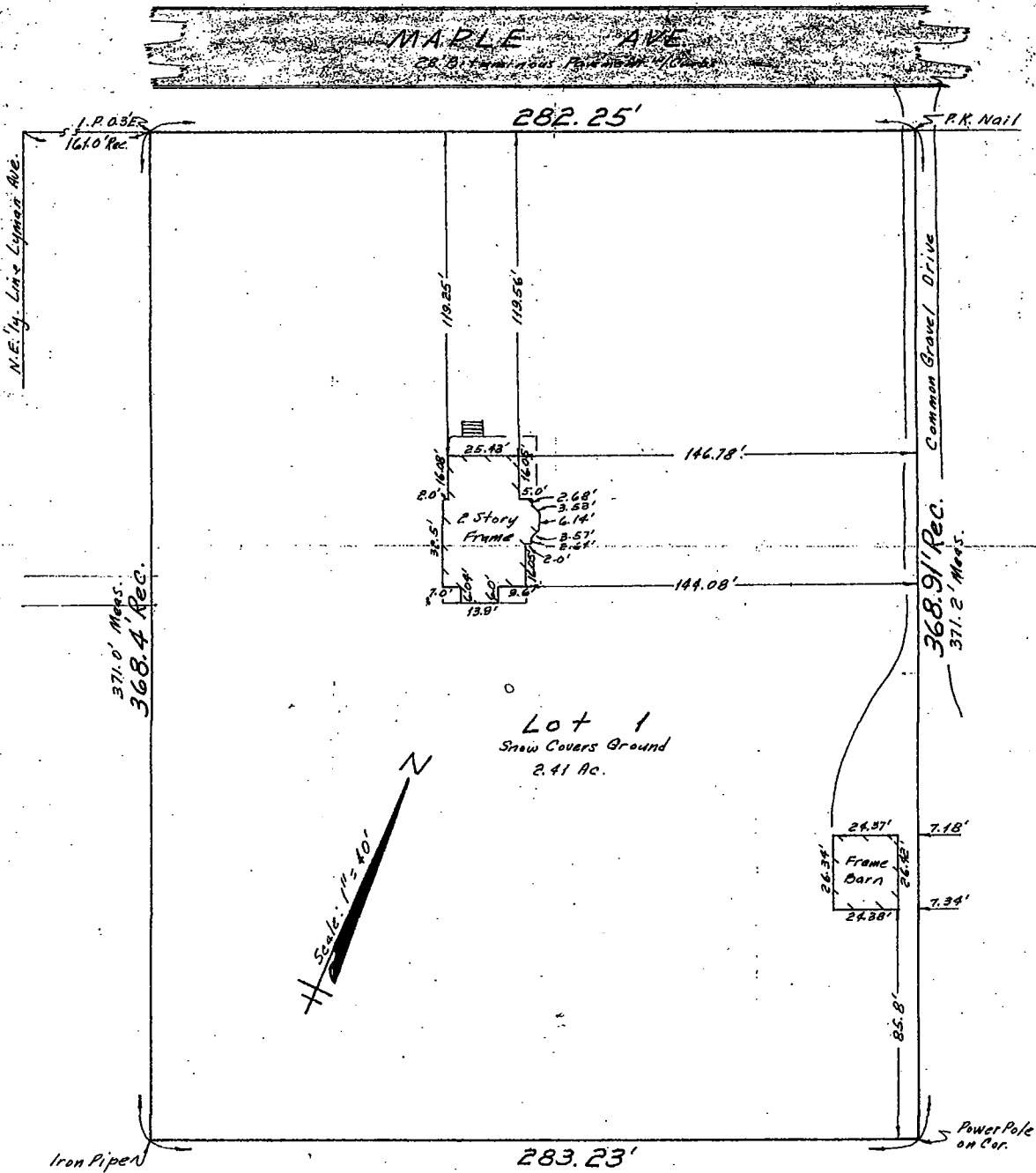
PUBLIC UTILITY AND DRAINAGE EASEMENT PROVISIONS

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE, COUNTY OF DUPAGE, AND TO UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM THE SAID VILLAGE INCLUDING, BUT NOT LIMITED TO A&T, COMMONWEALTH EDISON COMPANY, COMCAST, THE DOWNERS GROVE SANITARY DISTRICT AND THEIR RESPECTIVE SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, OVER ALL AREAS MARKED "PUBLIC UTILITIES EASEMENT RESERVATION" ON THE PLAT OF VACATION OF THE VACATED ALLEY RIGHT-OF-WAY AS DESCRIBED HEREIN FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY OF CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, AND OPERATE VARIOUS UTILITY TRANSMISSION AND DISTRIBUTION SYSTEMS AND COMMUNITY ANTENNA TELEVISION SYSTEMS AND ALL NECESSARY APPLIANCES AND OTHER STRUCTURES AND APPURTENANCES AS MAY BE DEEMED NECESSARY BY SAID VILLAGE AND FOR ANY AND ALL MUNICIPAL PURPOSES, OVER, UPON, ALONG, UNDER AND THROUGH SAID INDICATED EASEMENTS, TOGETHER WITH RIGHT OF ACCESS ACROSS THE PROPERTY TO DO ANY OF THE ABOVE WORK. THE RIGHT IS ALSO GRANTED TO CUT DOWN, TRIM OR REMOVE ANY TREES, SHRUBS, OR OTHER PLANTS THAT INTERFERE WITH THE OPERATION OF THE UTILITIES. NO PERMANENT BUILDINGS OR STRUCTURES SHALL BE PLACED ON SAID EASEMENTS. BUT SAME MAY BE USED FOR GARDENS, SHRUBS, LANDSCAPING, DRIVEWAYS, FENCES AND OTHER PURPOSES THAT DO NOT THEN OR LATER INTERFERE WITH THE AFORESAID USES AND RIGHTS. ALL INSTALLATIONS SHALL BE SUBJECT TO THE ORDINANCES OF THE VILLAGE OF DOWNERS GROVE. EASEMENTS ARE HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF DOWNERS GROVE AND OTHER GOVERNMENTAL AUTHORITIES HAVING JURISDICTION OF THE LAND OVER THE ENTIRE EASEMENT AREA FOR INGRESS, EGRESS AND THE PERFORMANCE OF ANY AND ALL MUNICIPAL AND OTHER GOVERNMENTAL SERVICES.

PLAT OF SURVEY

LOT 1 IN C. B. BLODGETT HOMESTEAD SUBDIVISION IN DOWNERS GROVE,
A SUBDIVISION OF PART OF LOT 4 IN ASSESSOR'S SUBDIVISION IN SECTION
8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERI-
DIAN, IN DU PAGE COUNTY, ILLINOIS.

RICHARD C. FIELD
REGISTERED LAND SURVEYOR
15W 729 LEXINGTON STREET
ELMHURST, ILLINOIS 60126
PHONE 279-2245



STATE OF ILLINOIS) S.S.
COUNTY OF DU PAGE)

I, RICHARD C. FIELD, A REGISTERED LAND SURVEYOR, DO
HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED
PROPERTY AND THAT THIS PLAT IS A CORRECT REPRESENTATION
OF SAID SURVEY. ALL DIMENSIONS ARE IN FEET AND DECIMAL
PARTS THEREOF, CORRECT AT 62° F.

Feb. 13, 1974
DATE BY Richard C. Field
ILLINOIS REGISTERED
LAND SURVEYOR #1974

ADDRESS: 831 Maple Avenue
Downers Grove, Illinois
SURVEYED FOR: Donald Mc Gowan

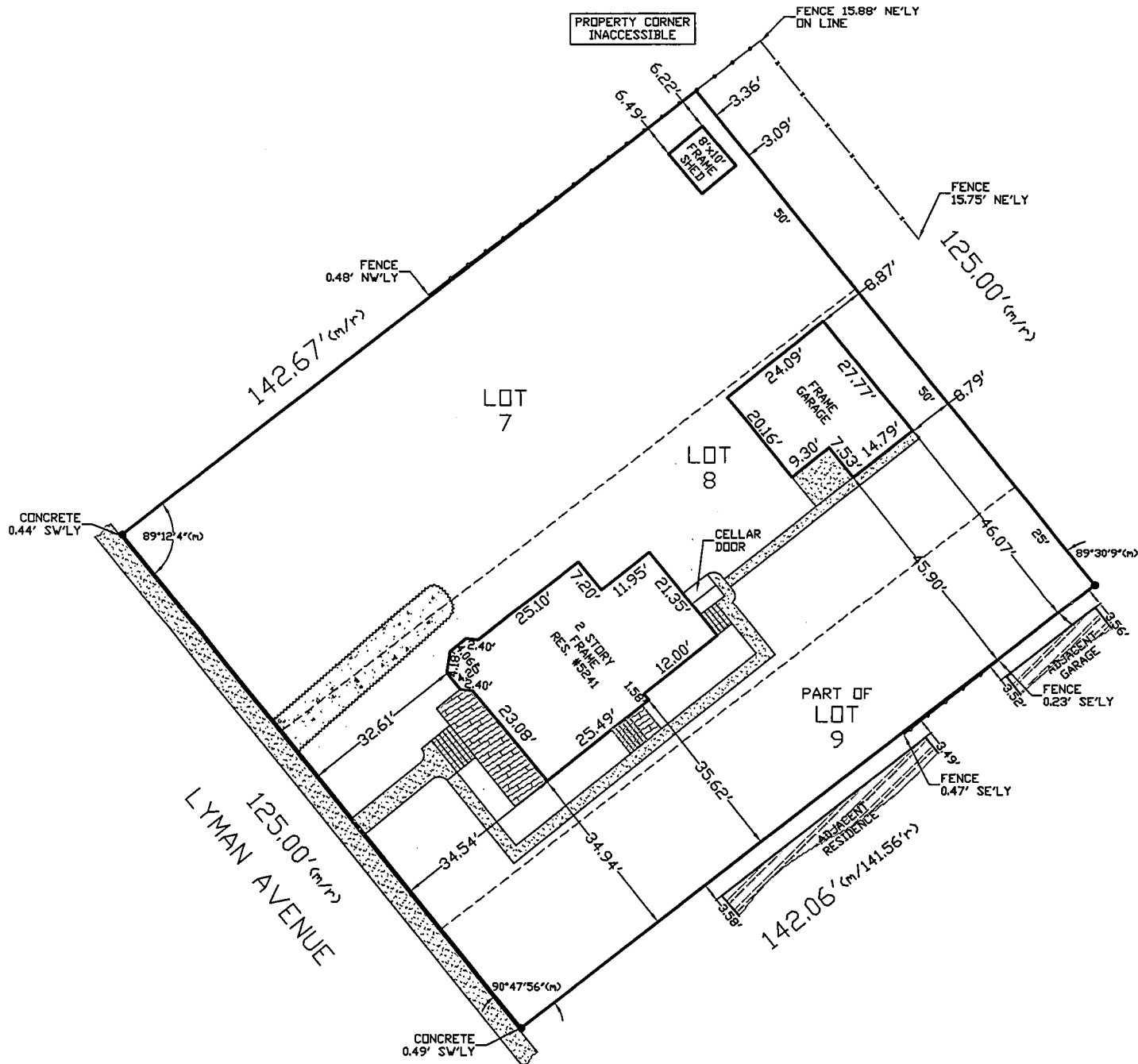
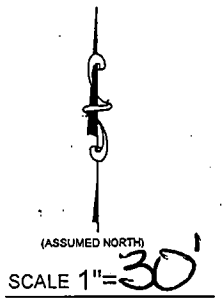
Refer to Deed, Title Policy, and Local
Ordinances for Building Restrictions.

Associated Surveying Group, LLC

Illinois Prof. Design Firm No. 184-004973
 P.O. Box 810 Bolingbrook, IL 60440
 PH: 630-759-0205 FAX: 630-759-9291

PLAT OF SURVEY

LOTS 7 AND 8 AND THE NORTH HALF OF LOT 9 IN BLOCK 1 OF LYMAN'S ADDITION TO THE VILLAGE OF DOWNERS GROVE, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER AND OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 6, 1889 AS DOCUMENT 41274, SITUATED IN THE COUNTY OF DUPAGE, IN THE STATE OF ILLINOIS.



State of Illinois }
 County of Will }SS

I, Michael G. Herwy, an Illinois Professional Land Surveyor, do hereby certify that "This professional service conforms to the current Illinois minimum standards for a boundary survey", and that the Plat hereon drawn is a correct representation of said survey.

Dated, this 10TH day of SEPTEMBER, A.D., 2021,
 at Bolingbrook, Illinois.

FIELDWORK DATE: SEPTEMBER 2, 2021

CLIENT: OLP

Michael G. Herwy
 Illinois Professional Land Surveyor No. 35-002900
 License Expires: November 30, 2022

JOB NO.: 86395-21

LEGEND:					
(NOT TO SCALE)					
	BRICK		ASPHALT		ADJACENT BLDG.
	WALL		CONCRETE		GRAVEL
	WOOD/PVC		ENCLOSED COVERED		STONE
	SET IRON PIPE		CROSS		UTILITY POLE CATCH BASIN
	IRON PIPE		REBAR/ROD		NOTCH
	MAG NAIL		PK NAILS AS NOTCH		CHAIN LINK FENCE
	WOOD FENCE		ALL OTHER FENCE TYPES		
ABBREVIATIONS:					
A	= ARC LENGTH	NLY	= NORTHERLY		
R	= RADIUS	SLY	= SOUTHERLY		
CH	= CHORD LENGTH	Ely	= EASTERLY		
(r)	= RECORD VALUE	Wly	= WESTERLY		
(m)	= MEASURED VALUE	TYP	= TYPICAL		
B.S.L.	= BUILDING SETBACK LINE	O.H.	= OVERHANG		
P.U.E.	= PUBLIC UTILITY EASEMENT				
P.U.D.E.	= PUBLIC UTILITY & DRAINAGE EASEMENT				
V.E./C.E.	= VILLAGE/CITY EASEMENT				

NOTES:
 1. COMPARE THE LEGAL DESCRIPTION ON THIS PLAT WITH YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE; ALSO, COMPARE ALL FIELD MEASURED LOT CORNERS & BUILDING TIES WITH THIS PLAT BEFORE CONSTRUCTION AND REPORT ANY DIFFERENCE AT ONCE. 2. NO IMPROVEMENTS SHOULD BE CONSTRUCTED ON THE BASIS OF THIS PLAT ALONE. FIELD MONUMENTATION OF CRITICAL POINTS SHOULD BE ESTABLISHED PRIOR TO COMMENCEMENT OF CONSTRUCTION. 3. BUILDING LINES AND EASEMENTS ARE SHOWN ONLY WHERE THEY ARE SO DEPICTED ON THE RECORDED SUBDIVISION PLAT. REFER TO YOUR DEED, ABSTRACT, OR CERTIFICATE OF TITLE FOR ADDITIONAL ENCUMBRANCES. 4. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. MEASURED LOT DIMENSIONS ARE SHOWN ONLY WHEN THEY DIFFER FROM RECORD DIMENSIONS BY 0.15 FEET OR MORE. 5. AREA IS BASED ON MEASURED DISTANCES AT TIME OF SURVEY. 6. CURVED LINES DENOTED WITH ARC LENGTHS UNLESS OTHERWISE NOTED. ALSO, ALL ARCS ARE TANGENT UNLESS OTHERWISE NOTED.



VILLAGE OF DOWNERS GROVE MEMO

To: Planning and Zoning Commission
From: Stan Popovich, AICP – Community Development Director
 Jason Zawila, AICP – Planning Manager
Re: Guiding DG Comprehensive Plan - Comprehensive Plan Draft Focus Areas Plans
Date: January 27th, 2025

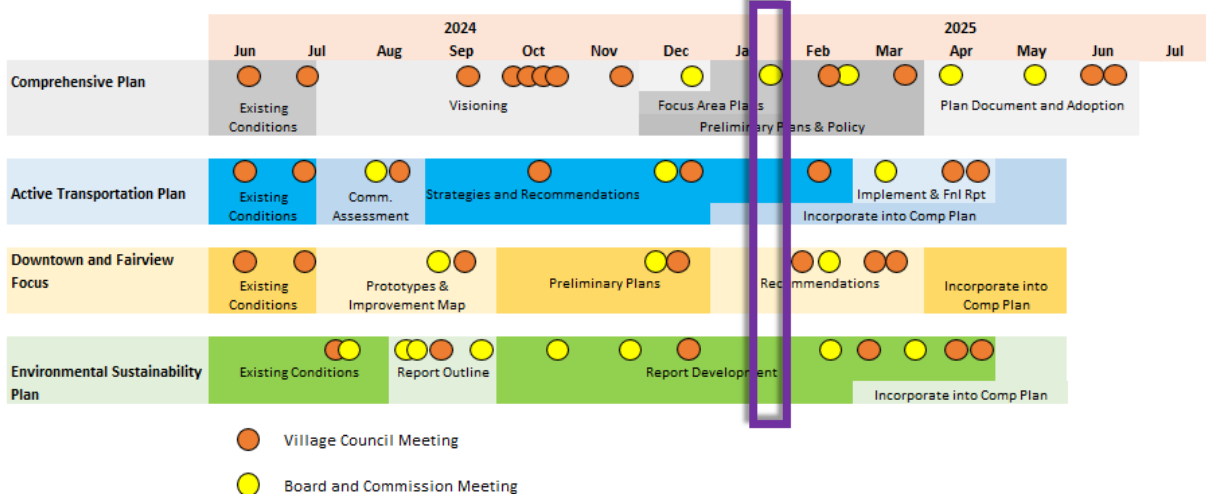
On January 27th, 2025, the Village’s Guiding DG Consultant, Houseal Lavigne (HL) will present an update to the Comprehensive Plan's draft Focus Areas Plans, which is part of the Guiding DG Comprehensive Plan.

The purpose of this presentation and Planning and Zoning Commission discussion is to provide input on the preliminary Focus Areas Plans that will provide guidance to the Village Council and HL and allow them to move forward with the development of the Comprehensive Plan. The Focus Areas Plan include site-specific improvements related to future land use, potential development, connectivity, and overall design and character. The plans address the issues and opportunities specific to each Focus Area while also demonstrating how broader vision and themes of the Comprehensive Plan can be applied.

Staff is seeking PZC input on the draft Focus Area Framework Plans, specifically including these three areas:

- West Ogden Avenue
- Belmont Road
- 75th Street

Schedule



ATTACHMENTS

Comprehensive Plan Draft Key Focus Areas Plan



FOCUS AREAS

The *Guiding DG Comprehensive Plan* provides specific recommendations for West Ogden Avenue, Belmont Road, and 75th Street, three areas of the community facing unique challenges and considerable opportunities.

The Focus Areas include site-specific improvements related to future land use, potential development, connectivity, and overall design and character. These address the issues and opportunities specific to each Focus Area while also demonstrating how broader vision and themes of the Comprehensive Plan can be applied. The Village Design Toolkit provides a set of key improvements and recommendations that can be applied in all Focus Areas. Aligning with community input, the toolkit aims to improve the commercial vitality, preserve character, and enhance the appeal of the Focus Areas.

VILLAGE DESIGN TOOLKIT



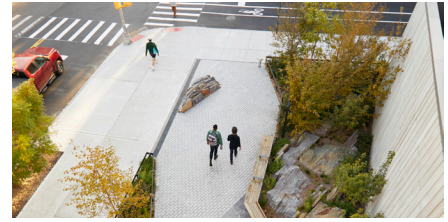
Gateway Signage

Gateway signage acts as a welcoming landmark for a community, district, or notable location. It typically shows the area's name along with design elements that highlight its unique identity and character. Gateway signage establishes a sense of arrival and distinction while enhancing the area's visual appeal. Gateway features should be prominent and incorporate Village branding. They should have a consistent design and well-maintained landscaping, creating a cohesive identity for the community.



Buffering and Screening

Buffering creates a transition between residential areas and nearby commercial or industrial developments. This involves landscaping, fencing, setbacks, or sound barriers to minimize noise, visual disturbances, and other impacts. Hedgerows, low masonry walls, privacy fence, and small berms are landscaping techniques that are promoted and utilized to screen parking.



Streetscape Improvements

Streetscape improvements enhance the aesthetic appeal of public streets and surrounding areas through various improvements such as street trees, decorative lighting, benches, art installations, and upgraded sidewalks. Streetscape improvements improve the pedestrian realm and enhance the appearance of a corridor.



Parking Reduction

Reducing pavement where possible decreases the heat island effect, while covering large parking lots with solar panels capitalizes on existing sun exposure. The Village should encourage property owners to reduce the number parking stalls where possible and explore outlot development opportunities. The Village should review its zoning parking requirements and consider reducing the minimum and developing maximum parking requirements for commercial uses.



Sidewalk Improvements

Upgraded, ADA compliant, and complete sidewalks encourage pedestrian activity, which supports businesses and creates a more inviting environment for residents and visitors. Enhanced connectivity ensures better access for people of all abilities and reduces dependency on vehicles. These improvements also contribute to public safety, reducing potential hazards for pedestrians while encouraging walking as an active transportation option. All developments are required to provide adequate, safe, and attractive pedestrian circulation between buildings on the same site and connectivity to the adjacent site or public sidewalk and trails.



Landscaping Improvements

A well-maintained landscape enhances a commercial property's appeal and atmosphere, drawing in customers and having a positive visual impact on surrounding areas. Landscaping includes street yards, interior yards, parking lot landscape islands, parking lot landscape divider medians, and trees. Landscaping has the potential to reduce the heat island effect of areas with a large supply of pavement. As Downers Grove redevelops, the Village should continue to enforce its zoning landscape requirements. The Village should consider reviewing its landscaping requirements to ensure alignment with best practices and the Guiding DG Environmental Sustainability Plan.



Roadway Connections

New roadway connections improve accessibility within Downers Grove. By establishing new connections, visitors and residents enjoy easier access to various sites and a more integrated transportation network.



Bicycle Improvements

The major corridors within Downers Grove are largely designed for car travel, with few on- and off-street bicycle facilities and trails. Bicycle improvements would expand the enjoyment of the Focus Areas to those beyond solely auto users. Throughout the Downers Grove, the Village should continue to develop an active transportation system that incorporates interconnected paths, sidewalks, and on-street bikeways, as guided by the Guiding DG Active Transportation Plan.



Pedestrian Crossing Improvements

Pedestrian crossing improvements involve enhancing the safety and accessibility of locations where pedestrians cross streets. Improvements can include marked crosswalks, pedestrian signals, and refuge islands where people can stand safely. The Village should work with DuDOT and IDOT to incorporate pedestrian crossing improvements where possible, in accordance with the Guiding DG Active Transportation Plan.



Intersection Improvements

Intersection improvements enhance the safety and efficiency of intersections for all users, including pedestrians, cyclists, and drivers. These enhancements may include upgrading traffic signals, improving signage, creating dedicated turn lanes, and increasing visibility. The Village should work with DuDOT and other relevant entities to prioritize the safety and functionality of existing intersections and implement necessary improvements.



Public Transportation Improvements

There are several Pace Bus stops located along major corridors within the Downers Grove. Most of these stops are signs lacking shelters, benches, or sidewalk connections. These bus stops should be improved for safety and to be more welcoming. Improvements such as overhead shelters, seating, lighting, and signs that track the arrival time of the next bus improve the overall public transit experience. Overhead shelters can incorporate solar panels to capitalize on the sun exposure of major corridors.



Manage Natural Space

Downers Grove is home to diverse natural spaces and uses. The Village should adopt tailored strategies to manage these spaces and their roles within each Focus Area. Preserving natural spaces requires safeguarding and maintaining areas with ecological and aesthetic significance as development progresses. Additionally, the Village should explore opportunities to enhance the natural environment, such as promoting the use of native plants, increasing biodiversity within the community, and removing concrete to restore natural landscapes.

WEST OGDEN AVENUE

Ogden Avenue is one of the heaviest traveled commercial corridors in the western suburbs. The corridor has an Average Annual Daily Traffic count (AADT) of 27,700 vehicles per day per Illinois Department of Transportation (IDOT) counts conducted in 2022. In Downers Grove, the western part of Ogden Avenue — from Walnut Avenue to Stonewall Avenue — is auto-oriented, featuring lodging, office buildings, retail, multifamily developments, fast food restaurants, auto dealers, and several vacant and underutilized parcels. In the Guiding DG community survey, about 32% of respondents described the character of Ogden Avenue as a weakness.

West Ogden Avenue features many lots with relatively shallow depths, limiting the types of development that can occur. The lots west of Belmont Road/Finley Road have larger lot sizes, creating greater opportunities for redevelopment. Much of the existing developments have large parking lots that exceed demand and create swaths of underutilized land along the corridor.

The West Ogden Avenue Focus Area offers a variety of commercial opportunities for the corridor. It consolidates and reconfigures lots along Ogden Avenue, particularly east of Belmont Road/Finley Road, with shared parking strategies. The Focus Area Plan identifies multifamily residential on the corridor while improving the buffering and screening and the pedestrian connection of existing single-family neighborhoods within proximity to the Focus Area. Enhanced streetscape elements and bicycle and pedestrian infrastructure improve the experience along West Ogden Avenue.



Improvements

Commercial Lot Expansion

West Ogden Avenue’s commercial corridor faces challenges due to shallow lot dimensions, particularly east of Belmont Road. These lot sizes make it difficult to develop sites that meet contemporary needs for building footprints, tenant spaces, and parking.

- Evaluate the potential to vacate right-of-ways on a case-by-case basis to support desirable developments.
- Incorporate hammerheads at select side streets to use Village-owned right-of-way for commercial development and parking while maintaining pedestrian connections to neighborhoods.
- Encourage the consolidation of lots to create parcels at least 300 feet deep, expanding opportunities for commercial development.
- Consider rezoning non-residential lots within 300 feet of Ogden Avenue to commercial districts as they become available, facilitating incremental redevelopment aligned with the corridor’s long-term vision.
- Promote shared parking arrangements through cross-access between consolidated lots, reducing curb cuts and enhancing pedestrian safety by minimizing vehicular conflicts.
- Permit residential properties to be combined with adjacent commercial lots on a case-by-case basis.

Belmont Road to Stonewall Avenue

The commercial area south on Ogden Avenue between Belmont Road and Stonewall Avenue is ripe for lot expansion improvements. Placing a cul-de-sac at Wilson Avenue and Woodward Avenue, where they meet the rear of the commercial lots, would enable commercial lot expansion. Buffering and screening residential areas would ensure neighbors are minimally impacted by noise, traffic, and the appearance of parking lots and storage areas introduced by the new commercial development.

Streetscape Improvements

Integrating streetscape improvements along Ogden Avenue can position the Focus Area to serve as an attractive gateway to the community.

- Work with IDOT to widen sidewalks to a standard width while maintaining street yards to separate pedestrians from Ogden Avenue.
- Consider replacing the center turn lane with a raised, landscaped median to improve visual appeal and traffic flow.

Landscaping Improvements

Encouraging landscape improvements in the Focus Area can enhance the appeal of Ogden Avenue.

- Work with property owners to incorporate landscaping improvements to enhance the area’s visual appeal.

Pedestrian Crossing Improvements

Community outreach identified crossing Ogden Avenue as a problem for pedestrians.

- Work with IDOT to prioritize pedestrian improvements along Ogden Avenue to improve users’ safety.

Potential Signalized Intersection

Signalized intersections enhance the safety and efficiency of intersections for all users, including pedestrians, cyclists, and drivers.

- Work with DuDOT and other relevant entities to monitor the need for additional signalized intersections to cross West Ogden Avenue.

Parking Reduction

Reducing parking areas can optimize land use and improve pedestrian safety by decreasing curb cuts and vehicular conflicts.

- o Promote shared parking arrangements between neighboring commercial developments to maximize space and efficiency.

Roadway Connections

Establishing new roadway connections can enhance access and unlock development potential for adjacent vacant parcels.

- o Explore a potential roadway connection along Grant Street, just east of Stonewall Avenue.
- o Collaborate with the Illinois Tollway to maintain and improve road connections and active transportation links over the I-88/I-355 corridor.

Public Transit Improvements

Enhancing public transit infrastructure along Ogden Avenue will support better accessibility.

- o Work with Pace to upgrade bus stops along Routes 722 and 465 for improved passenger experience.

Bicycle Improvements

Creating safe pathways for cyclists along Ogden Avenue enhances the existing active transportation network.

- o Support DuDOT's redesign plans for Belmont Road/Finley Road and Cross Street, including a shared-use path along Ogden Avenue, extending it throughout the Focus Area for consistent cyclist safety.

Sidewalk Improvements

Filling gaps in the sidewalk network along Ogden Avenue will foster better connectivity and safety.

- o Improve sidewalk links, particularly along Woodward Avenue and Pershing Avenue, to ensure continuous pedestrian access and integration with the commercial corridor.

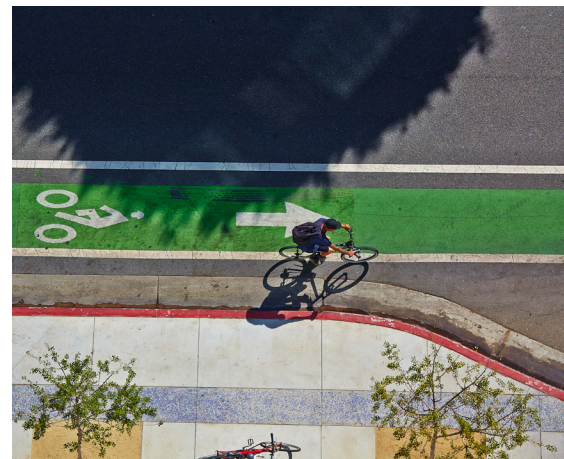
Manage Natural Space

To mitigate environmental impacts in the Focus Area, natural areas should be buffered from any new development.

- o Preserve the wetland adjacent to commercial developments near Lee Avenue, Pershing Avenue, and Walnut Avenue.



Public Transit Improvements



Bicycle Improvement



Sidewalk Improvement

Redevelopment Opportunities

Opportunity sites are areas within the Focus Area that have high redevelopment potential. The identified sites and their redevelopment would have a dramatic effect on the look and feel of the Focus Area. Redevelopment of the West Ogden Avenue Focus Area can attract additional desirable auto dealer and hotel uses, create activated spaces, and create a more cohesive corridor.

Ogden Avenue and Authority Drive

OPPORTUNITY SITE #1

The site at Ogden Avenue and Authority Drive offers development potential, benefiting from its strategic location near a newly constructed hotel and the planned Walnut Park Athletic Center to the south. The large property lends itself to a mixed-use development approach, featuring commercial uses along Ogden Avenue and multifamily residential to the south, adjacent to the park. Site layout should minimize visual impacts on nearby residential areas, incorporate landscaping and fencing to maintain privacy and aesthetics, and mitigate impacts on neighboring Belmont Prairie. A physical connection from residential areas to the park would enhance community integration, while access to the neighborhood would be facilitated by extending Indianapolis Avenue. Cross-access with neighboring commercial properties should be explored to reduce curb cuts along Ogden Avenue, improving traffic flow and safety. This multi-faceted development approach can maximize the site's potential while harmonizing with its surroundings.

Ogden Avenue and Warrenville Road

OPPORTUNITY SITE #2

The site at Ogden Avenue and Warrenville Road offers a prime opportunity for redevelopment. Its substantial size and strategic location make it well-suited for a new car dealership of high-quality design. Consolidating the multiple properties creates an optimal redevelopment site. The building should be positioned toward Ogden Avenue, with parking strategically placed to the side or rear to enhance visual appeal. Primary access should be provided from Ogden Avenue, with secondary access on Warrenville Road, and the number of curb cuts minimized to ensure traffic efficiency. Thoughtful landscaping, including perimeter and interior lot treatments, will soften the visual impact of the building and parking areas.

Alternatively, the southern portion of the site along Ogden Avenue can accommodate commercial uses similar to those at Ogden Avenue and Main Street, while the northern portion along Warrenville Road would be developed as office space or an additional hotel, offering flexibility to meet market demands.

Ogden Avenue and Lacey Road

OPPORTUNITY SITE #3

The corner site at Ogden Avenue and Lacey Road is a prime candidate for redevelopment for multifamily residential uses, aligning with the scale and style of the adjacent assisted living facility to the north. Its size and proximity to both multifamily and single-family neighborhoods present an opportunity to introduce additional residential density along Ogden Avenue. To optimize the site, the building should front Ogden Avenue, with parking positioned to the north and accessible via Lacey Road. Preserving the existing vegetation on the western edge of the property is essential to maintain a natural buffer between the residential development and nearby commercial uses. The multifamily design should prioritize community amenities, incorporating features such as plazas, patios, and pet-friendly spaces to enhance livability and foster a sense of community.



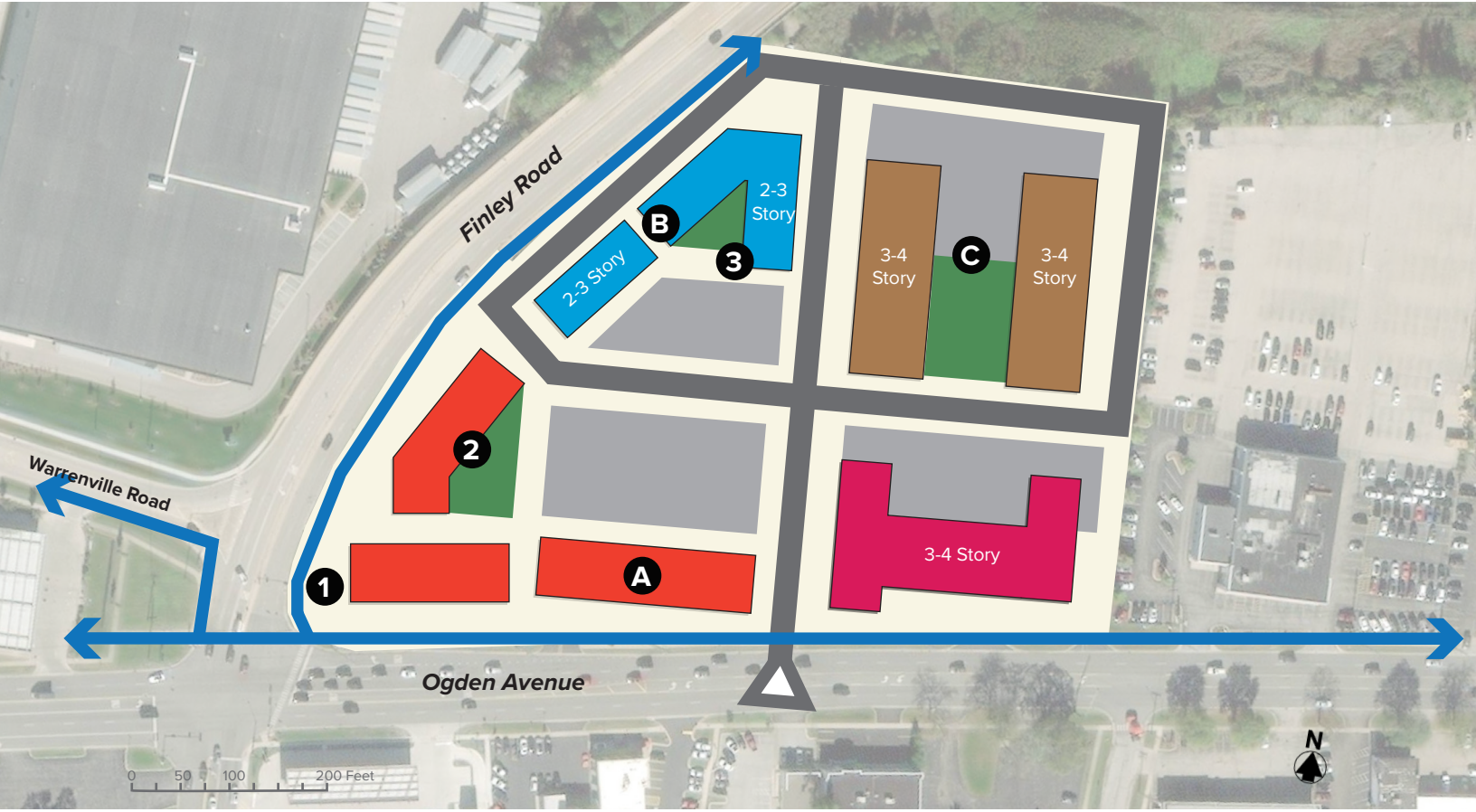
Ogden Avenue and Finley Road

OPPORTUNITY SITE #4

The Ogden Avenue and Finley Road site represents a significant opportunity to transform an underutilized, poorly connected corner into a vibrant, multi-use destination. The site suffers from poor cross-access and limited pedestrian accessibility, particularly from eastbound Ogden Avenue. Redevelopment of this prominent site would address these challenges while creating a dynamic mix of commercial, residential, and hospitality uses.

Potential redevelopment can establish a pedestrian-friendly urban environment along Ogden Avenue, with retail spaces, a signature restaurant, and a food plaza catering to nearby workers and residents. A hotel accommodates business travelers and visitors. Along Finley Road, multifamily residential development features two buildings with shared, spacious amenities. The northwest block is designed as a corporate square, combining retail, office spaces, salons, and flexible-use areas. Parking is positioned toward the rear of the site to improve visual impacts while internal access roads minimize disruptions along Ogden Avenue and Finley Road. Improvements to both the Finley Road and Ogden Avenue rights-of-way should be considered with the development.

The proposed improvements align with best practices by fostering a pedestrian-oriented urban street experience that supports the Village's goals of creating activated commercial hubs. The redevelopment enhances accessibility, connectivity, and aesthetics of the site while creating a vibrant, mixed-use destination for Ogden Avenue that meets the needs of community residents, visitors, and businesses.



LEGEND

- Commercial
- Hotel
- Office/flex
- Multifamily
- Parking

- Circulation
- Access point
- Public plaza
- Private plaza/amenity deck
- Bike and pedestrian connection

CALLOUTS

- 1** Corner Plaza
- 2** Commercial could incorporate a food hall and outdoor dining
- 3** Offices with flex uses

DEVELOPMENT EXAMPLES



A Ogden Avenue & Main Street, Downers Grove, IL



B 7001-7003 South Howell Avenue, Oak Creek, WI



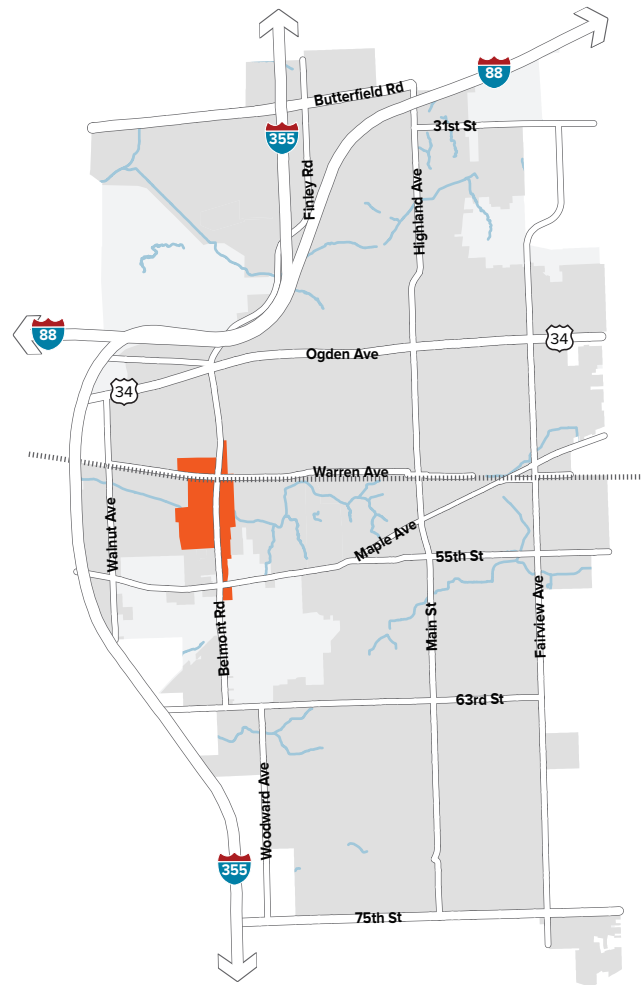
C 935 Burlington Avenue, Downers Grove, IL

BELMONT ROAD

The Belmont Road corridor stretches from Prairie Avenue to Maple Avenue, encompassing the Belmont Metra station and the edge of Ellsworth Industrial Park, a 351-acre business park. The corridor features a mix of multifamily and single-family residential. There is little commercial development in the area, except for a neighborhood retail center at the southwest corner of Belmont Road and Maple Avenue. Thirty percent of Guiding DG community survey respondents indicated the Belmont Road corridor could use improvements.

The Belmont Road area and associated Ellsworth Industrial Park have limited modern industrial spaces, especially along Wisconsin Avenue. Dining options are scarce, leaving employees and nearby residents underserved. The parking lots at the Belmont Metra station are not optimized and fail to align with commuters' needs, compounded by a lack of retail tailored to this demographic. Limited parking within the industrial park further restricts opportunities for entertainment uses. Additionally, unannexed land pockets between Wisconsin Avenue and Maple Avenue create jurisdictional challenges.

















The Belmont Road Focus Area repositions the area's industrial uses while fostering mixed-use transit-oriented development (TOD) around the Belmont Metra station. It creates various sizes and types of industrial spaces and consolidates lots along the Metra tracks for TOD that incorporates transit-supportive retail, townhome, multifamily, entertainment, incubator space, and artisan and light manufacturing uses. The Belmont Road Focus Area improves the appearance of the corridor and reintroduces nature into the area by "greening" the creek. In conjunction with redevelopment projects, the Village should consider working with property owners to improve the cohesiveness of the area. The Village should work with property owners to annex the land east of Belmont Avenue that is surrounded by Downers Grove.



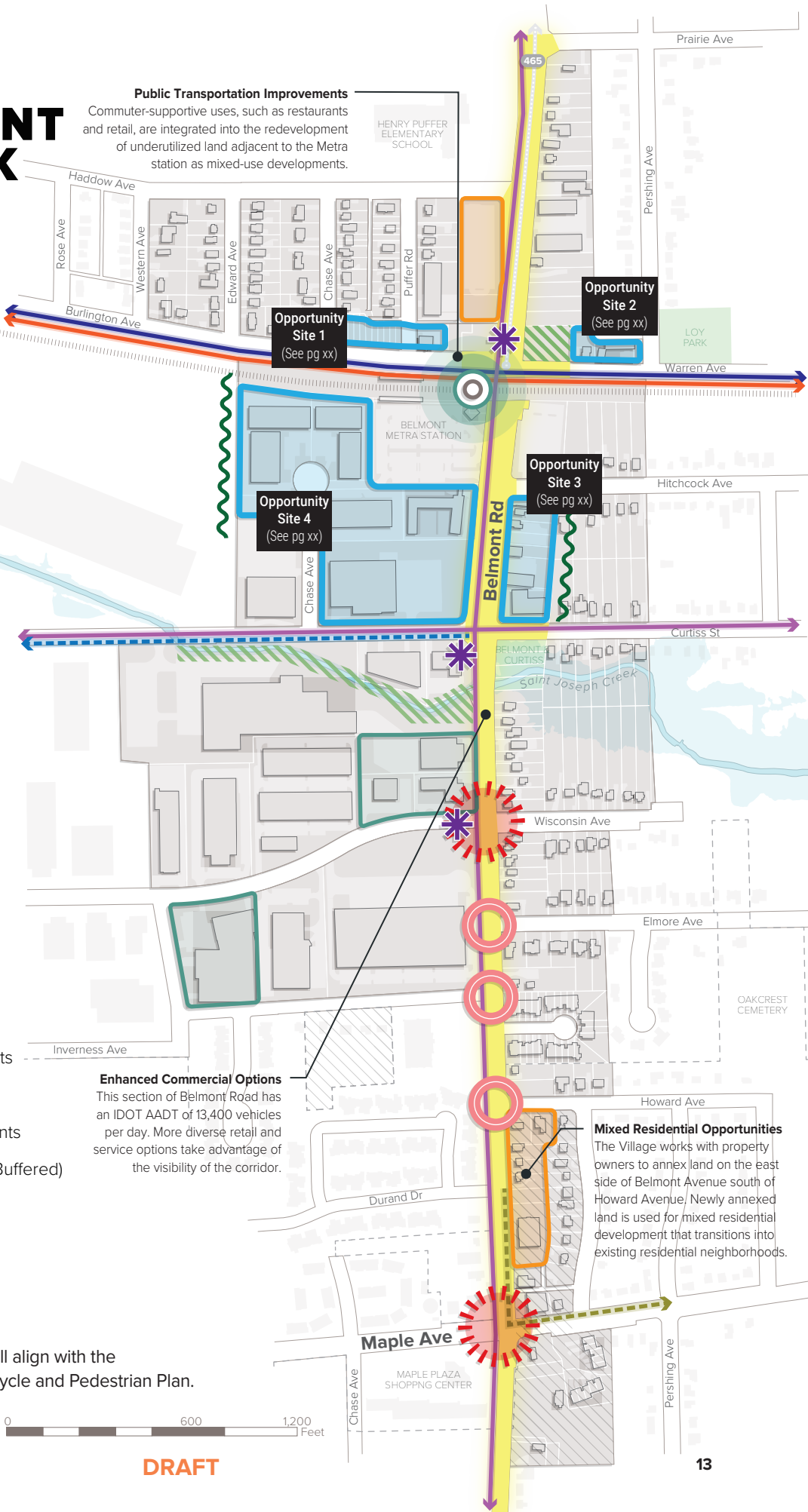
FOCUS AREA: BELMONT ROAD
IMPROVEMENT FRAMEWORK

The Belmont Road Focus Area focuses on transit-oriented development, introducing a mix of residential and commuter-supporting commercial uses directly south of the Belmont Metra station. Small- and mid-size industrial and office development should be integrated into the industrial park to enable affordable artisan manufacturing, incubator spaces, and ghost kitchen spaces. The industrial park includes limited entertainment uses. Greening the existing paved creek reintroduces nature into the area and enhances Belmont Road's connection to Downers Grove's ecological assets.

IMPROVEMENTS

-  Redevelopment Opportunities
-  Mixed Residential Opportunities
-  Obsolete Industrial Space
-  Gateway Signage
-  Buffering and Screening
-  Streetscape Improvements
-  Manage Natural Space
-  Intersection Improvements
-  Pedestrian Crossing Improvements
-  Existing Pace Route
-  Public Transportation Improvements
-  Proposed Bike Lane (Protected+Buffered)
-  Proposed Shared-Use Path
-  Proposed Cycle Track
-  Proposed Sidewalk
-  Annexation Considerations

NOTE: Any proposed improvements will align with the recommendations presented in the Bicycle and Pedestrian Plan.



Public Transportation Improvements
 Commuter-supportive uses, such as restaurants and retail, are integrated into the redevelopment of underutilized land adjacent to the Metra station as mixed-use developments.

Enhanced Commercial Options
 This section of Belmont Road has an IDOT AADT of 13,400 vehicles per day. More diverse retail and service options take advantage of the visibility of the corridor.

Mixed Residential Opportunities
 The Village works with property owners to annex land on the east side of Belmont Avenue south of Howard Avenue. Newly annexed land is used for mixed residential development that transitions into existing residential neighborhoods.





Gateway Signage



Landscape Improvement



Streetscape Improvement

Improvements

Gateway Signage

The Belmont Road Focus Area is a major industrial, commercial, and transit focused area of the community. The industrial park does not feature any signage alerting visitors that they have entered the area.

- o Incorporate gateway features to create a cohesive identity with consistent design and landscaping.

Retrofit Industrial Structures

Many of the Focus Area’s industrial structures have become obsolete by contemporary economic trends. Retrofitting obsolete industrial structures can encourage small-scale production enterprises, such as small batch bakeries or furniture makers, to meet current light industrial and manufacturing demands.

- o Collaborate with the Downers Grove Economic Development Corporation (DGEDC) to retrofit obsolete single-tenant industrial spaces as multi-tenant buildings to accommodate smaller users.

Buffering and Screening

The Focus Area features industrial and commercial uses to the west of Belmont Road in close proximity to low-density residential uses to the east.

- o Buffer and screen industrial and commercial uses from Belmont Road and Curtiss Street with landscaping and fencing.
- o Incorporate landscaping solutions to improve the appearance of industrial park areas.

Streetscape Improvements

Belmont Road is an arterial road that sees over 13,000 vehicles per day. The existing right-of-way is approximately 80 feet wide. The typical cross-section includes sidewalks on both sides of the street, street yards on at least one side, and two travel lanes in each direction.

- o Work with DuDOT to integrate streetscaping along the road to enhance the appearance of the corridor with street trees, decorative lighting, benches, art installations, and upgraded sidewalks.

Manage Natural Space

Saint Joseph Creek is currently inaccessible to those working or walking nearby due to the absence of a pathway and sections being enclosed by slanted concrete.

- Naturalize concrete-lined areas adjacent to Saint Joseph Creek to improve connectivity and enhance stormwater management.

Intersection Improvements

There are no signalized intersections on Belmont Road between Curtiss Street and Maple Avenue, making it difficult for visitors to cross Belmont Road and easily enter and exit Ellsworth Industrial Park.

- Work with DuDOT to incorporate a traffic signal at the intersection of Belmont Road and Wisconsin Avenue.
- Improve the intersection of Belmont Road and Maple Avenue with greenery and enhanced pedestrian crossings as annexation occurs.

Pedestrian Crossing Improvements

No signalized intersections on Belmont Road between Curtiss Street and Maple Avenue make it difficult for pedestrians to cross Belmont Road.

- Work with DuDOT to examine the possibility of a signalized crossing at Belmont Road and Wisconsin Avenue to provide an intermediate crossing opportunity between the two streets.

Public Transportation Improvements

The Belmont Metra station lacks surrounding amenities.

- Redevelop underutilized land adjacent to the Belmont Metra station as mixed-use buildings including restaurants and retail.

Bicycle Improvements

The Belmont Road Focus Area lacks any bicycle infrastructure, limiting non-vehicular access and use of the area.

- Install shared-use paths on the west side of Belmont Road and on the north side of Curtiss Street throughout the Focus Area.
- Reinforce Warren Avenue as a critical bike throughfare with a protected cycle track.

Sidewalk Improvements

Belmont Road has sidewalks along both sides of most of the street, but gaps exist, especially closer to Maple Avenue. Curtiss Street only has sidewalks on the north side of the road.

- Incorporate pedestrian amenities for those working and living in the area as the Belmont Focus Area redevelops.
- Prioritize sidewalk improvements along Belmont Road and Curtiss Street to close existing gaps.



Pedestrian Crossing Improvement



Public Transportation Improvement



Bicycle Improvement

Redevelopment Opportunities

Redevelopment of identified opportunity sites would transform the look and feel of the Focus Area. A reimagined Belmont Road Focus Area incorporates transit-oriented development with commuter-supportive retail, modern industrial and artisan manufacturing uses, and office spaces while maintaining the affordable nature of the area.

Burlington Avenue and Puffer Road

OPPORTUNITY SITE #1

The opportunity site at Burlington Avenue and Puffer Road presents a promising location for development — vacant but ripe for transformation into high-density residential or commuter-oriented commercial uses. Given its proximity to transit, the site is particularly suited for duplexes, townhomes, apartments, or condominiums that capitalize on the demand for transit-accessible housing. The portion between Chase Avenue and Puffer Road could accommodate either single-family attached or multifamily units, while the smaller section between Puffer Road and the southbound ramp onto Belmont Road may be more appropriate for a limited number of single-family attached units. Consolidating the site by vacating Puffer Road could further enhance its development potential as a unified property. To ensure compatibility with the surrounding neighborhood, buildings should front Burlington Avenue with parking located at the rear, and fencing and landscaping should provide a buffer to existing residential areas to the north. This approach would maximize the site's potential while maintaining harmony with the community.

Warren Avenue and Pershing Avenue

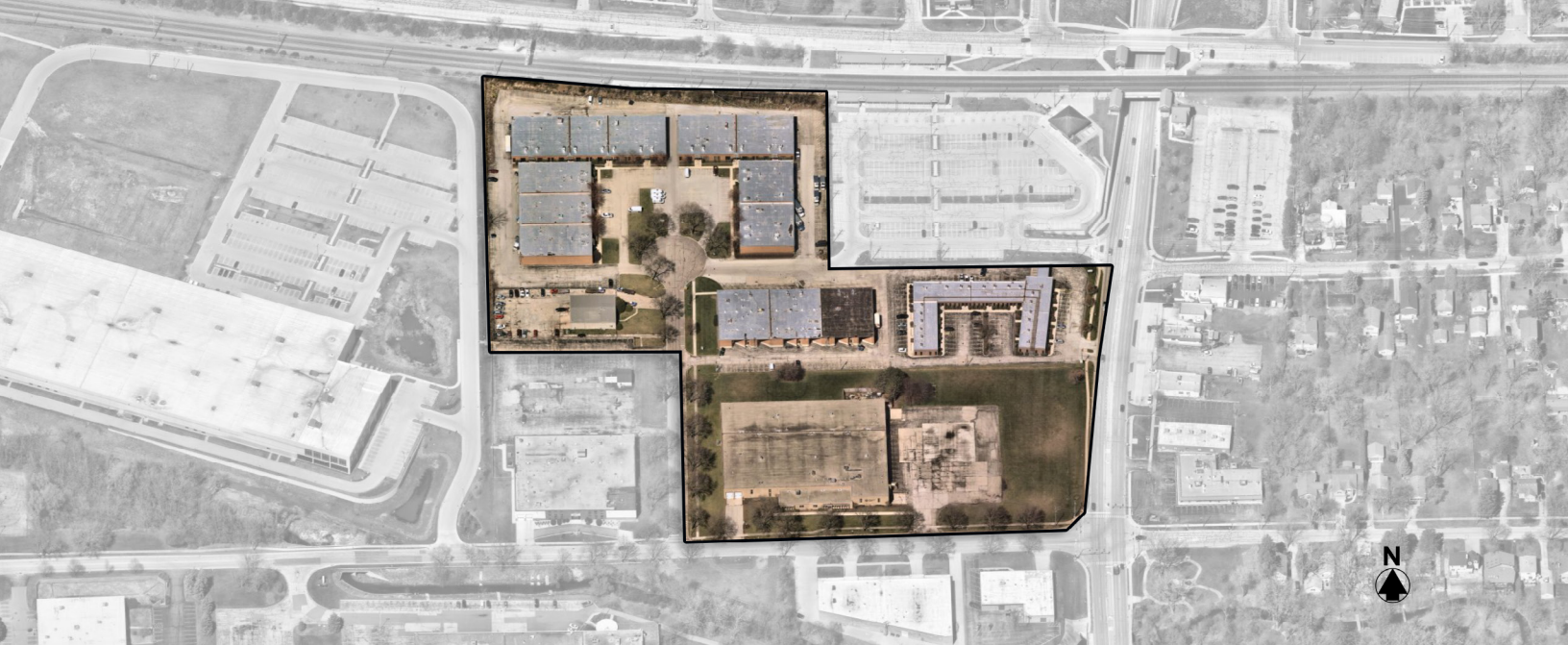
OPPORTUNITY SITE #2

The opportunity site at Warren Avenue and Pershing Avenue is ideal for high-density, mixed-income residential uses given its strategic proximity to transit. To optimize its potential, buildings should front Warren Avenue, with parking strategically placed at the side or rear to enhance the streetscape. Access to parking could be facilitated through the Village-owned property to the north, minimizing disruptions and enhancing traffic flow. To avoid conflicts with the adjacent northbound ramp onto Belmont Road, direct site access in this area should be limited. Thoughtful design considerations, including fencing and landscaping, will be essential to create a buffer between any new development and the existing residential properties to the north, ensuring a smooth integration into the surrounding neighborhood.

Belmont Road and Hitchcock Avenue

OPPORTUNITY SITE #3

The site at Belmont Road and Hitchcock Avenue offers a valuable opportunity for transit-oriented development, with a focus on mixed-use and commercial projects catering to commuters and residents. Consolidating the lots would create a cohesive development footprint for two- or three-story buildings, with active ground-floor uses and multifamily residences on the upper floors. The northern corner of the site is ideal for commercial uses such as a coffee shop, café, or corner store to serve the surrounding community, while the southern corner could feature multifamily amenities like a gym, indoor pet area, or leasing office. Small-scale office spaces could also be integrated into the ground floor. Building frontage should align with Belmont Road to enhance street presence, with site access provided via Hitchcock Avenue and Curtiss Street. Maintaining existing vegetation along the eastern edge is crucial to preserve natural buffers, while additional fencing and landscaping would ensure privacy for adjacent residential properties. This approach would create a vibrant, transit-oriented community hub.



Belmont Road and Curtiss Street

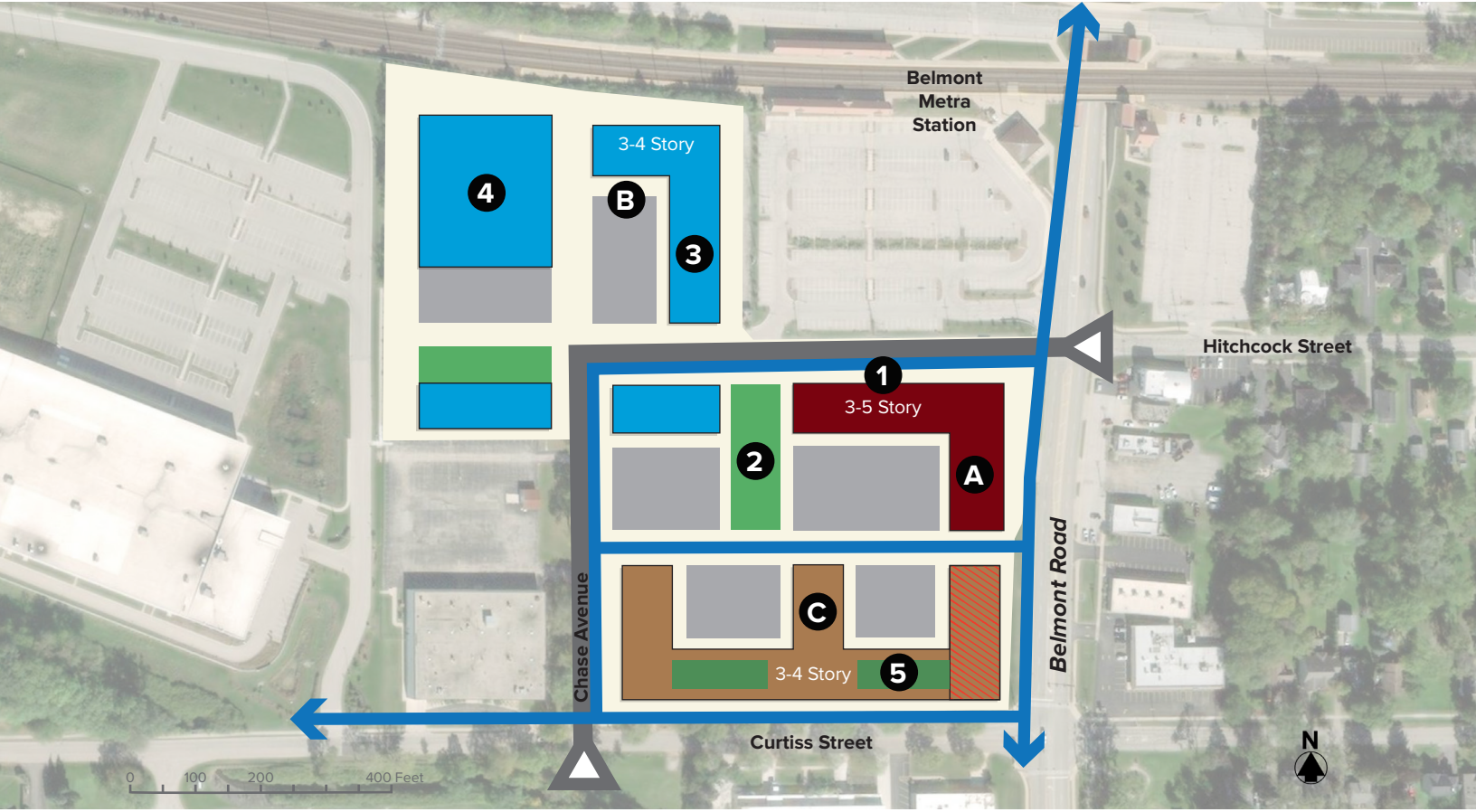
OPPORTUNITY SITE #4

The Belmont Road site offers a unique opportunity to transform underutilized land into a dynamic development that enhances the surrounding area while supporting commuters, residents, and artisans. Located south of the Belmont Metra Station, this site has the potential to redevelop into live/work spaces and vibrant mixed-use areas, creating a stronger connection between residential, commercial, and industrial uses.

The plan envisions mixed-use buildings with ground-floor commercial spaces and upper-level multifamily units south of the Metra parking lot. Retail spaces along the parking lot and Belmont Road cater to commuters with amenities like coffee shops and convenience stores. Outdoor gathering spaces provide opportunities for seating, amenities, and access to nearby natural features like Saint Joseph Creek and the park at Belmont Road and Curtiss Street.

West of the station, live/work spaces support artisan manufacturing, providing opportunities for craftspeople, makers, and small businesses. This innovative approach reimagines underutilized industrial land while creating a buffer to existing industrial uses. Parking is located at the rear and interior of the block to preserve the pedestrian-oriented design.

Inspired by successful regional examples like The Shops of Uptown in Park Ridge, Illinois, this redevelopment prioritizes connectivity, functionality, and aesthetics, attracting visitors and enhancing the area's appeal as a destination for both locals and commuters.



LEGEND

- Mixed-Use Residential
- Commercial (ground floor of mixed use)
- Multifamily
- Office, artisan manufacturing, live/work
- Parking
- Circulation
- Access point
- Open space
- Private plaza/amenity deck
- Bike and pedestrian connection

CALLOUTS

- 1** Transit-oriented mixed-use residential development
- 2** Public gathering space for commuters, employees, and residents
- 3** Live/work studio
- 4** Artisan manufacturing
- 5** Amenity roofdeck

DEVELOPMENT EXAMPLES



A The Shops of Uptown, Park Ridge, IL



B Elgin Artspace Lofts, Elgin, IL



C Avant at the Arboretum Apartments, Lisle, IL

75TH STREET

75th Street serves as a southern gateway to Downers Grove, and is a primary shopping destination serving the Downers Grove and neighboring Darien and Woodridge communities. The area features two large retail centers: The Grove Shopping Center and Downers Park Plaza. The Grove Shopping Center is the largest retail center in Downers Grove. It was built in 1986 as a semi-enclosed outdoor mall but was converted into an open strip mall in 2002. Across the street to the east, Downers Park Plaza is a 265,000 square-foot strip mall anchored by big box stores with a large shared parking lot. In the Guiding DG community survey, about 49% of respondents described the character of 75th Street as negative.

The 75th Street Focus Area transforms the area through redevelopment while recognizing the economic reality and restrictions of redeveloping the shopping center. The Focus Area sees a future in which complete redevelopment of The Grove shopping center is possible. It transforms the area with multifamily, mixed-use, entertainment, and hotel development to create a regional destination as a monumental gateway to the community.



FOCUS AREA: 75TH STREET

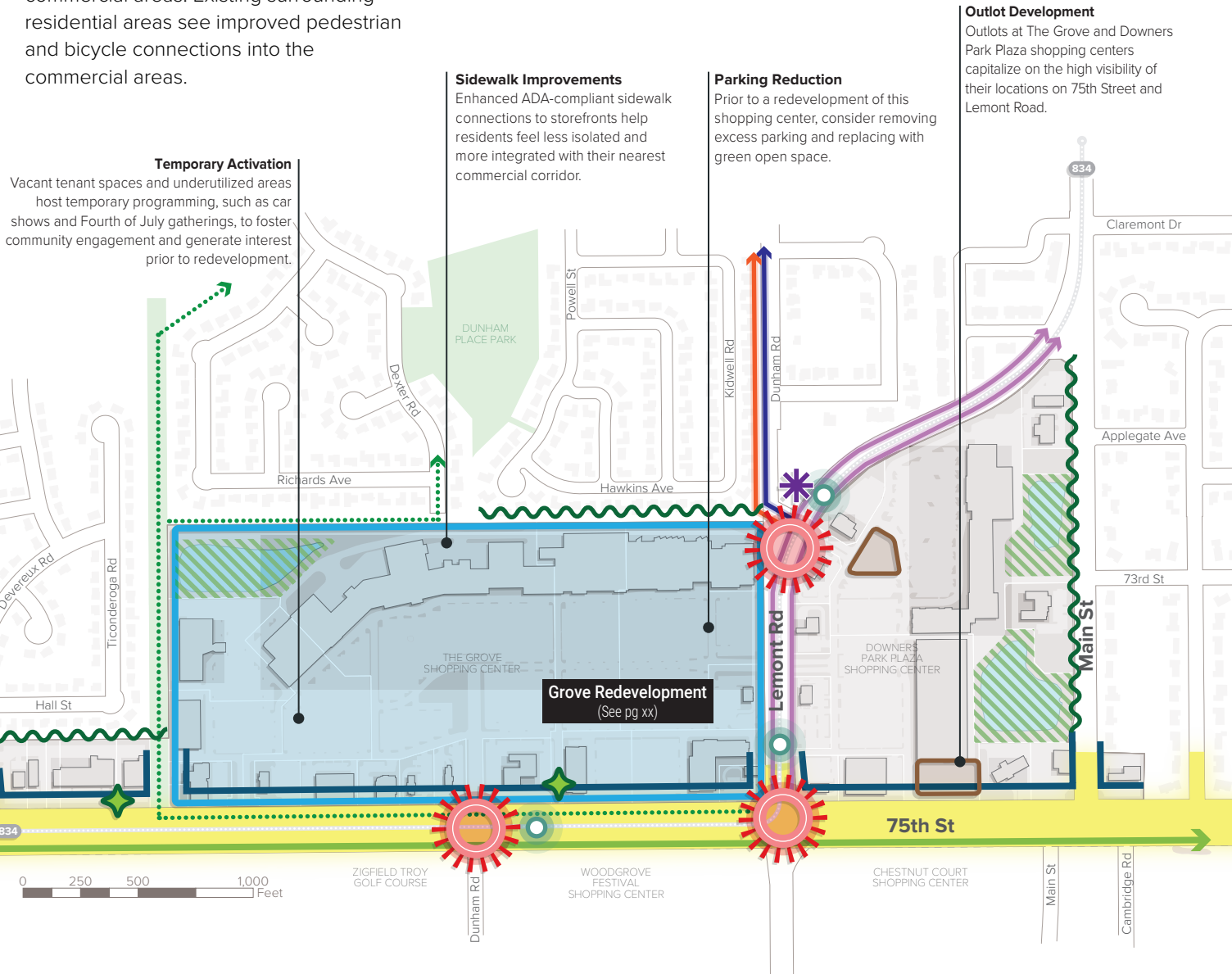
IMPROVEMENT FRAMEWORK

The 75th Street Focus Area enhances the area as a gateway to the community and repositions it into an entertainment and residential destination. Existing commercial development embraces restaurant and entertainment uses while repurposing excess parking and pavement into green, activated gathering spaces. The framework incorporates medium- and high-density residential development into underutilized commercial areas. Existing surrounding residential areas see improved pedestrian and bicycle connections into the commercial areas.

IMPROVEMENTS

-  Redevelopment Opportunities
-  Curb Cut Reduction
-  Potential Outlot Sites
-  Existing Pace Route
-  Façade Improvement
-  Public Transportation Improvements
-  Gateway Signage
-  Existing Multi-Use Path
-  Buffering and Screening
-  Proposed Trail and Grid Connector Path
-  Streetscape Improvements
-  Proposed Cycle Track
-  Manage Natural Space
-  Proposed Shared-Use Path
-  Intersection Improvements
-  Proposed Bike Lane (Protected + Buffered)
-  Pedestrian Crossing Improvements

NOTE: Any proposed improvements will align with the recommendations presented in the Bicycle and Pedestrian Plan.





Facade Improvement



Pedestrian Crossing Improvement



Landscaping Improvement

Improvements

Façade Improvement

The Focus Area features commercial buildings that require façade improvements. These improvements involve upgrading and renovating a building’s exterior to enhance its visual appeal.

- o Promote and incentivize façade enhancements along 75th Street.

Gateway Signage

Gateway signage enhances the overall user experience by creating a welcoming environment for visitors and residents. The Focus Area has a small-scale gateway feature, making it difficult for travelers to identify.

- o Prioritize integrating and enhancing gateway signage on Lemont Road.

Buffering and Screening

The Focus Area comprises a blend of residential neighborhoods and commercial land uses. Implementing buffering and screening features can minimize potential disruptions between these adjoining residential and commercial spaces while improving the area’s visual appeal.

- o Collaborate with property owners to implement buffering features between residential and commercial areas.
- o Screen all surface parking lots from primary roadways.
- o Ensure rooftop utilities, loading docks, dumpsters, and utility boxes are screened from public view.

Streetscape Improvements

Streetscape improvements can elevate the Focus Area’s visual appeal and encourage pedestrian activity.

- o Work with DuDOT to integrate landscaping and streetscape elements along 75th Street.

Landscaping Improvements

To improve the Focus Area’s visual appeal and mitigate the environmental impact of impervious surfaces, the Village should adopt comprehensive landscaping enhancements.

- o Collaborate with property owners and DuDOT to implement landscaping improvements for commercial properties and right-of-way areas.

Manage Natural Space

The Village should actively pursue opportunities to conserve the natural environment in the Focus Area during redevelopment.

- o Prioritize protecting the existing wetland near shopping centers.
- o Incorporate pollinator gardens and native planting into new development sites.

Parking Reduction

Excessive surface parking in poor condition disrupts connectivity in the Focus Area.

- Enhance pedestrian experience in large surface parking lots with well-defined walkways.
- Repave and stripe existing parking lots to improve their appearance and functionality.
- Repurpose parts of parking lots for outlot development to better leverage land for sales tax-generating uses.

Intersection Improvements

The Focus Area requires intersection Improvements to enhance traffic flow, reduce congestion, and improve safety for all road users.

- Collaborate with DuDOT to upgrade signalized intersections at 75th Street and Lemont Road, 75th Street and Dunham Road, and Lemont Road and Dunham Road.

Public Transportation Improvements

Public transportation improvements involve upgrading bus stops and facilities to ensure they are safe, accessible, and inviting for all passengers.

- Collaborate with Pace to enhance bus stops along Pace Bus Route 834, which travels south on Lemont Road and west along 75th Street.

Bicycle Improvements

Bicycle infrastructure in the Focus Area is limited and needs expansion. There is one on-street striped bicycle lane heading north on Dunham Road. The portion of 75th Street that is in Downers Grove – the north side of the road – lacks any bicycle infrastructure.

- Implement a multi-use trail around The Grove, connecting 75th Street, Lemont Road, and Dunham Road.
- Provide adequate bicycle parking should be provided near the main entrances to buildings.

Sidewalk Improvements

Several gaps in the sidewalk network hinder pedestrian access to shopping centers and The Grove.

- Prioritize adding sidewalks to connect patrons to storefronts.
- Ensure all sidewalks comply with ADA standards to improve accessibility.

Pedestrian Crossing Improvements

Upgraded crosswalks, signals, and safety features are essential to enhance pedestrian safety and accessibility.

- Collaborate with DuDOT to identify additional locations for proposed pedestrian crossings within the Focus Area to improve safety and accessibility.

Reduce Curb Cuts

Curb cuts provide a transition between sidewalks and streets, typically for vehicle access to driveways or parking lots. Excessive curb cuts can lead to increased traffic congestion and reduced pedestrian safety.

- Ensure redundant and unnecessary cuts are eliminated to improve safety and efficiency.



The Grove

OPPORTUNITY SITE

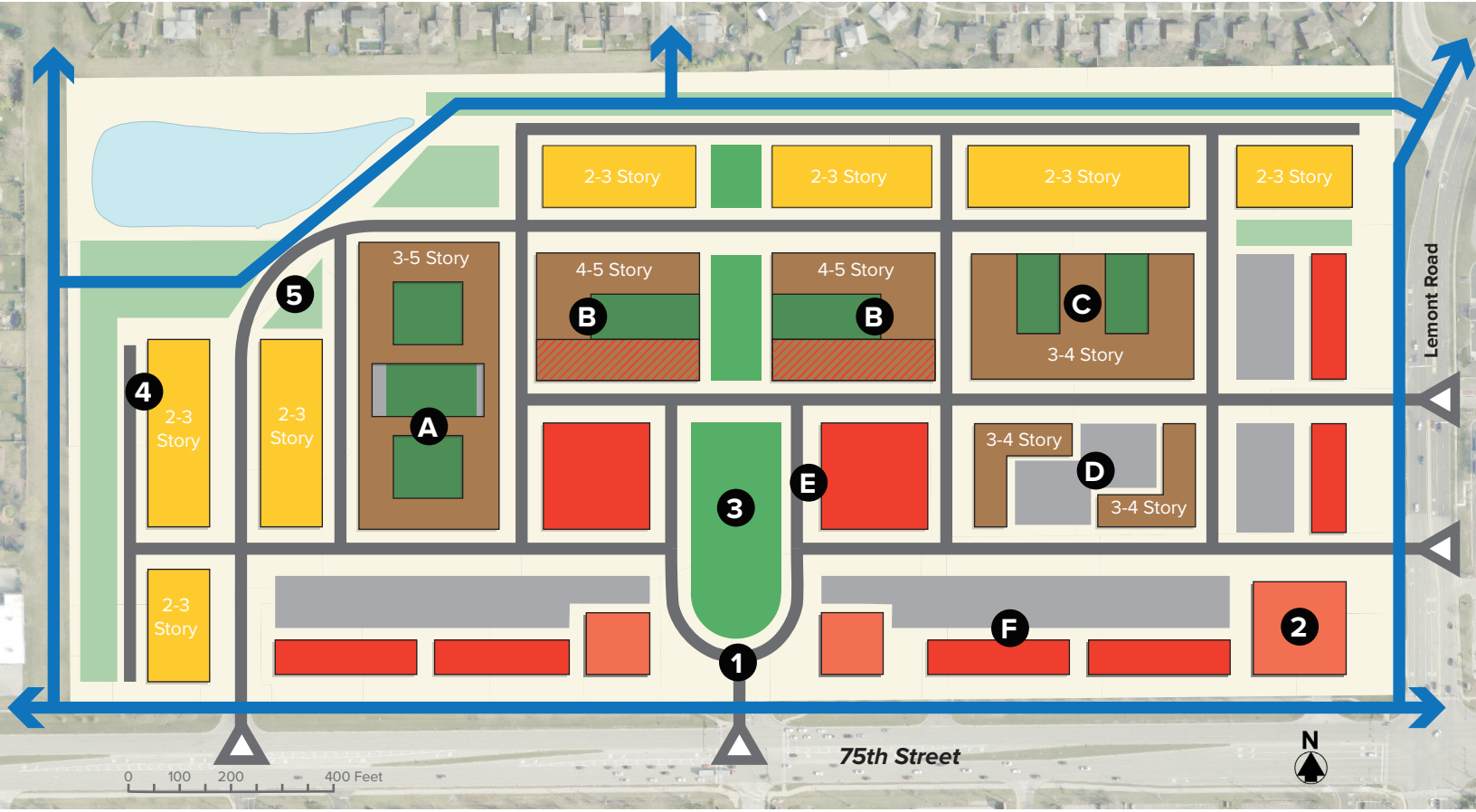
Despite its location in the community, The Grove has not kept pace with modern developments and regional needs. Its multiple ownership structure, underutilized parking lot, and lack of connectivity make the area difficult for redevelopment. The success of outlot development in the area indicates a need to update The Grove to meet the needs of the contemporary consumer. Surface-level improvements can revitalize the shopping center as much as possible while maintaining existing ownership restrictions. Envisioning a future where The Grove is completely redeveloped includes a mixed-use center that catalyzes change in the 75th Street Focus Area with innovative economic tools and incentives.

Grove Redevelopment

The opportunity site transforms the shopping center by introducing multifamily and mixed-use development while enhancing connectivity and creating a vibrant community hub. Currently, the area lacks sufficient multifamily housing and entertainment options, particularly within The Grove shopping center. Redevelopment balances residential uses, commercial development, public spaces, and natural areas to serve residents, visitors, and surrounding neighborhoods.

A boulevard-style main entry with decorative pavers sets the tone for an attractive, accessible site. The development features larger-scale entertainment uses and a central public plaza designed for year-round events, creating a dynamic gathering space. Commercial spaces, including single- and multi-tenant buildings, front 75th Street and Lemont Road, buffering multifamily residential buildings located interior to the site. Ground-floor commercial spaces in mixed-use buildings near the plaza activate the street and invite pedestrians.

Rear-loaded single-family attached homes and open spaces buffer the site from surrounding single-family neighborhoods, ensuring a smooth transition and preserving the area's character. Parking is right-sized and strategically placed, with much of the residential parking integrated into buildings. Improved circulation and controlled access points enhance traffic flow, while a multi-use trail connects pedestrians and cyclists to the site and nearby neighborhoods. Private amenity spaces within multifamily buildings further improve residents' quality of life. These improvements prioritize connectivity, functionality, and community-focused design while creating a highly walkable, bikeable, and attractive destination.



LEGEND

- Commercial (multi tenant)
- Commercial (single tenant)
- Commercial (ground floor of mixed use)
- Multifamily
- Single family attached
- Parking
- Circulation
- Access point
- Open space
- Public plaza
- Private plaza/amenity deck
- Bike and pedestrian connection

CALLOUTS

- 1** Boulevard style main entry with decorative pavers
- 2** Larger scale entertainment use
- 3** Central public plaza that can be used for year round events
- 4** Rear loaded single family attached
- 5** Park for residents

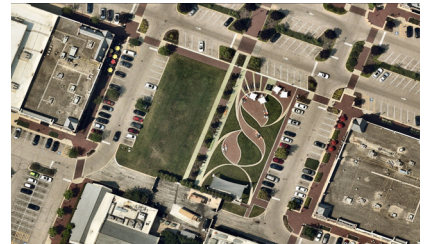
DEVELOPMENT EXAMPLES



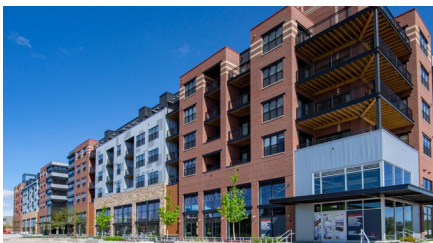
A Atworth, Vernon Hills, IL



C Alta Wren, Morrisville, NC



E The Arboretum, South Barrington, IL



B Synergy, Wauwatosa, WI



D Watermark at The Grove, Elgin, IL



F 22nd Street - Oak Brook, IL

Economic Development Considerations for Grove Redevelopment

Redeveloping The Grove presents an opportunity to transform an aging mall with excessive parking into a lively, mixed-use area that better serves the community. Previously, The Grove has struggled to redevelop given its divided ownership, restrictive agreements, underutilized parking, and lack of connectivity to surrounding neighborhoods. To reimagine The Grove, the Village, through DGEDC, will need to collaborate with landowners, investors, and public entities to support the project and help developers secure financing.

Achieving Comprehensive Plan objectives, such as increasing affordable housing, improving resiliency through green infrastructure, and incorporating community spaces, will depend on identifying the desired development pattern at a policy level through the Comprehensive Plan. Subsequently, the Village will need to examine the suitability and feasibility of the development, and identify funding measures and incentives to address financing gaps. The following considerations and approaches will factor in to the success of The Grove transformation.

Engagement with Stakeholders

Through the Guiding DG planning process, many stakeholders in the community identified The Grove as one of the most important places to improve in Downers Grove. As redevelopment occurs, continuing to collaborate with community members, developers, and local organizations will help ensure that redevelopment plans align with the needs and desires of the community. Open dialogue and ongoing engagement will help garner public support for the project.

Suitability Analysis

The Village and DGEDC should work with current landowners to conduct a suitability analysis assessing the site's market potential and identifying barriers to development in alignment with the desired development pattern, such as retail vacancy, current level of maintenance, restrictions on redevelopment, and site conditions.

Zoning Incentives

Offering zoning incentives, such as density bonuses or reduced parking requirements, can attract developers to invest in the site. For instance, developments that include affordable housing or sustainable design elements could receive favorable zoning considerations, making projects more appealing and feasible.

Leverage Excess Parking for New Uses

The surplus parking areas at The Grove can be repurposed for new developments, such as mixed-use and multifamily, and include more green space. Utilizing these areas can address housing needs and improve environmental sustainability onsite.

Zoning Updates to Encourage Mixed-Use Development

Encouraging a blend of residential, commercial, and public spaces can revitalize the area and reduce the need for extensive parking. Mixed-use developments often benefit from shared parking arrangements and increased foot traffic, enhancing economic activity and community engagement. The shopping center is currently a Planned Unit Development. Any redevelopment of this shopping center should take advantage of the flexibility provided by a Planned Unit Development.

Local Incentives

To redevelop The Grove, Downers Grove should combine public and private financing strategies. Key actions the Village and DGEDC may consider include:

- **Property Purchase and Assembly.** The Village can purchase available outlots or portions of the property to sell to a developer for a reduced fee based on a development agreement.
- **Tenant Relocation.** The Village can facilitate tenant relocation to spaces within the new development or other suitable sites.
- **Sales Tax Rebates.** The Village can enter into revenue-sharing agreements with businesses and developers to rebate a portion of sales tax they collect within The Grove.
- **Tax Increment Financing (TIF) Districts.** A TIF would fund development projects within The Grove. Property tax rates applied to increases in property value that occur after the district is established are used to fund projects, reserving a portion of tax revenues for economic development rather than general governance.
- **Business District Tax Rebates.** The Village can designate The Grove a business district and administer an additional tax on goods and services sold within the district. The additional tax can be used to pay for development costs or can be rebated to a business or a developer for improvements within the district.

Other Incentives and Related Practices

- Streamlined Development Review and Permitting Practices
- Discounted Land Sales
- Façade Improvement Grants (applicable to those buildings that would remain onsite)
- Revolving Loan Programs
- Business Improvement District
- Special Service Area

State and Federal Programs

- Enterprise Zones
- High Impact Business Program
- The Economic Development for a Growing Economy (EDGE) Tax Credit Program
- Community Development Block Grant
- Green incentive programs
- Programs to facilitate attainable and affordable housing