

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

VILLAGE OF DOWNERS GROVE CIVIC CENTER  
850 CURTISS AVENUE

May 5, 2025  
7:00 p.m.

**AGENDA**

- 1. Call to Order**
  - a. Pledge of Allegiance
- 2. Roll Call**
- 3. Approval of Minutes**
  - a. December 16, 2024
  - b. April 7, 2025
- 4. Public Hearings**
  - a. None
- 5. Other Items**
  - a. Guiding DG Comprehensive Plan – Draft Core Plan Components (Additional)
- 6. Public Comment**
- 7. Adjournment**

**THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE**

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

**December 16, 2024, 7:00 P.M.**

Chairman Rickard called the December 16, 2024 meeting of the Downers Grove Planning and Zoning Commission to order at 7:00 p.m. and led the Planning and Zoning Commissioners and public in the recital of the Pledge of Allegiance.

**ROLL CALL:**

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

**ABSENT:** Frankovic

**STAFF:** Director of Community Development Stan Popovich, Planning Manager Jason Zawila, Senior Planner, Flora Leon, Development Planner Emily Hepworth.

**OTHERS**

**PRESENT:** Josh Koonce, Mikaela Uddfolk, John LeDonne, Laura Murphy, Ken Hammer, Marshall Schmidt, Mary Furlane, Hesam Meshkat, Robyn Tryloff, Ian Ogden

**APPROVAL OF MINUTES**

None

**GUIDING DG COMPREHENSIVE PLAN - DRAFT VISION AND PRELIMINARY LAND USE FRAMEWORK**

Jason Zawila, Planning Manager, explained that they will be focusing on the Comprehensive Plan for the Guiding DG Project, and they will be asking for feedback from the Planning and Zoning Commission on preliminary land use recommendations. He added that all this work follows the work that occurred on the existing conditions memorandum that they finalized in August. He then introduced Josh Koonce, Practice Lead, from Houseal Lavigne.

Josh Koonce, with Houseal Lavigne, gave an outline of what the structure of the plan document will look like, and stated that the content in the memorandum is pivotal to directing where they want to go with this process. He went over the vision statement, which is the foundation for goals, recommendations and actions the Village can take to work toward the vision, and it aims to capture what their village to be like in 20 years. He noted that the vision statement is based on community feedback. He talked about what has changed since the 2012 and 2017 comprehensive plan updates. He said they have shifted from a retrospective format, have incorporated feedback from all of the different planning teams, given recognition that progress has been made in areas such as Ogden Avenue, and is three-quarters of the length of the previous one. However, there is also still a lot that remains the same. Mr. Koonce discussed goals for overall land use growth and development, housing and neighbors, economic development, transportation mobility, community services

facilities and infrastructure, and sustainability to parks recreation and open space. He spoke about the land use framework, voicing that the land use map is designed to describe the character of land use in future development. The land use map is based on existing land use patterns, context, a foundation for future decision making and it regulates what kinds of uses are permitted on specific parcels. Mr. Koonce talked about changes in the new land use map compared to the previous one, including the Walnut and Curtiss area changing from corporate campus to single family attached and the area west of Walnut and Maple changing from office to multifamily. He noted that they also discussed mixed residential overlay for downtown and they changed the radio tower site from institutional to single family.

Chairman Rickard asked for clarification stating that the future land use map does not change zoning of any properties, but is just used as a tool for when an applications comes forward for a property to be rezoned. Mr. Koonce confirmed that is correct, and said future land use is just one part of the comprehensive plan.

Commissioner Boyle asked if the commercial corridors that are now aiming to be mixed use are similar. Mr. Koonce responded as some of these areas have redeveloped, they have incorporated a mix of uses, so it is appropriate for not just corridor commercial or big box commercial, but potentially for housing options in the area.

Chairman Rickard commented that the last time they went through the comprehensive plan update, the idea of introducing residential or mixed uses in some of the commercial areas was thrown around quite a bit, and it is becoming even more prominent now.

## **PUBLIC COMMENT**

Robyn Tryloff, talked about the six lots of the northwest corner of Saratoga and Warren Ave. She said residents have stated concerns to Council about the inclusion of this area in the downtown transition district in the future land use map. She voiced that the homeowners around Prince Pond and on the west side of Saratoga asked that the six lots remain single family residential and not added to downtown transition area. She expressed the community vision statement promises that the rich housing history will be preserved and that the Village will facilitate the preservation of historic buildings and neighborhoods. She noted that the Prince Pond neighborhood is a living testament to this historic community and character and has long been recognized for its historical value, and this neighborhood is enjoyed, valued, and used year round by residents and others from far and wide. She added that it has a public park and the pond provides an escape for skaters, walkers, runners, readers, caretakers, seniors, outdoor classrooms, and peaceful moments. She expressed construction of commercial entities on these properties would be inappropriate and inconsistent with the character of the historic neighborhood.

Ian Ogden agreed with the previous comment, and added that this town has a lot of deep history and historical buildings and that should be taken into account with this process, as they have seen a lot of those buildings and homes get taken down in favor of new constructions that did not fit the context of the area. He recommended that they make sure the historic structures are taken into account so they do not lose that character.

John LeDonne explained that in addition to his residence, he also owns the Charles Blodgett home, which is the middle house on the south end of pond. He said he was instrumental in the

redevelopment of the Prince Pond in the late 90s, and everything needed special engineering and took years to do all of that work. He added that he convinced his neighbors to do an SSA for \$80,000 and they paid for the lights on the park property. He shared that in 2004 a landowner wanted to put in 24 townhomes on that corner and he led the effort in stopping that development and the land has been vacant since. He added that the six lots on the south end of the pond that bump against the property have special zoning. Mr. LeDonne expressed that their goal is to move the mixed residential border that crosses into Warren and Saratoga back to the east side of the street and leave that corner to reflect everything north and west of that corner. He noted that if it is in a DT zoning, it makes it easier for the Village to put a large development in the area, as it would give a special designation to put higher density buildings.

Laura Murphy voiced that she is a business owner in Downers Grove, so she is speaking from both the perspective of a homeowner on Prince Pond and a businessperson for 27 years at the corner of Warren and Forest, which is one of the most dangerous corners for traffic at night and she has watched so many accidents there. She commented that as a businessowner, she is responsible for people coming to her business and does not want any more traffic coming down there.

Ken Hammer stated that his home is designated as a historic landmark and he is a lifelong resident of Downers Grove. He said they have a beautiful neighborhood with preserved old homes and he would hate to see it changed with business and/or condominiums or townhomes, as they would like to keep their neighborhood just the way it is.

Joan Reiniger (ph) shared emails that she had from the city and members of council.

Marshall Schmidt commented that many people have made a compelling case to preserve the integrity and historic nature of the neighborhood, but this property is not quite on Prince Pond, but on Warren, and is somewhat detached from that. He added that no compelling reasons have been listed by consultants or anyone else in the community that justify carving out those six lots to make them downtown transition and no justification to expand the downtown transition into that area. He said the purpose of the land use is to determine what they want that area to look like, and unless someone can give a reason why a mixed use facility would improve that neighborhood and economic development in Downers Grove, there is no reason to change it. He expressed that it is not the most attractive corner in Downers Grove and he sees the potential to enhance the residential neighborhood and develop it in a way that is consistent and would improve the neighborhood rather than detract from the neighborhood.

Mary Furlane agreed with her neighbors.

Hesam Meshkat, with Meshkat Properties, discussed 6900 and 6912 Main St, which are two commercial properties that they are in the process of purchasing. He commented that the future land use for this property shows multifamily residential, but they plan to upgrade the current commercial property and bring life back to the building and the space. He said that looking at the Downers Grove area and where office usage generally is, the submarket is pretty tight and not as much inventory as a lot of other submarkets, so he thinks it makes sense to keep the office use application use there.

Chairman Rickard stated that he felt like the northwest corner should be residential and not downtown transition, and the most intense use he could see there is maybe an attached single family

residential on the corner to transition from the industrial building on the south side of the street and the high rise to the east.

Commissioner Eberhardt asked why these six lots were considered for transition to downtown as opposed to leaving them as residential.

Mr. Koonce responded that they looked at the proximity to the train station and heard over and over again that housing is an issue in the Village through the public feedback. He said the downtown mixed residential hatch over this is not necessarily about making everything downtown, but increasing residential options within walking distance to the train station. He stated that they looked at the zoning and that corner was part of the downtown overlay already, and the overlay indicates that there could be a variety of residential options incorporated into the downtown.

Commissioner Eberhardt commented that it seems like there are a couple of open lots and a couple of houses there. Mr. Koonce confirmed that is accurate.

Commissioner Lincoln asked what the current zoning is for the six lots. Mr. Zawila answered that the current zoning is downtown transition. He added that there are three downtown zoning districts, which are Downtown Core, Downtown Business, and Downtown Transition, but downtown is a land use in general with mixed use, so they are looking at the existing zoning and trying to align the future land use map with existing zoning to help drive future zoning.

Commissioner Lincoln inquired if it is already zoned downtown transition, does the preclude that spot from being developed as single family homes under this current zoning classification. Mr. Zawila stated that it does not.

Commissioner Eberhardt asked if it was already part of the overlay for downtown transition as of 2017. Mr. Zawila explained that there appears to be confusion between the zoning and future land use. The future land use map and comprehensive plan are both aspirational, setting up the vision and the goals of the community. He said that the zoning ordinance is all of the rules that apply to a specific property. The future land use map is identifying what the community feels like they want for the future of the community. He clarified that the single family detached land use framework is a detached family household per lot organized into neighborhoods and/or subdivisions, whereas single family attached residential land use is defined as single family dwellings that share a sidewall. These are commonly found along arterial streets and should be used as transitional land use between single family detached and multifamily developments. He noted it is important that the future land use map aligns with the zoning to help with future developments and can be used as a guide.

Chairman Rickard asked for confirmation that the existing zoning class on those six lots today is downtown transition. Mr. Zawila answered yes.

Commissioner Lincoln pointed out that the land use plan says single family detached. He asked why these lots are staying vacant, as they are in a very desirable part of town. A member of the public responded that the properties are owned through a trust that the owner is hoping to will to her sons when she passes.

Chairman Rickard agreed with the what residents are looking for with this, as it makes sense that it be single family residential. He noted that adding a commercial or tall building on that corner would stick out like a sore thumb in this case.

Commissioner Rutledge commented that if they are looking at the comprehensive plan, anything like that would have to be approved and go with the spirit of the plan. She asked for clarification that mixed residential does not stop single family, but broadens what the possibilities could be.

Mr. Zawila responded that is correct.

Chairman Rickard asked if the vacant parcels on that lot have always been vacant. Mr. Zawila answered they have been for as long as he can remember.

Commissioner Boyle agreed with the residents and Chairman Rickard that it remain single family detached, but could support a little more variety than the single family attached to help a modest transition from downtown.

Commissioner Eberhardt pointed out they will not see a big apartment building there without it going through the process. She found it troubling that they were cutting out a little piece that seems out of character to change. She added that she did not see why it could not be a little bit denser with duplexes or townhomes since the lots are vacant.

Chairman Rickard asked what other areas they were specifically looking for feedback on.

Commissioner K. Patel voiced that he would like to see a notch up in density with the proximity to the train station, as it is a great location for transit and connectivity to downtown to see a step up in density, including townhomes and duplexes, and an option for a single family detached.

Commissioner Eberhardt suggested tossing out “downtown mixed residential” during these discussions, as she kept reading it as residential. She said it does not seem like it should be mixed on that corner and she would not want to see commercial there, but does support denser housing.

Chairman Rickard agreed with the opinion that it should not be commercial on that corner, but residential, and would like to see a step up in density to allow attached single family housing.

Commissioner Lincoln stated he was still struggling with the fact that this area has not developed over time, and it seems like restricting it further is going to make it harder to develop. He suggested some type of flexibility with townhomes.

Commissioner Toth expressed that a slightly higher density would be appropriate for this site and agreed that residential attached would be a good transition.

Commissioner V. Patel agreed with the other commissioners.

Mr. Koonce stated there are only a few areas that have had significant changes from the previous land use map, including the radio tower parcel. It was previously shown as institutional and is now single family.

Commissioner Lincoln voiced that made sense to him.

Chairman Rickard agreed that residential for that also made sense to him. He noted that this area is not part of Downers Grove but is their planning area.

Commissioner Eberhardt asked for clarification that there is a radio tower there.

Chairman Rickard responded that there are three antennas or towers on that property now, but it is pretty wide open and undeveloped.

Commissioner Rutledge, Commissioner K. Patel and V. Patel all agreed with it changing to single family.

Mr. Koonce discussed an area at Maple Ave & Walnut Ave where housing may be appropriate that previously was identified as office, due to hearing about the housing and affordability issue.

Commissioner Lincoln said this seems to make sense, as we already have apartment buildings and condos on the west side. He asked if it would change our flexibility to have that be single family attached to potentially allow for adding more density there.

Commissioner Eberhardt asked if this would be an area where it makes sense to add more people.

Commissioner Boyle shared that he would probably be more apt to stay with single family attached.

Chairman Rickard, Commissioner Eberhardt, and Commissioner Rutledge also agreed.

Mr. Zawila discussed the two commercial buildings at 6900 and 6912 Main St that were recently purchased and they are recommending multifamily. Chairman Rickard expressed that it sounds like they want flexibility for multifamily for mixed use stuff.

Commissioner Lincoln asked if they are asking to convert something along a major corridor of the Village from business back to residential.

Mr. Zawila responded multifamily is the recommendation right now.

Commissioner Lincoln voiced that it seems like it would be mixed use to allow both, but if the market trends suggest that we need more housing there, there could be something mixed with business on the first floor and residents on another floor. He said that seems like an interesting change.

Commissioner Toth commented that he did not know if it is restricting, but just an aspiration.

Commissioner Lincoln said he feels there is an implication there that their idea is to turn it into apartments, but he feels they do not need to be that restrictive and do some sort of mixed use.

Commissioner Eberhardt stated that Main Street is pretty busy right there, so it seems odd that they would make it residential right there on the corner.

Chairman Rickard preferred to see it as a mixed type use and not make it all purely residential.

Commissioner Eberhardt also supported a mixed use.

Chairman Rickard gathered that everyone is okay with the recommendation of mixed use.

Commissioner Boyle asked for clarification that mixed use would make sense in that area where they would have an office space on the first or second floor of a building and apartments above. Mr. Koonce answered yes, that would make sense for that area.

Commissioner Lincoln expressed that he emphatically supports that they need to allow more uses in the part of the village that are being underutilized and just sitting there vacant.

Commissioner Boyle asked how often do they see outlines for neighborhoods with schools to connect other neighborhoods and then downtown for connectivity. Mr. Koonce responded that is one of the beauties of the comprehensive plan, as they will have studies that look at things like that and there will be a transportation mobility section of this comprehensive plan.

Commissioner Boyle commented that there are some gaps in some of the paths that connect regionally for cyclists and Downers Grove has a few of those. He asked if some of the parking debacles that are talked about at some of the meetings are incorporated in the long term planning. Mr. Zawila answered yes, the comp plan will talk about transportation and an implementation strategy.

Mr. Koonce stated that their team has been working on focus area framework plans and catalyst site development concepts and they have identified some focus areas where they will zoom in on a little bit more, including the area at 75th.

Chairman Rickard asked staff announcements.

Mr. Zawila thanked the Commission for their service and staff appreciates all of their efforts.

**THE MEETING WAS ADJOURNED. UPON MOTION BY COMMISSIONER BOYLE, SECOND BY COMMISSIONER TOTH. A VOICE VOTE FOLLOWED AND THE MOTION PASSED UNANIMOUSLY.**

/s/ Celeste K. Weilandt  
Recording Secretary

(As transcribed by Ditto Transcripts)

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

April 7, 2025, 7:00 P.M.

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

**ROLL CALL:**

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

**ABSENT:** Rutledge and V. Patel

**STAFF:** Stan Popovich, Community Development Director, Planning Manager Jason Zawila, Flora Leon, Senior Planner, Carter Moran, Development Planner

**OTHERS**

**PRESENT:** Brent Wilder, Josh Koonce, Robyn Tryloff, John LeDonne, Janet Winningham, Scott Richards, Ian Ogden, Ken Hammer

**APPROVAL OF MINUTES**

**MARCH 3, 2025**

Commissioner Frankovic made corrections where her name was misspelled as Frankovich. She corrected her comment on Page 8, section 8, to say “it is an unfair disadvantage for them to not have the option to rebuild”.

Commissioner Eberhardt suggested that on Page 8, towards the bottom, it might be better to say, “zoning alternate presented by Mr. Zawila’s presentation” than “asked if the proposed zoning alternate was on the table”.

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

**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 25-PCZ-0008: A PETITION SEEKING APPROVAL FOR A VERTICAL ZONING EXCEPTION TO ALLOW FOR A SECOND-STORY ADDITION TO BE 27 FEET FROM THE WEST PROPERTY LINE WHERE A 35-FOOT SETBACK IS REQUIRED PER SECTION 28.2.030 OF THE ZONING ORDINANCE. THE PROPERTY IS LOCATED NORTHEAST OF THE INTERSECTION OF GRANT STREET AND STONEWALL AVENUE, COMMONLY KNOWN AS 4439 STONEWALL AVENUE. (PIN: 09-06-304-010).**

**JOEL ANDERSON, PETITIONER, DANIEL J. AND ROSAMOND MASCHOFF, OWNERS.**

Brent Widler, with Widler Architecture, thanked everyone for taking the time to review their project at 4439 Stonewall Avenue. He shared that his team is excited to move forward with approval for the vertical zoning exception to add a second story to the existing footprint of the 1960s ranch. He explained that it is going to be a new home for their clients, with the main functions of the home to be located on the first level. He said the existing framework and basement of the ranch will be utilized, and they will be adding a first level addition to expand the primary suite, as well as the kitchen and the family room to the back of the home. He noted that the clients are avid gardeners and the connection from the primary suite and the family room to the backyard and the garden was the major driving force of the project, along with the ability to entertain guests. He explained that the second level will be for guests and is the area they are requesting the vertical exception for, which is directly over an existing garage. Mr. Widler reiterated that the exception they are going for is building directly over the existing garage at the 27 foot mark, and they are using the existing footprint of the home for the other additions towards the back of the home and building up the guest quarters over the garage in the front.

Chairman Rickard asked if any part of the addition, other than overhangs and things like that, extend beyond the 27 feet. Mr. Widler answered no.

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

Chairman Rickard asked for public input. There was no public comment on this petition.

Chairman Rickard asked for the staff report.

Carter Moran, Development Planner, stated that 4439 Stonewall Avenue is zoned in the R-2 District. He stated that signs were posted giving notice of the public hearing, and the original plat of subdivision shows there is a 27 foot private subdivision setback. He noted that it was subdivided in 1950 and zoning was adopted in 1965, which may be why this setback is different. He went over the current plat of survey, which also shows the 27 foot setback. He explained they are dealing with the garage on the first level, and within the 35 foot setback, the real differences are on the second level where the addition will be included. He added there will be no further encroachment to the 27 foot mark in the street setback, there are no windows that go into the side setback, and there will be no barriers or anything going further into the street setback. Mr. Moran voiced that given the conditions, they do feel that the proposal satisfies the requirements in the code for a vertical extension and in the Comprehensive Plan for residential maintenance and vertical extension.

Chairman Rickard asked if there were any questions for staff.

Commissioner Eberhardt asked if the standards and conditions that were met. Mr. Moran answered yes, and provided an overview of the standards.

Chairman Rickard asked the petitioner to come back up and address any comments or questions. Mr. Widler had nothing further to add.

Chairman Rickard asked for discussion from the commissioners.

Commissioner Frankovic felt all the standards were met and they did a good job of maintaining the home while updating it and bringing improvement to the neighborhood.

Commissioner Lincoln commented that it seems straightforward and the reason it did not match the code was because it was following previous rules before the current zoning code was enacted.

Commissioner Eberhardt stated that this kind of exception is why there is not a zoning board, because all they ever basically did was review these. She said this is pretty cut and dry and perfect.

**WITH RESPECT TO FILE 25-PZC-0008 BASED ON THE ANALYSIS ABOVE, PZC (ph) BELIEVES THAT THE STANDARDS AND CRITERIA FOR GRANTING THE VERTICAL EXCEPTION HAVE BEEN MET, AND THEREFORE, COMMISSIONER BOYLE MADE A MOTION THAT PZC RECOMMENDS APPROVAL OF THE REQUESTED EXCEPTION SUBJECT TO THE ONE CONDITION LISTED IN THE STAFF REPORT.**

**SECOND BY COMMISSIONER LINCOLN**

**ROLL CALL:**

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

**NAY: NONE**

**MOTION APPROVED. VOTE: 7-0**

### **OTHER ITEMS**

#### **GUIDING DG COMPREHENSIVE PLAN - DRAFT CORE PLAN COMPONENTS**

Mr. Zawila stated that tonight's discussion was a continuation of the Guiding DG Project. He reminded the Commission that they are the Advisory Board for the Comprehensive Plan to the Steering Committee, which is the Village Council. He explained that tonight they are looking for input on four specific sections in the document that were provided to the Commission, which are the Housing and Neighborhood section, Economic Development Chapter, Community Facilities and Infrastructure, and Sustainability of Parks Recreation and Open Space. He shared that as the Advisory Board, they are responsible for the public hearing, when the full plan comes back to them in June.

Josh Koonce, with Houseal Lavigne, gave an update on the project status. He stated that they are on schedule overall, and the supporting plans are going before the Village Council tomorrow. He added they are also tracking on time with the Comprehensive Plan and they are very close to having a full draft Comprehensive Plan. He said they have made some updates to the Land Use Map and moved the Village-wide Design Toolkit into the Land Use and Development Chapter, which was previously in the focus areas section of the plan.

Mr. Koonce talked about the Housing and Neighborhoods Chapter of the plan, which covers quality neighborhoods, housing attainability, housing sustainability, and provides a residential framework.

He noted that this chapter identifies a key need to diversify housing options and meet the needs of people in all life stages and all income levels throughout Downers Grove, and takes a bulleted recommendation approach on what things the Village can act on and what they need to do to pursue this direction at a policy level.

Mr. Koonce then discussed the Economic Development Chapter, which is about continuing the community's business friendly environment and revitalizing some of the commercial centers and enhancing industrial and office uses. It focuses on continuing the business friendly environment, which is central to the plan, as Downers Grove aims to continue to attract, retain, grow businesses, and continue to be a vital presence in the region. A map sits beneath the Land Use Plan that discusses areas with TOD potential, places for commercial investment, stable commercial employment, with a focus on Ogden Ave, Belmont Rd, and 75th St as priority corridors for continuing redevelopment and reinvestment. He added that it also identifies stable areas that should continue for commercial employment. He said they took feedback and made some edits to the framework maps and some of the direction and language in the focus area chapter, including taking the 2D sketches fully into 3D.

Mr. Koonce went over the Community Facilities and Infrastructure Chapter, which consists of public services, health and medical facilities, educational facilities, utilities and infrastructure, community and culture, and is all about ensuring that the essential services in infrastructure continue to grow alongside development to continue having high quality libraries, schools, municipal buildings, utilities, and stormwater systems. He expressed there is an emphasis on coordinated planning between departments, regional partners, managing assets, prioritizing infrastructure upgrade, and ensuring accessibility and equity in public facilities.

Mr. Koonce discussed the Sustainability, Parks, and Open Space Chapter, which deals with increasing park access, expanding trail connections, preserving natural resources, and promoting sustainable infrastructure and practices. He displayed a map of the parks and rec facilities, which residents have voiced are some of the most highly valued assets.

Mr. Koonce expressed that one of the next pieces of the plan will be the implementation chapter, that will contain an implementation matrix that breaks down recommendations and pairs them with a priority, partner, and timeframe.

Commissioner Boyle asked if references could be included, especially for the instances where statistics are pointed out, to help them understand the need and reason they are referenced, as that would be helpful. Mr. Koonce stated that where there is a number, percentage, or they are referencing a demographic touchpoint, it should map back to the existing conditions memorandum, but they can make sure those are easier to find.

Commissioner Boyle commented that on page 71 of the plan, one of the comments were that there would be some medians in the road, but he did not see the recommendation for it. Mr. Zawila asked if the discussion point was related to Ogden Ave or Belmont Ave. Commissioner Boyle responded Ogden, specifically regarding the congestion and traffic that occurs there, but he does not see the recommendation. He added that he enjoyed the 3D rendering of Belmont, but asked if they were able to study the ingress/egress options, as it looks like it is still coming in and out on Ogden, just east of the intersection at Belmont and Finley. He said it might need a little bit of cleanup, so if there is a way to look at that, that would be great.

Mr. Popovich responded that it may not be visible very well on the plan, but there is supposed to be a second access point along the east property line.

Mr. Koonce reiterated that they are proud of the work they have done so far. He said there is still a lot to do and they will continue polishing it, but they are getting much closer toward the final layout and product. He thanked the Commission for their comments and feedback, as it helps make this what it is. He went over next steps, which includes revision of the core elements based on the feedback, review of a few more sections, including the introduction, community profile, and transportation and mobility section. He noted that transportation and mobility is another core element that is tracking a little bit behind the rest, but all the text is written and ready to go into draft layout, so it should be coming very soon, along with the implementation strategy and matrix. On May 20th, they will do a similar presentation as they did today, but it will be with the full plan document with Village Council, a draft plan, orientation of the full plan document, and they will then prepare a public draft that will be on the project website. They will also do a couple of open houses and some pop up events and activities, where the public also can see the draft content in person that will be drop-in style, and then in July, they will go to the adoption process with the Planning and Zoning Commission and the Village Council.

### **PUBLIC COMMENT**

Chairman Rickard asked for public comment.

Robyn Tryloff voiced that she has had the privilege of the living in the historic Prince Pond neighborhood for 30 years, and she addressed the future of the six properties situated at the corner of Saratoga Ave and Warren Ave. She said they first advocated that these properties be removed from the future Land Use Map, which began at the November 19, 2024 Village Council Planning Meeting, and Council instructed them to take the request to this committee, so they did on December 16th. She stated that the Planning and Zoning Commission agreed that these properties should be zoned residential and be removed from downtown transition. She shared that their preference is for these properties to be zoned single family detached residential, but the Residential Framework Map and future Land Use Map in tonight's document proposed single family attached residential zoning, and they believe that is a reasonable compromise. Ms. Tryloff pointed out that these properties are still identified as being part of downtown in the Land Use Influences Map and Economic Development Framework Map, and she requested clarification on that. She also urged them to recommend approval of single family attached designation for these properties.

John LeDonne expressed that he owns the home at 1221 Parkway, on the south end of the pond. He shared that he handed Mr. Zawila a petition earlier that has 128 signatures on it showing support for their efforts to remove the downtown transition from the corner of Saratoga and Warren. He stated there are already existing three single family homes there and three empty lots, and the property is owned by four different people, and before 2025, it was zoned R-5. He said they are still collecting signatures and hope to be up to around 200, and he will present the signatures to the Village Council. He expressed that the Village Council listens to this Commission, so they are hoping they will make a recommendation that the corner get the downtown transition removed, as making that corner DT does not fit into the whole northwest section of Downers Grove.

Janet Winningham supported Mr. LeDonne's comments and said she felt proud to have such a charming area in their town. She was concerned about the West Ogden plan and the in-flow area with the sign and taking out the center lane. She said that center lane is the only way to get out of a

business there or turn into a business, because the traffic is so bad, and she does not see any way someone from the west could even turn into those business along there.

Scott Richards, resident of Oak Tree Towers, at the corner of Warren and Saratoga, voiced that there have been concerns about the empty property on Warren and he would like to see protection for the pond, as many people in town use it. He expressed that there are some developers who do not care about the surrounding residents of their projects, and that is one reason why they are fearful for these property, as with the current zoning, they have no idea what could be coming or what mood the boards are going to be in the fight them or okay them. He shared that is why they want to get some kind of protection on the property so they do not have to deal with those scenarios.

Ian Ogden commented that he sees a lot of things happening where the Village is inclined to do more development with big buildings, and that is a danger that we all face living in this town. He said we need to protect these properties at all costs, because once you lose historic homes and buildings, you cannot make them ever again.

Ken Hammer expressed that his residence is a landmark and centennial home in Downers Grove, and he spent a great deal of his childhood at Prince Pond. He shared that he saw a Downers Grove book that designated Prince Pond as a historic site in Downers Grove, and he believes they should keep it that way and not develop that area.

Chairman Rickard read the petition, which requests that they move any downtown zoning to the east side of Saratoga and the south side of Warren Ave and keep the Prince Pond neighborhood single family residential. Mr. Zawila clarified there are two maps featured in the document for this evening where the boundary was not altered, so they will work with consultants to correct that before going to Council. He said these are recommending documents and not zoning or rezoning.

Chairman Rickard commented that sometimes people see conceptual plans and think that is what is going to be there, when it is really just an image to show an idea of what could be there. He added the important part is to read the text of the zoning district when it is available. Mr. Popovich agreed that some of the focus areas and development concepts are just a potential of what could happen and give an idea of what could redevelop there.

Chairman Rickard asked Mr. Zawila if he thought they would have anymore second meetings in the month of April or May. Mr. Zawila responded they will in May.

Chairman Rickard noted that there is a likelihood he may not be able to attend at the end of May.

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

/s/ Celeste K. Weilandt  
Recording Secretary

(As transcribed by Ditto Transcripts)



# 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 - Additional Comprehensive Plan Draft Core Chapters  
**Date:** May 5th, 2025

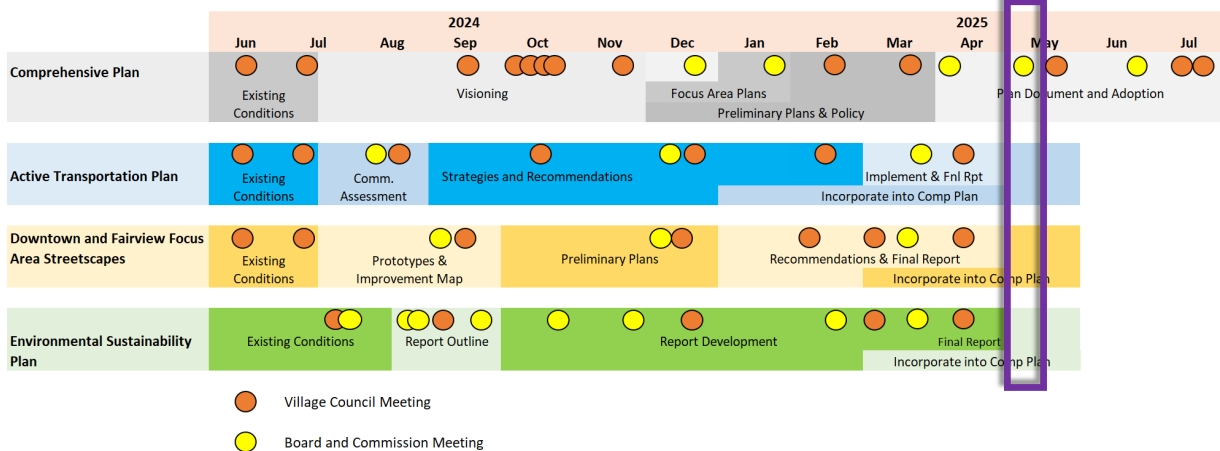
On May 5th, 2025, the Village’s Guiding DG Consultant, Houseal Lavigne (HL) will present an update on additional Comprehensive Plan's draft Core Chapters, which is part of the Guiding DG Comprehensive Plan. The purpose of this presentation and Planning and Zoning Commission discussion is to provide input on additional draft Core Chapters that will provide guidance to the Village Council and HL. The input will allow HL to move forward with the development of the final draft of the Comprehensive Plan.

Staff is seeking PZC input on the following draft Comprehensive Plan Chapters:

- Introduction (Chapter 1)
- Community Profile (Chapter 2)
- Transportation and Mobility (Chapter 8)
- Implementation (Chapter 11)

It is anticipated that a public hearing on the complete final draft of the Comprehensive Plan will be presented to the Planning and Zoning Commission at their June 23<sup>rd</sup> meeting.

## Schedule



## ATTACHMENTS

Comprehensive Plan Draft Core Chapters

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# INTRODUCTION

01

The Downers Grove Comprehensive Plan serves as the cornerstone for decision-making, guiding the Village as it pursues its vision and long-term goals. This chapter outlines how the Comprehensive Plan shapes future growth and development by serving as a guiding document for land use, housing, economic development, transportation, and infrastructure decisions. Additionally, it introduces the **Guiding DG** initiative, explaining the purpose of each of its key elements. The chapter also offers an overview of the planning process, detailing the development of this document and the community engagement efforts that informed its creation for the next 20 years.





## GUIDING DG

*Guiding DG* is a series of projects with the goal of preparing for growth over the coming decades, while improving the livability, mobility, design, and sustainability future of Downers Grove. *Guiding DG* includes the Comprehensive Plan, the Active Transportation Plan, the Environmental Sustainability Plan, and the Downtown and Fairview Focus Area Streetscape Plan.

## WHAT IS THE COMPREHENSIVE PLAN?

The Comprehensive Plan represents the Village's official visions for the future which is intended to guide Downers Grove for the next 20 years. The Comprehensive Plan is to be used as a policy guide that outlines actions to work towards achieving the community's vision. It is designed to serve as a foundation for decision-making for the Village, developers, residents, and other stakeholders in Downers Grove.

### Key Terminology

#### Community

*When the term community is used in this plan, it describes people and organizations. This includes residents, businesses and their employees, and other community organizations*

#### Downers Grove

*When the term Downers Grove is used, it describes the geography of the community and properties located within the municipal boundaries*

#### Village

*The term Village will be used to describe the Village of Downers Grove as the corporate authority and municipal organization*

## PURPOSE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan represents the Village’s official vision for the future, which is intended to guide Downers Grove for the next 20 years. It is the key decision-making policy guide for Downers Grove’s built and natural environments. The Comprehensive Plan text and associated maps contain detailed recommendations for future development and will serve as a roadmap for the Village Council, Planning and Zoning Commission, and other boards and commissions as they assess the location, character, and extent of proposed public and private development in Downers Grove. The Plan’s policies and recommendations will be implemented over time through rezonings and subdivisions of land, the review and approval of development proposals and the location and construction of public improvements. The Plan is comprehensive both in breadth and scope, with recommendations for areas that encompass land use, housing, economic development, transportation, parks and recreation, and community facilities.

## ACTIVE TRANSPORTATION PLAN

The Active Transportation Plan serves as a comprehensive vision and blueprint to transform Downers Grove into a “pedestrian first” community, focusing on improving non-motorized transportation. It includes recommendations for infrastructure improvements, connections to adjacent communities, and an action plan to enhance the overall bikeability and walkability of the community. The plan assesses current conditions, gathers resident feedback, and guides future decisions to systematically implement these enhancements.

## ENVIRONMENTAL SUSTAINABILITY PLAN

The Environmental Sustainability Plan presents a comprehensive strategy designed to identify and manage environmental sustainability issues in Downers Grove, setting goals and strategies to reduce the community’s greenhouse gas emissions and fostering a culture of environmental stewardship. The Environmental Sustainability Plan utilizes resident engagement, collaboration with the Environmental Concerns Commission, the Chicagoland’s Greenest Region Compact, and sustainability planning practices to provide an actionable, pragmatic environmental framework for Downers Grove that includes key policies, strategies, and recommendations.

## STREETSCAPES PLAN

The Streetscape Plan aims to enhance the public realm’s appearance in the Downtown and Fairview Focus Area through landscape and hardscape improvements. It also identifies key locations for connecting Downtown and Fairview Avenue and provides preliminary design plans detailing the type, organization, and scale of proposed enhancements. The plan assesses current conditions and usage patterns, incorporating stakeholder input to guide its recommendations.



# OVERVIEW OF THE PLANNING PROCESS

To adequately guide Downers Grove over the next 20 years, the Plan is the product of a community-driven planning process that includes engagement with residents, business owners, local officials, Village staff, and other key stakeholders. The comprehensive planning process is comprised of the following steps:



# HOW WAS THIS PLAN CREATED?

The Village initiated the planning process for *Guiding DG* in December 2023. The planning process was organized around the objectives of accurately capturing and reflecting community hopes and values, being comprehensive, and being innovative and future-oriented, while being practical to implement.

The approach used to create the *Guiding DG Comprehensive Plan* included these major components:

- Engagement** – A core part of the process was identifying and developing consensus around key areas of interest, priorities, and strategies for moving forward. To ensure the process was inclusive and reflected the perspectives of the entire community, both online and in-person activities were undertaken, including online surveys and mapping tools, in-person interviews and focus group discussions, workshops, multiple steering committee meetings and working sessions, open houses, and more.
- Inventorying and Assessing** – Before planning could proceed, the process required a comprehensive inventory and assessment of existing conditions, regulations, current and past plans, and the physical attributes of the community to establish a thorough understanding of the community’s context.
- Data Analysis** – To ensure the formulation of realistic land use planning recommendations, the process required extensive research of demographic and market data, including population trends and market conditions.
- Establishing a Vision** – All input received through the extensive community engagement and outreach was analyzed to identify shared community aspirations, values, and priorities. These were shaped into a vision — a strong statement of the kind of community Downers Grove is and can be in the future.
- Developing Plans** – From the insights gained from community and stakeholder feedback, the Plan and focus area plans were developed. They include innovative but practical recommendations to help the Village achieve its vision, goals, and objectives.
- Implementation Strategies** – Finally, once the core elements of the Plan were developed, an implementation strategy was established to help put the Plan into action.

# USING THE COMPREHENSIVE PLAN

The Comprehensive Plan serves the following key functions:

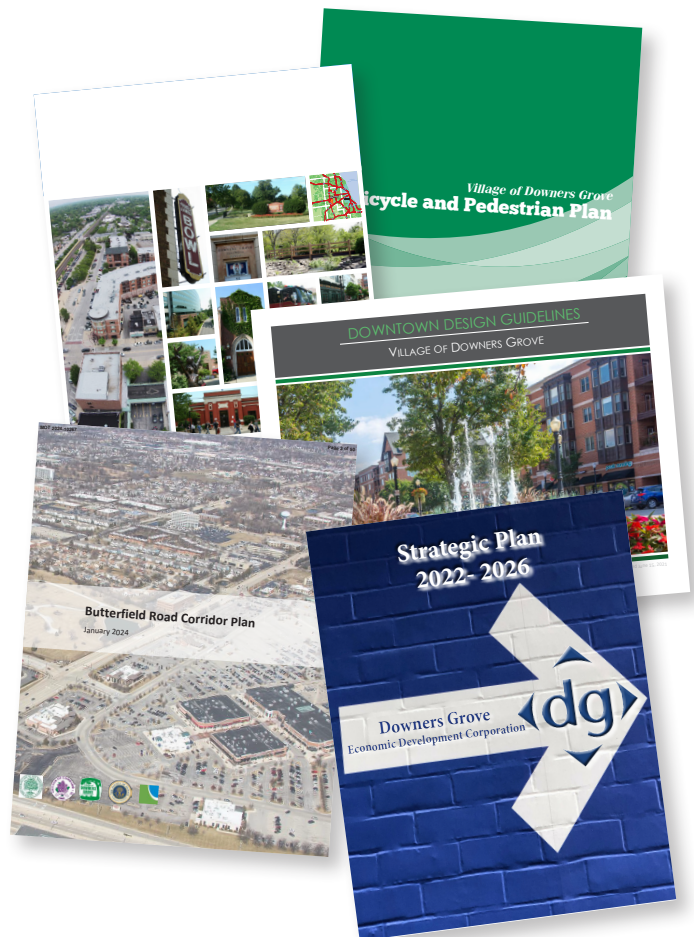
- **Communicate the Village’s Vision** – The Plan is a statement of the community’s vision for how it grows and changes over the coming years. The Plan identifies the community’s priorities and charts a path for long-term growth.
- **Inform Development Proposals** – The Plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical and economic environment of the community. The Plan assists in the evaluation of development proposals and helps ensure that proposed development supports the Village’s long-term objectives.
- **Provide Direction** – The Plan is a guide for zoning and subdivision regulations, the official zoning map, and decisions influenced by these regulations. The Village should consider amendments to regulations in order to support the long-term goals of the Plan.
- **Coordinate Initiatives** – The Plan informs planning initiatives that affect the community at the local, county, and regional levels. The Plan aids and informs efforts related to housing, transportation, transit, trails, natural resources, economic development, and recreation.
- **Future Studies** – The Plan establishes a path forward but cannot address every issue faced by the community in sufficient detail. It helps identify additional studies and future action steps to address specific needs.
- **Decision Making** – The Plan is a valuable source of information for the Village Council, Planning and Zoning Commission, Historic Preservation and Design Review Board, Village Staff, as well as local organizations, businesses, developers, and residents.
- **CIP and Budgeting** – The Plan informs the development of the Village’s Community Investment Program (CIP) and budgeting which establishes priority expenditures and the sequence of capital improvement programming.

# PAST PLANS AND STUDIES

It is important that the *Guiding DG Comprehensive Plan* respects relevant past planning efforts that have shaped the community into what it is today. The review of the Village’s past plans and studies ensures existing community policies and goals are carried forward within the Plan where relevant.

Below is a list of the plans and studies that were reviewed and consulted in the processes of creating *Guiding DG*.

- Bike and Pedestrian Plan (2013)
- Comprehensive Plan (2017)
- Downtown Design Guidelines (2021)
- DGEDC Economic Development Strategy Plan (2022-2026)
- Greenest Region Compact Report (2023)
- CMAP Butterfield Road Corridor Plan (2024)



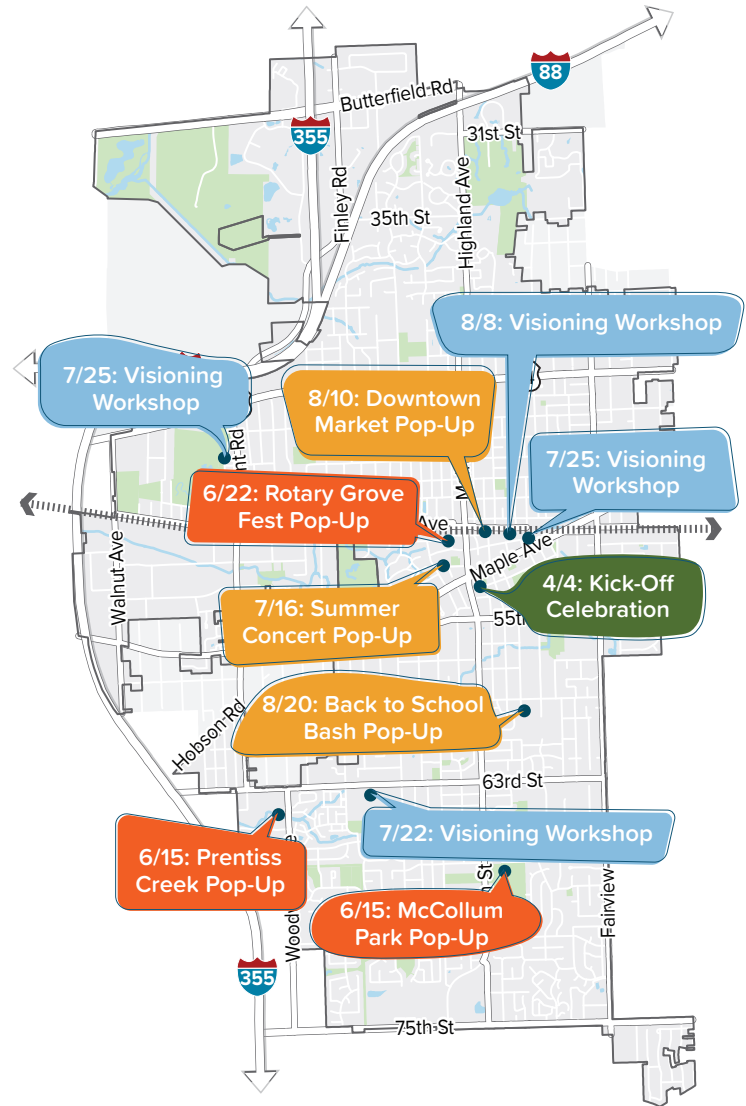
# COMMUNITY ENGAGEMENT

Informed by a planning process dedicated to engaging stakeholders, the Comprehensive Plan is responsive to the community and addresses the issues and opportunities most important to Downers Grove residents and stakeholders. Public engagement included both in-person and online outreach events.

## OUTREACH CONDUCTED

The planning process engaged over 2,600 individuals through a combination of in-person and online community outreach tools and exercises including:

- Kickoff Participants – 250
- Key Stakeholder Interviews – 24
- Online Questionnaire Participants – 1,517
- map.social maps – 63
- Community Visioning Workshop Participants – 49
- Community Visioning Pop-Up Participants – 500
- Business Workshop Participants – 9
- DIY Kit Workshop Participants – 8



## How We've Engaged

**Public Open Houses**



**Village Council, Boards and Commissions Presentations**



**Focus Area Working Session**



**Interactive Project Website**



**Department Heads Workshop**




**Business Community Workshop**




## How We've Marketed

**9,578** Twitter/X Views



**66,738** NextDoor Impressions



**71,210** Facebook Reach



**52,762** E-News Weekly Sent



**Flyers**



**10,000** Downers Grove Magazine Distributed



**96,000** insideDG Newsletters Delivered



**250** Kick Off Event Participants



**8** DIY Workshops Participants



**49** Community Visioning Workshop Participants



**24** Key Stakeholder Interview Participants



**500** Pop-Up Participants



**1,517** Online Surveys



**195** Business Community Survey



**63** Map Social Maps



## How Many We've Reached

**307** Map Social Points



## IN-PERSON OUTREACH

In-person engagement was conducted with various groups to identify issues, opportunities, strengths, and assets in Downers Grove. These efforts were part of the initial outreach for the Comprehensive Plan and supported the development of the Active Transportation Plan, Environmental Sustainability Plan, and the Streetscapes Plan.

### Key Stakeholder Interviews

**Participants: 24**

As a part of the community engagement phase of the planning process, confidential interviews were conducted with individuals and small focus groups to discuss existing conditions and opportunities within Downers Grove. A total of 15 interviews were held with 26 participants, conducted either in person or virtually. Each session lasted approximately 45 minutes and followed a conversational format, guided by a consistent set of questions about the community.

### Kick-off Workshops

**Participants: 49**

Kick-off workshops were conducted for Village staff, the Planning and Zoning Commission, Historic Preservation Design Review Board, Transportation and Parking Commission, the business community, and the general public. Each workshop was structured around four prompts:

1. Identify five (5) issues or concerns facing the Downers Grove community.
2. List, in order of importance, the three (3) most important issues discussed thus far.
3. Identify three (3) specific projects or actions that you would like to see undertaken in Downers Grove.
4. What are the primary strengths and assets of the Downers Grove community?

The goal was to encourage discussion, build consensus, explore potential recommendations, and recognize what residents value most about Downers Grove.



## Community Kick-Off Event

**Participants: 250**

The Village hosted the first official public event of the *Guiding DG* planning process on April 4th, 2024. The kick-off event allowed residents, business owners and operators, and other key stakeholders to discuss the community and provide visioning input. The input received guided the planning process to inform the Comprehensive Plan, the Active Transportation Plan, the Environmental Sustainability Plan, and the Streetscapes Plan.

Participants engaged in a range of interactive exercises designed to gather high-level input on how participants feel about Downers Grove and encourage them to think critically about the future of development.

## Do-It Yourself Workshops

**Participants: 8**

Do-It-Yourself (DIY) workshop kits were provided to engage residents at the local or neighborhood level. Community groups used these kits to facilitate their own workshops, gathering input outside of formal planning activities, resulting in one kit with eight completed surveys.

## Staff-led Workshops

**Participants: 116**

In May 2024, staff held in-person workshops with both students and seniors. Sessions were conducted at Downers Grove North and Downers Grove South High Schools, with a total of 102 student participants. An additional workshop was held at Immanuel Residences, engaging 14 senior residents. These workshops helped ensure that voices from different generations were heard, making the engagement process more inclusive and reflective of the broader community.

## Pop-Ups

**Participants: 500**

Pop-ups were held at established community events and popular locations that draw a range of residents. Designed to connect with the community in familiar environments, each pop-up featured interactive activities, project materials, local prizes, and fun swag. Over 500 residents were engaged at six pop-ups located at the YMCA Back to School Bash, Downtown Market, Downers Grove Summer Concert, Rotary Grove Fest, Prentiss Creek, and McCollum Park. These pop-ups drew a diverse crowd, and a large share of the participants were under 18.

Over

**60%**

pop-up participants were under the age of 18



## ONLINE OUTREACH

### Project Website

A dedicated interactive project website, [guidingdg.com](http://guidingdg.com), was created to support the planning process and inform the public. The website contained information, updates, workshop details, meeting notices, and will offer project documents such as public review drafts and memorandums. The website also hosted outreach tools, including the online questionnaire and map.social.

### Community Survey

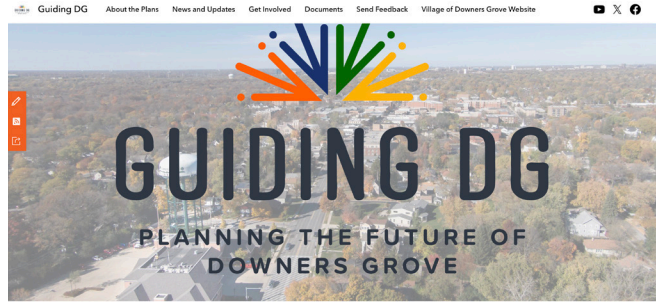
**Participants: 1,517**

The survey addressed a range of topics—including housing, commercial areas, transportation, sustainability, community services, and overall character—while identifying key strengths and challenges. Participants also had the option to complete a separate Bike and Pedestrian Survey, which helped guide the development of the Active Transportation Plan.

### Business Community Survey

**Participants to date: 195**

A separate Business Community Survey was developed for business owners in Downers Grove. This survey explored the challenges and opportunities businesses face throughout the community, along with the perceived strengths and weaknesses of the current business environment. Business owners were asked to weigh in on the impact of potential commercial, industrial, and residential developments on their operations.



# 71%

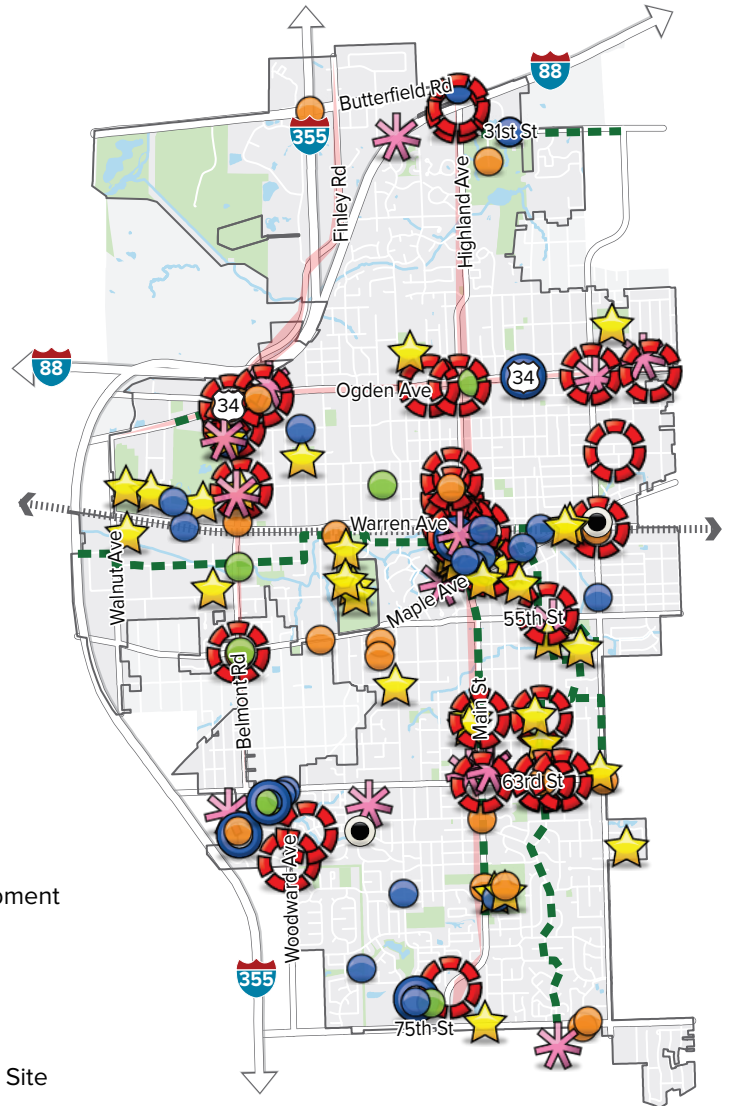
of Community Survey respondents have lived in Downers Grove for 10+ years



## map.social

Data points: 307

map.social is an online mapping tool that allows participants to pinpoint issues and opportunities in Downers Grove on a personalized map. Points identify assets and opportunities, such as public services, priority development sites, new bike routes and paths, and desired uses and developments. Site users placed points on the map to identify issues such as problematic intersections, poor building appearance, and public safety concerns.



## map.social Features

- ★ Community Asset
- Desired Use/Development
- ⊗ Problematic Intersection
- Poor Appearance
- Public Safety Concern
- ⊙ Other
- ⊙ Undesirable Use
- Bikeways and Trails
- ★ Key Transit Destination
- Development Priority Site



## ENGAGEMENT THEMES

Given residents' active participation, themes began to emerge from all the community engagement that was conducted. The following section takes those themes and organizes them, providing a summarized description of what was heard.

### Housing for All



Community input revealed a strong desire to preserve the historic and residential character of Downers Grove while addressing a significant need for more diverse and affordable housing options. While residents valued the quality and character of existing neighborhoods, a majority expressed the need for a broader range of housing types—affordable units, senior housing, homes for young professionals, and starter homes for new families.

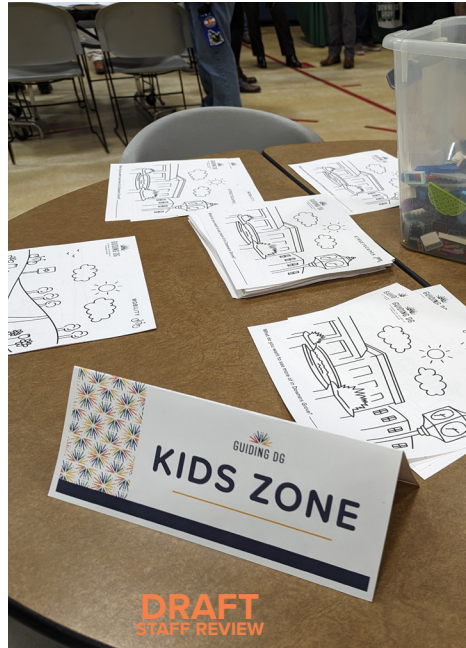
*Keep Downers Grove affordable. We want our kids to be able to afford to live here.” - Pop-Up Participant*

*“We need a greater range in affordability of housing.”  
- Pop-Up Participant*

Slightly over half of survey respondents (51%) identified the lack of affordable housing as a community weakness, and 56% felt senior housing would positively impact the area. Participants across surveys, stakeholder interviews, and workshops consistently noted the shortage of affordable housing, especially for seniors and accessible starter homes near Downtown and business areas.

Concerns were raised about teardowns of older, affordable homes being replaced by high-end construction, which residents felt was pricing out future generations. There were also calls for mixed-use developments—including apartments, townhomes, and accessory dwelling units—that respect the scale and character of existing neighborhoods. While many participants were open to higher-density development, they emphasized height restrictions and appropriate locations, especially to preserve single-family neighborhoods.

Residents envisioned expanding housing along key corridors such as 75th Street, with specific interest in a mixed-use development, combining retail and housing, at 75th Street and Lemont Road. Across all feedback formats, the community stressed the importance of including affordable units in new developments, avoiding overdevelopment on major corridors, and protecting historic homes, brick streets, and iconic trees.



## Keep it Local



Community members highlighted the importance of promoting mixed-use development to improve walkability and neighborhood vitality. There was strong interest in improving retail spaces, retaining existing businesses, and attracting new ones, especially those that will result in new jobs. While anchor stores were seen as necessary, there was a clear preference for local vendors over national chains. Only 48% of survey respondents viewed the current mix and availability of shopping options as a strength.

Challenges to business development were noted, including high startup costs and zoning requirements that are seen as restrictive. Stakeholder interview participants proposed a designated “business development zone” with more flexible regulations that maintain community character. Many also suggested regular meetings between the Village and the business community to build understanding around zoning and upcoming initiatives.

Corridors such as Ogden Avenue, Woodward Avenue, 63rd Street, and Main Street were repeatedly identified for retail improvements. Key development opportunities were noted at Belmont Road and Curtiss Street, Woodward Avenue and 63rd Street, and the AT&T building site.

Participants emphasized supporting local businesses; 62% of business owners named it the most impactful improvement in Downers Grove. Pop-up feedback reinforced this, highlighting Downtown businesses, dining, and shopping among the most celebrated features while calling for a greater variety of businesses. Downtown design and outdoor dining also emerged as priorities, with a focus on balancing aesthetics and functionality. Suggestions included using private property for outdoor dining to avoid removing street parking, exploring permanent rather than temporary outdoor dining solutions, and considering increased enforcement and parking studies to address current issues.

*“Small businesses are what made DG what it is today and I think people forget that.”*  
 - Business Survey Participant



## Green Spaces and People Places

Community members expressed strong support for advancing sustainability, expanding green infrastructure, and investing in recreation and community gathering spaces. Across all engagement efforts, participants emphasized preserving Downers Grove’s natural beauty while improving environmental practices and public amenities.

Top sustainability priorities included protecting water and air quality, reducing waste, and promoting renewable energy. While increased access to parks and recreation was seen as a major strength, meeting energy needs through renewable sources was identified as a key area for improvement. Community suggestions included solar projects, EV charging stations, expanded recycling, improved stormwater management, and greater sustainability education.

Participants also supported native landscaping, bioswales, composting, and reduced lawn maintenance. Stakeholders emphasized the need for education around invasive species, alternative lawn care, and tree preservation.

There was also strong interest in enhancing recreational and event spaces. Ideas included a public pool, dog park, expanded sports fields, and a music venue. Pop-up feedback ranked parks and recreation among the most discussed topics, with additional suggestions like a cultural center, art paths, park crawls, and more programming at Patriots Park.

Community events and festivals were widely appreciated, though stakeholders noted opportunities for improvement in timing, location, and family-friendly offerings. Residents also called for expanded library services, more parking, and new branches—especially in south Downers Grove and near Belmont Road and 63rd Street.

*"I really appreciate the strong presence of events in the Downtown area. I'd love to see even more local businesses get involved in Village-run events and be highlighted through Village efforts." - Business Survey*



## More Ways to Move



Improving transportation safety and connectivity for all users—pedestrians, drivers, cyclists and transit riders—was a consistent theme across community engagement efforts. Beyond easing traffic congestion, participants emphasized the need for expanded infrastructure to support walking, biking, and public transit.

Pedestrian and cyclist safety ranked as the top travel concern, with 57% of survey respondents identifying it as a priority. Speeding vehicles, gaps in the sidewalk network, poor sidewalk conditions, and unsafe crossings were frequently cited as barriers. Areas specifically mentioned for improvement included Maple Avenue west of Fairview and key pedestrian crossings at 63rd Street and Fairmount.

Participants expressed strong support for protected bike lanes, improved connectivity to regional trails, and clearer wayfinding signage. Public transit improvements—such as a town-wide shuttle and dedicated services for seniors—were also commonly suggested to improve access and mobility. Stakeholders noted a need for better education around street safety and mobility guidelines.

Although 94% of business owners said they and their employees drive to work, there was interest in expanding non-car transportation options. At pop-up events, bikeability and walkability were the fourth most discussed topic, accounting for roughly 6.3% of all comments.

*“Residents, especially seniors and people with disabilities, struggle to get around without a car. - Pop-Up Participant*

## Welcome to DG



Throughout the engagement process, community members emphasized the importance of making Downers Grove a more inclusive and welcoming place for people of all ages, backgrounds, and income levels. Many expressed a desire for greater diversity in the community—racial, generational, economic, and cultural—and called for more inclusive services and policies to support that vision.

Affordable housing, improved senior services, expanded transportation options, and better support for people with disabilities and low-income residents were frequently mentioned. Stakeholders noted service gaps and called for greater awareness of the needs of underrepresented and under-resourced groups.

Cultural vibrancy also emerged as a key theme. Participants advocated for expanded public art, less restrictive mural ordinances, and more cultural references and installations that reflect the community’s identity. Suggestions included rotating art displays, seasonal attractions, and celebrating local history as a point of community pride and a way to support local business vitality.

Pop-up feedback reinforced the value residents place on a strong sense of community and proximity to family and friends. Participants called for expanded bilingual programming, improved accessibility, and spaces that bring people together.

Overall, the community envisioned Downers Grove as a place that supports and celebrates diversity, strengthens community connections, and fosters belonging for all.



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# COMMUNITY PROFILE

02

DRAFT

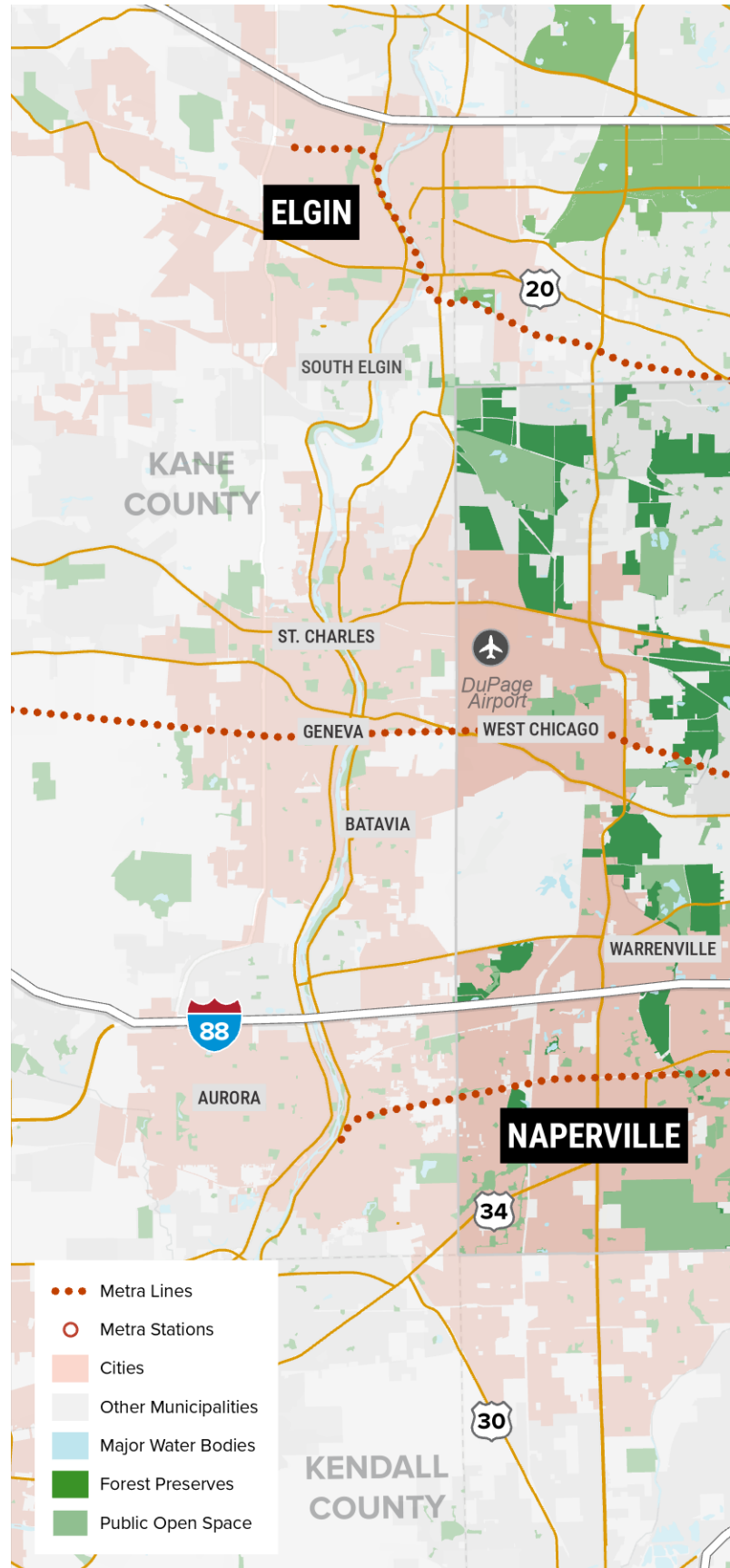
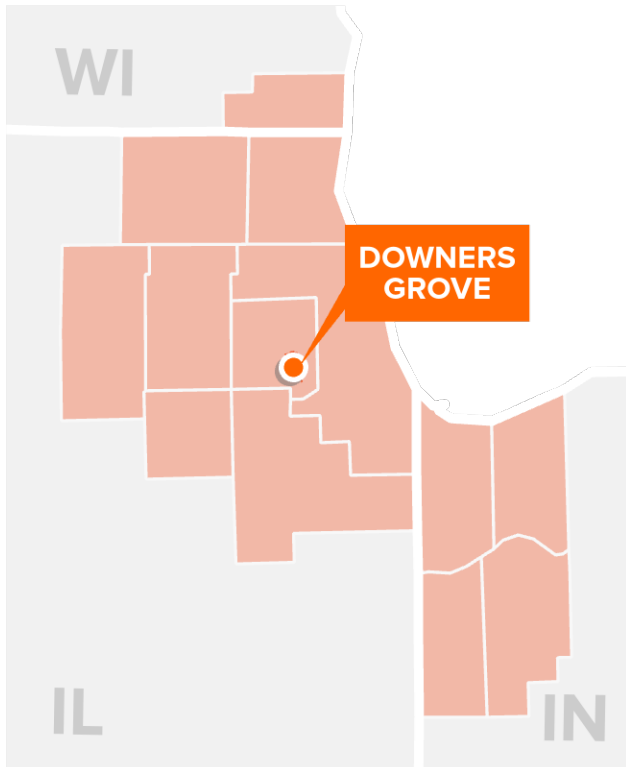
The Community Profile chapter provides a snapshot of Downers Grove’s current conditions as the Village plans for the next 20 years. This understanding of the Village’s current state, needs, and opportunities forms the foundation of Downers Grove’s vision and goals. The following section offers an overview of the Village’s regional context, existing land use, and demographic trends.

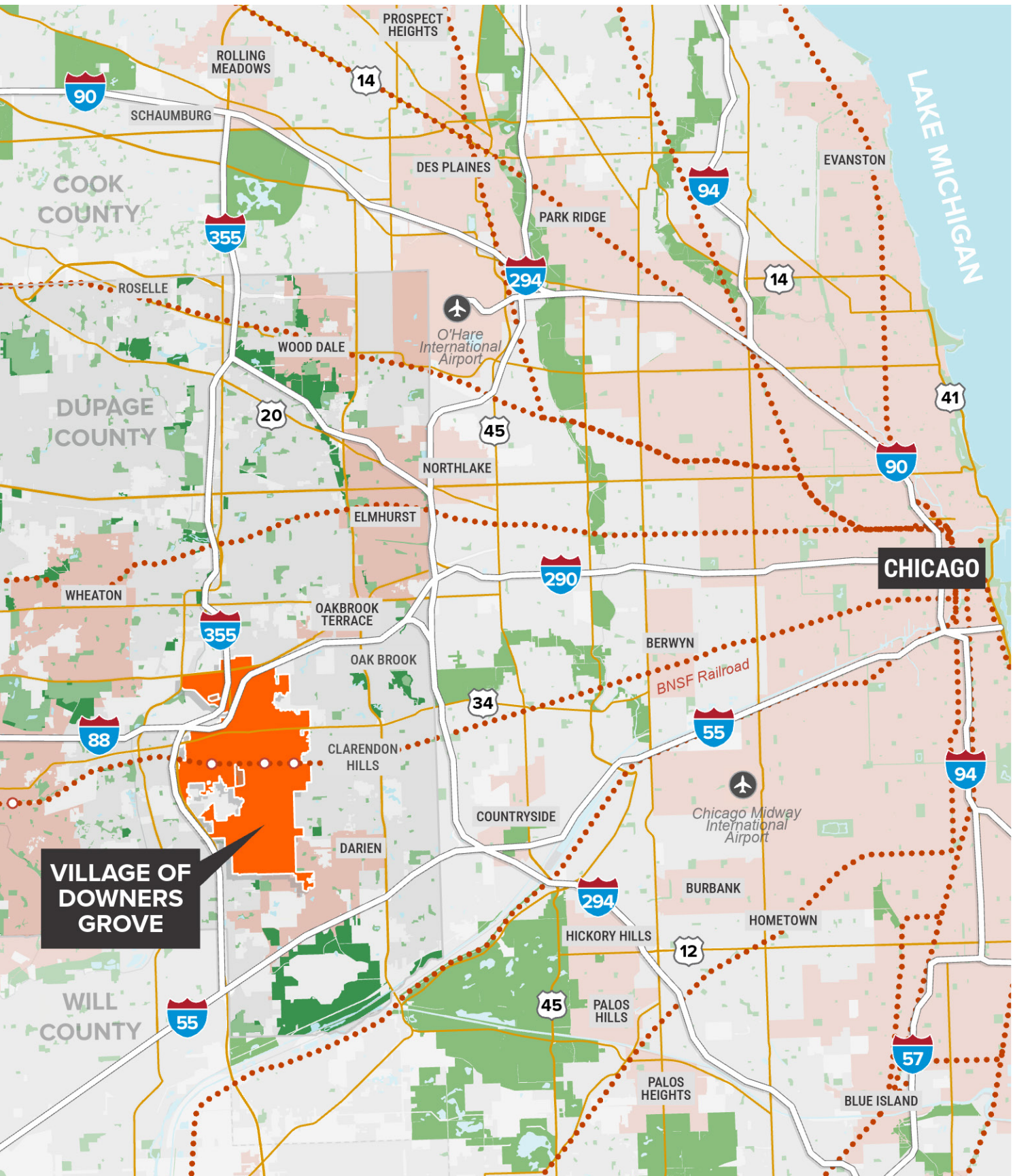


## REGIONAL SETTING

Downers Grove, located in DuPage County in northeastern Illinois, is approximately 20 miles west of Chicago. Downers Grove is a part of the Chicago-Naperville-Elgin Combined Statistical Area, which has a population of over nine million people. The community sits in a desirable location within the region, offering direct access to Chicago and surrounding destinations through the regional Metra BNSF train line, regional Pace bus routes, regional connector highway Ogden Avenue, and Interstate 88, Interstate 355, Interstate 294, and nearby Interstate 55. Downers Grove covers an area of 14.80 square miles and a population of 49,996 people, as of 2022. It serves as headquarters for several businesses, including Advocate Aurora Health. The local economy is bolstered by retail areas along Ogden Avenue and Butterfield Road, as well as an attractive Downtown that features numerous boutiques, restaurants, and historical buildings.

Chicago-Naperville-Elgin MSA



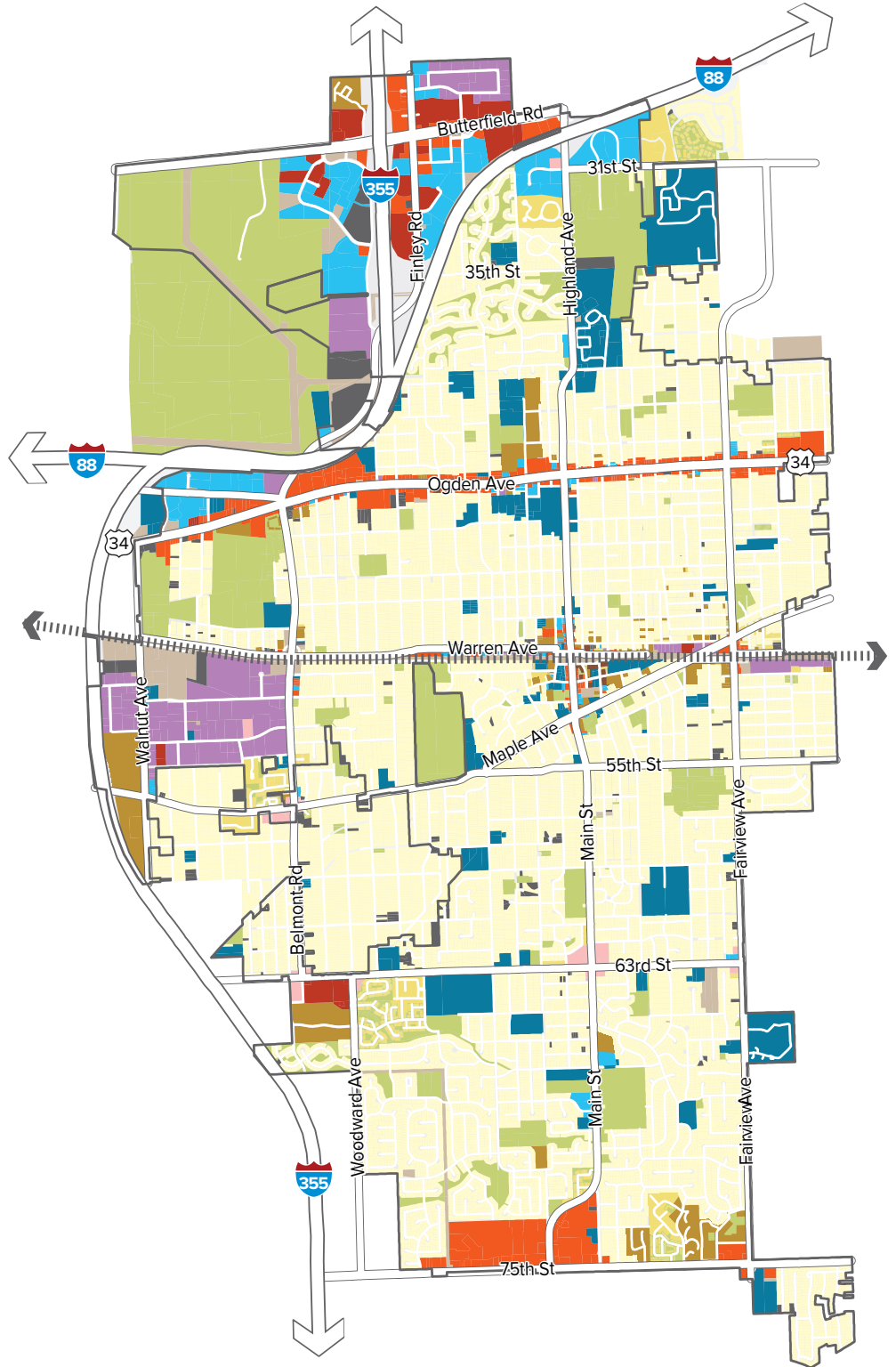


**VILLAGE OF  
DOWNERS  
GROVE**

# EXISTING LAND USE

All parcels within Downers Grove and its planning area were categorized into one of 13 land use types. The existing land use inventory is based on data the Village collected and verified through a reconnaissance survey conducted in 2024. The existing land use inventory helped identify growth patterns and analyze existing conditions based on current demographic conditions. Detailed analysis of existing conditions can be found in the Existing Conditions Memorandum (ECM); the findings and key takeaways from the ECM have informed the development of the Comprehensive Plan.

- Single-Family Detached
- Single-Family Attached
- Multifamily
- Neighborhood Commercial
- Corridor Commercial
- Regional Commercial
- Mixed-use
- Office
- Industrial
- Public/Semi-Public
- Parks and Open Space
- Utilities and Transportation
- Vacant and Undeveloped



# DEMOGRAPHIC SNAPSHOT

The demographic snapshot analyzes the current attributes of Downers Grove’s population. Data was pulled from the U.S. Census, including the American Community Survey 5-Year Estimates and the Decennial Survey. By studying and analyzing these attributes, Village leaders can identify trends and patterns within the community, empowering the Village to address residents’ needs more effectively, deliver essential services, and anticipate future demands. The demographic information informed the Comprehensive Plan to ensure it addressed existing trends, issues, and opportunities.

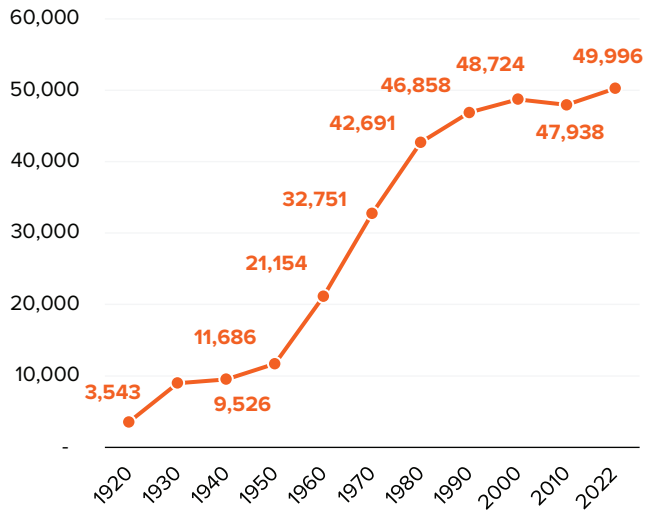
To understand these trends better, comparative data from DuPage County was used to get a regional perspective on how Downers Grove aligns with or differs from neighboring areas.

## POPULATION

The demographic snapshot begins by analyzing Downers Grove’s current population and the historical trends that have shaped its present state. According to the U.S. Decennial Census, the population of Downers Grove has more than quadrupled from over 11,000 in 1950 to 49,996 in 2022. The population has changed significantly over time, with the largest increases happening in the periods from 1920 to 1930 and 1950 to 1960. However, population growth has decelerated in the last two decades, with a decrease of -1.6% from 2000 to 2010 and only marginal growth thereafter. DuPage County has seen similar population trends to Downers Grove, having grown steadily since 1960 but slowed growth in recent years.

### Population Over Time

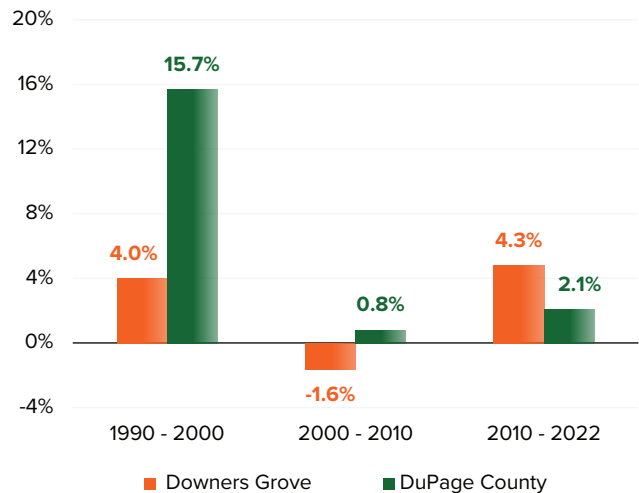
(1920 - 2022)



Source: U.S. Decennial Census

### Population Growth Rates

(1990 - 2022)



Source: U.S. Decennial Census and 2022 ACS 5-Year Estimates

## AGE

As of 2022, Downers Grove’s median age was 42.6 years old, slightly older than DuPage County. Compared to 2010 the average age is rising for both Downers Grove and the County.

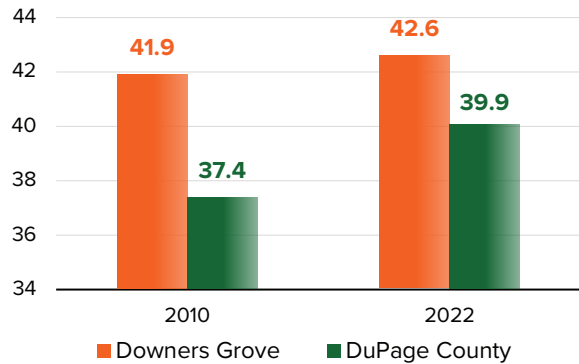
Between 2010 and 2022, the Downers Grove population grew by 4.3%. The age groups that grew the most were those aged 65+, followed by those under five and those aged 55-64. The growing 65+ population has contributed to the community’s rising median age. DuPage County experienced more growth in its older population between 2010 and 2022. The population of all groups younger than 55 years old either shrank or stayed the same. The 35- to 54-year old age group experienced the largest decrease. These trends mirror conditions seen nationally as the Baby Boomer generation ages.

## RACE AND ETHNICITY

The population of Downers Grove is predominantly white. The next most predominant groups are Asian and Pacific Islander and Black or African American. Only 5.5% of the population identifies as Hispanic or Latino, an ethnicity that includes individuals of all races as defined by the U.S. Census. Downers Grove is less diverse than DuPage County. While the County’s population is still majority white, it has a larger Asian and Pacific Islander population and a larger Black or African American population. Those identifying as Some Other Race or Two or More Races represent over 11% of the population. Almost 15% of the DuPage population identifies as Hispanic or Latino.

### Median Age Over Time

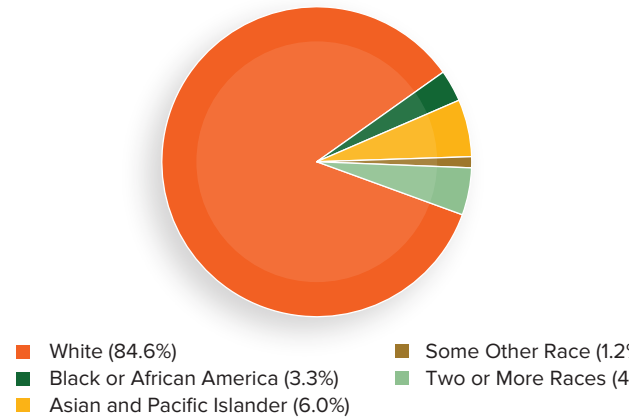
(2010 - 2022)



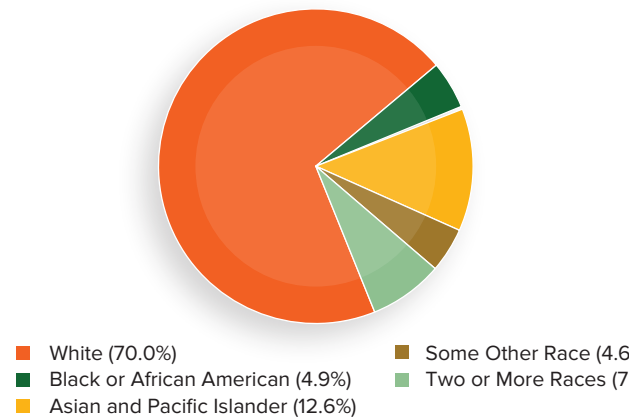
Source: 2010 and 2022 ACS 5-Year Estimates

### Racial and Ethnic Composition

Downers Grove (2022)



DuPage County (2022)



Source: 2022 ACS 5-Year Estimates

## INCOME

In 2022, Downers Grove’s median household income was around \$115,000. This has dramatically increased in recent years, compared to \$78,523 in 2010. This is largely due in part to the 117% increase in the number of residents making \$150,000 or more in the past 12 years. The group of residents making \$150,000 or more is by far the largest income group in the community, at 37.6% of the income-generating population. The only other household income groups that grew in share of the population were those making less than \$25,000, indicating a shrinking middle class and growing economic polarization. While the household incomes of Downers Grove residents and DuPage County residents have been historically similar, in 2022 Downers Grove’s household income was more than \$8,000 greater than that of DuPage County.

## EMPLOYMENT

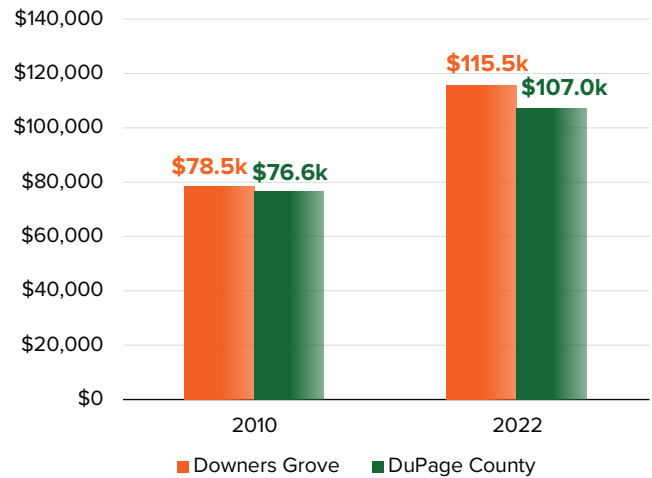
According to the most recent employment data available from the U.S. Census Bureau Center for Economic Studies, in 2021 there were 50,627 jobs located within Downers Grove. Health Care and Social Assistance make up the largest employment sector within the community, followed by the Administration and Support, Waste Management and Remediation sector.

Downers Grove serves as the corporate headquarters for Advocate Aurora Health and includes Advocate Good Samaritan Hospital, the community’s top employer with 2,500 employees. Other large Health Care and Social Assistance employers in Downers Grove include Coventry Health Care with 800 employees and Blue Cross Blue Shield of Illinois at 420.

Between 2010 and 2021, the total number of jobs in Downers Grove increased by 4,977, a growth of 10.9%. The sectors that experienced the highest growth in jobs within the community were the Construction and the Finance and Insurance sectors. The majority of jobs lost were in the Administration and Support, Waste Management and Remediation sector.

### Median Household Incomes

(2010 - 2022)



Source: 2010 and 2022 ACS 5-Year Estimates

### Top Employers for Downers Grove Residents: 10 Employment Sectors (2021)

Employment Sector	Total Jobs in 2021	Share of Job Market in 2021	Change in Jobs since 2010
Health Care and Social Assistance	3,054	12.9%	6.4%
Professional, Scientific, and Technical Services	2,699	11.4%	16.6%
Educational Services	4,637	9.2%	-11.4%
Retail Trade	4,461	8.8%	-15.0%
Finance and Insurance	4,102	8.1%	5.7%
Manufacturing	3,903	7.7%	1.6%
Educational Services	3,524	7.0%	-4.1%
Accommodation and Food Services	3,465	6.8%	11.6%
Wholesale Trade	2,598	5.1%	-8.0%
Construction	2,355	4.7%	95.8%
<b>Totals</b>	<b>50,627</b>	<b>86.0%</b>	<b>10.9%</b>

Source: 2021 US Census On the Map

## TOP INDUSTRIES

The top industry for Downers Grove residents (either working in the community or elsewhere) is the Health Care and Social Assistance sector, which employs 12.9% of residents.

The other industry sectors that employ the most Downers Grove residents include the Professional, Scientific, and Technical Services, Educational Services, Retail Trade, and Finance and Insurance sectors.

Between 2010 and 2021, the total number of working residents dropped from 24,197 to 23,668, which coincides with an aging population. Nearly all sectors experienced a loss in employed residents, with the Retail Trade, Educational Services, and Accommodation and Food Services sectors experiencing the largest number of job losses.

The industry sectors that experienced the greatest growth in employed residents were Transportation and Warehousing; Construction; and Agriculture, Forestry, Fishing and Hunting. These three industry sectors gained 539 employees in total.

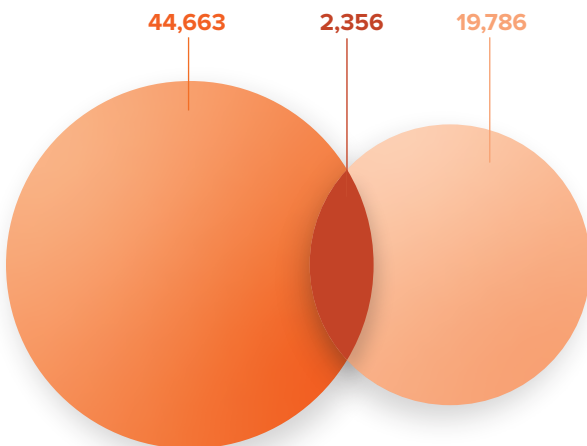
### Jobs Located in Downers Grove: 10 Employment Sectors (2021)

Employment Sector	Total Jobs in 2021	Share of Job Market in 2021	Change in Jobs since 2010
Health Care and Social Assistance	8,371	16.5%	55.8%
Administration & Support, Waste Management & Remediation	6,143	12.1%	-19.4%
Finance and Insurance	4,637	9.2%	59.8%
Retail Trade	4,461	8.8%	-0.6%
Professional, Scientific, and Technical Services	4,102	8.1%	30.5%
Manufacturing	3,903	7.7%	-12.9%
Administration & Support, Waste Management & Remediation	3,524	7.0%	5.6%
Accommodation and Food Services	3,465	6.8%	-16.2%
Wholesale Trade	2,598	5.1%	-2.4%
Transportation and Warehousing	2,355	4.7%	47.2%
<b>Totals</b>	<b>23,668</b>	<b>81.7%</b>	<b>-2.2%</b>

Source: 2021 US Census On the Map

### Inflow/Outflow Job Counts

Downers Grove (2021)



Source: US Census On the Map

- People live outside of Downers Grove and are employed in Downers Grove
- People live in Downers Grove and are employed in Downers Grove
- People live in Downers Grove and are employed outside Downers Grove

## HOUSING

Downers Grove has over 20,000 housing units which are nearly all occupied. Of the occupied housing units, 75.2% are owner-occupied and 24.8% are renter-occupied. This is mostly consistent with DuPage County, where 73.1% and 26.9% of housing is owner-occupied and renter-occupied, respectively. Most of Downers Grove’s and the County’s housing stock is made up of single-family detached homes. The second most popular housing type within both Downers Grove and DuPage County is multi-family, with most multi-family buildings comprised of 10 dwelling units or more. The bulk of Downers Grove’s housing stock was built in the 20th century or earlier. The most common construction decade for Downers Grove homes is the 1970s. This is largely on par with housing ages in DuPage County overall. However, more of Downers Grove’s housing stock has been built in the years since 2010 than that of DuPage County, indicating that the home construction industry has been more active in Downers Grove in recent years than the County average.

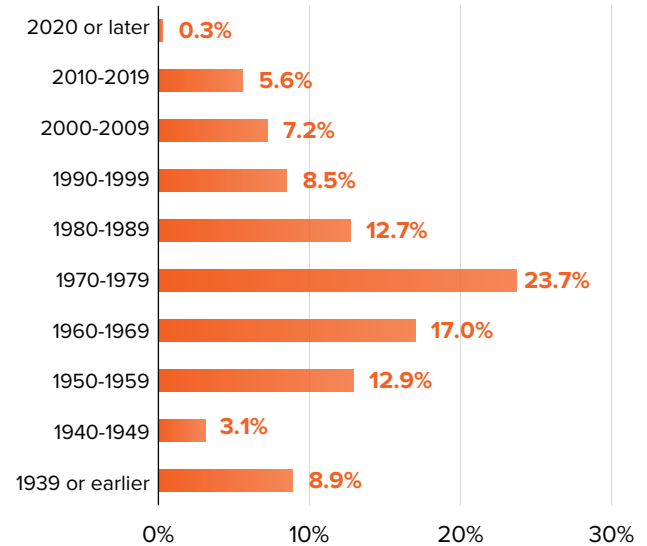
### Housing Affordability

Housing cost burden is defined as a household paying more than 30% of its income towards housing. Greater than 35% indicates a severe burden. In Downers Grove, only 8.9% of homeowners are considered cost burdened—lower than the DuPage County average of 11.4%. However, renters in Downers Grove face greater financial strain, with 24.2% spending more than 30% of their income on housing, compared to 22.1% of renters in the County.

Gaps in the community’s housing stock likely contribute to the high renter cost-burden of Downers Grove. There is a mismatch between population trends that indicate a growing number of older individuals living alone or as couples without children and a historic housing stock that is geared largely to families. This mismatch is likely to grow in the coming years, putting greater pressure on the community’s housing stock.

### Housing by Year Built

(2022)



Source: 2022 ACS 5-Year Estimates

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# TRANSPORTATION AND MOBILITY

08

*Well-planned transportation and mobility are essential aspects of every community and determine the ease and comfort with which citizens can access homes, businesses, jobs, schools, recreation, and essential services. In addition to an enviable geographic location within DuPage County with access to major highways and extensive roadway infrastructure, Downers Grove features a network of regionally connected rail and has experienced business, industry, and residential growth over the past two decades due in part to its transportation access. Several other major arterial thoroughfares serve as the backbone for the community, connecting residents to work, school, shopping, and recreational opportunities, such as Finley Road, Highland Avenue, Fairview Avenue, 75th Street, 63rd Street, and Maple Avenue.*

*The purpose of the Transportation and Mobility section is to identify locations, regulations, and infrastructure which may not fully meet the community's mobility needs, may cause safety concerns, may require visual and infrastructure improvements, or may warrant further traffic enforcement.*

### *Goal and Key Recommendations*

**PROVIDE A SEAMLESS, EFFICIENT TRANSPORTATION SYSTEM THAT OFFERS GOOD CONNECTIVITY, IMPROVES SAFETY AND MOBILITY FOR PEOPLE USING ALL MODES (WALKING, BIKING, TRANSIT, AND DRIVING), REDUCES TRAFFIC AND EMISSIONS, AND ENHANCES THE CHARACTER OF THE COMMUNITY.**

- Prioritize pedestrians, bicycles, and micro-mobility devices through the provision of a network of accessible, connected, safe, and equitable active transportation (bicycle, pedestrian, and transit) facilities.
- Consider traffic calming and other measures to slow traffic in conjunction with surface reconstruction projects.
- Continue to require new development/redevelopment to include connections and amenities for pedestrians, bicyclists, and commuters.
- Expand the Village's network of sidewalks to provide better connections between residential neighborhoods, parks, schools, Downtown, and commercial destinations.
- Continue to work with public transit providers to ensure that levels of public transit service support the ridership needs of the community, including the continued operation of the schedules of all three of the Metra train stations.
- Continue to participate in the Safe Routes to School program.

## ROADWAY CLASSIFICATION

Functional classifications are a means of standardizing thoroughfare designs and facility types by categorizing thoroughfares based on their capacity, pavement width, and intended use, or function. The Village has five classifications and standards outlined in the Village Municipal Code. The following section is a summary of each thoroughfare classification as prescribed by the Village, DuDOT, and IDOT.

### INTERSTATES AND FREEWAYS

The interstates and freeways within Downers Grove are operated by Illinois Tollway. I-88 and I-355 are “controlled access thoroughfares” which means there are no intersections and access is only granted by the use of access ramps. Downers Grove is served by seven principal interstate interchanges, which are typically bounded by retail, commercial, and office/business land uses.

### ARTERIAL STREETS

The Village Municipal Code states that for an arterial street, the minimum right-of-way width is one hundred feet and the minimum edge-to-edge pavement width is 60 feet. Arterial streets are operated by the State, County, and Village. Arterial streets located within or adjacent to Downtown are typically operated by the Village. Due to the higher capacity and connectivity provided by arterial streets, they serve as the main corridors connecting Downers Grove. Highland Avenue, 75th Street, and Fairview Avenue are all classified as arterial streets.

### COLLECTOR STREETS

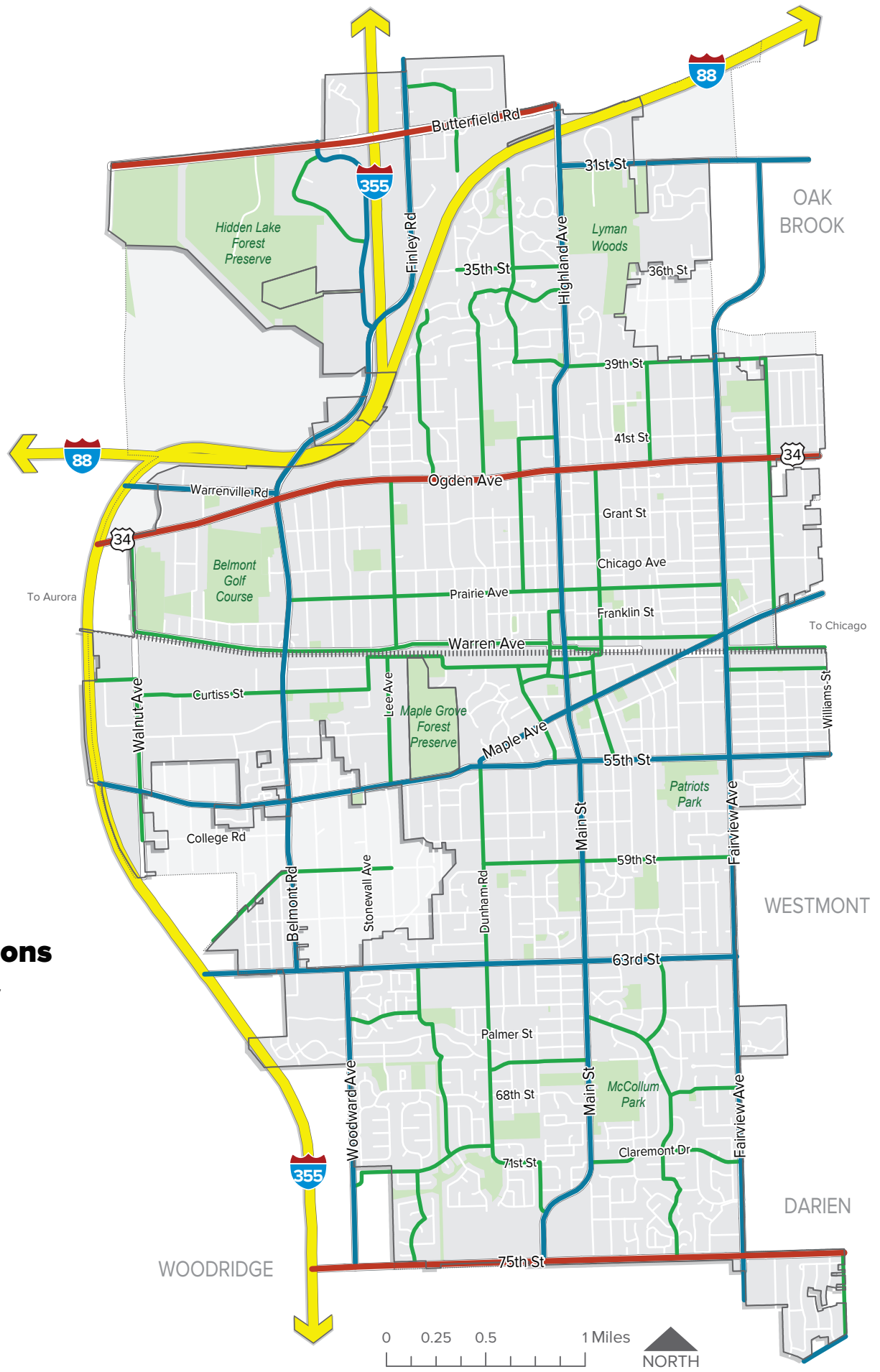
The Village Municipal Code states that a collector street’s minimum right-of-way width is 80 feet and the minimum edge-to-edge pavement width is 36 feet. Collector streets in Downers Grove are typically streets bounded by residential land uses which connect local residents to commercial land uses and the wider thoroughfare grid network. Warren Avenue, Saratoga Avenue, and Dunham Road are classified as collector streets.

## LOCAL STREETS

The Village Municipal Code states a local street’s minimum right-of-way width is 66 feet and the minimum edge-to-edge pavement width is 28 feet. Local streets are low-capacity, low-speed thoroughfares which connect mostly residential and public land uses. These streets are not intended to provide ease of travel over long distances, but intended to serve as access drives for local traffic. Grant Street, Brookbank Road, and Bolson Drive are classified as local streets.

### Guiding Principles

- **Safety** - Thoroughfares and rights-of-way should be accessible, comfortable, and safe for all users regardless of the chosen mode of travel (vehicles, bicycles, scooters, walking), ensuring that all appropriate safety design features and enforcement is included (such as rapid flashing beacons, speed monitors, crosswalks, lighting, and appropriate speed limits).
- **Efficiency** - Thoroughfares should provide direct connections with clear and consistent signage, roadway markings, and regulations, while avoiding inefficient routing and thoroughfare design.
- **Appropriate Design** - Thoroughfares should be designed to preserve, promote and encourage the preferred type of environment and character of the specific area the thoroughfare passes through. For example, thoroughfare designs and features within Downtown should be appropriate for the pedestrian-oriented small-town feel, while regional thoroughfares should have enough travel lane miles to allow for appropriate through-traffic, interstate access, and retail connections.
- **Connectivity** - Thoroughfares should connect residential areas to key destinations and provide facilities within the rights-of-way that can accommodate all modes of travel, particularly thoroughfares which connect to schools, parks, and other destinations.



## Roadway Functional Classifications

- Freeway/Tollway
- Major Arterial
- Minor Arterial
- Collector

## PLANNED IMPROVEMENTS

Major transportation projects, either planned, funded, or under consideration within Downers Grove are summarized below. Note that because many of the listed public projects provide minimal information, with regard to descriptions or timelines, there is warrant for further conversation with state- and county-level planning entities.

Project Descriptions Include:

### The Butterfield Road Corridor Plan (Chicago Metropolitan Agency for Planning, 2025)

- Add wayfinding signage at Downers Drive and at Highland Avenue
- Add pedestrian signalization and high visibility crosswalks at the Brook Drive and Finley Road intersection
- Coordinate and partner with Pace's Bus Shelter Program to establish shelter locations for high ridership bus stops, and ensure that shelters have amenities such as benches, trash cans, adequate lighting, and real-time route and schedule information
- Support the development of the future Pace Pulse Cermak Road Line (54th/Cermak Station to Yorktown Center)

### IDOT Improvements

- Add a multi-use path to 31st Street from Highland Avenue to Meyers Road
- Construction Engineering beginning in 2025 from York Road/Highland Avenue to IL-59 along Butterfield Road – unknown facility or improvement type
- Construction Engineering beginning from Arboretum Road to Lacey Road and IL-53 from Hidden Lake entry to Pinegrove Court – unknown facility or improvement type (assumed trail and ped-bike connectivity)

### DuDOT Improvements

- Warrenville Road Bridge, across I-88 will be fully reconstructed with lane reductions (two-lanes), utilities adjustments, and new sidewalks and a shared-use path; to begin in 2025-2026
- Signal replacement and turning lane additions at Ogden and Cross, Cross and Warrenville, Ogden and Belmont, to begin in 2026-2027
- Planned Intersection or Spot Project – 55th Street at Belmont Road (2026-2030)
- Planned Intersection or Spot Project – Ogden Avenue at Belmont Road (2026-2030)
- Maple Avenue, Walnut to Dunham, Reconstruct and align (2031-2040)

- East Branch DuPage River Trail, IL 38 to IL 56, New Path (2031-2040)
- Meyers Road (Central DuPage Trail), 31st Street to IL 56, Widen Bridge, Bike Path (2031-2040)






## THOROUGHFARES

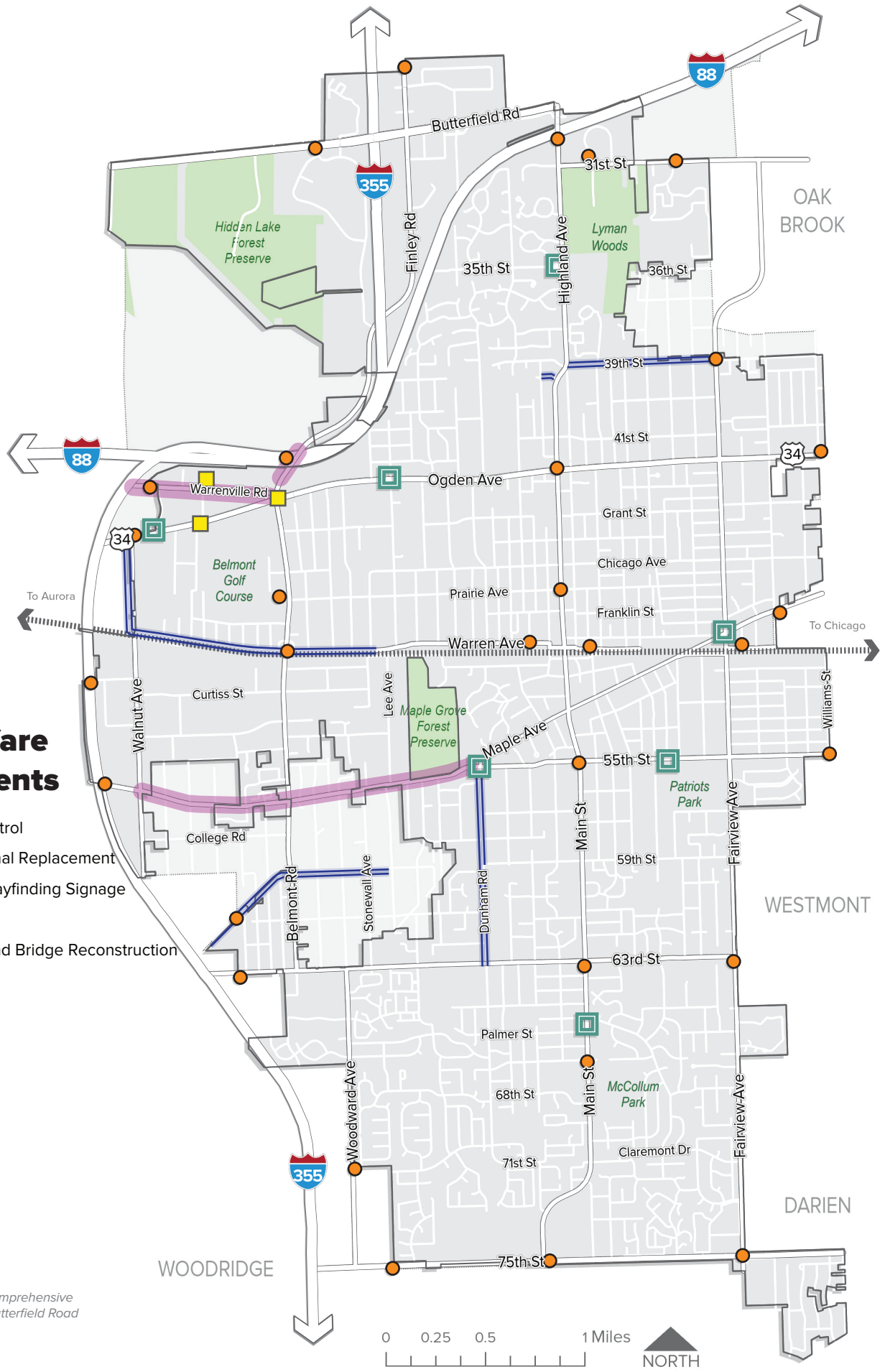
Downers Grove is a well-connected community, with gridded streets providing walkable connections to nearby areas and destinations. To ensure that existing infrastructure continues to provide safe and accessible connections, the Village should continue to collaborate with regional and state transportation agencies to ensure that necessary funding for future projects is in place. As development occurs in Downers Grove, it is important that thoroughfare infrastructure supports the needs of all users, including pedestrians, motorists, cyclists, and transit riders. To achieve this, the Village should maintain and update its five-year thoroughfare reconstruction plans, incorporating improvements from the *Guiding DG Active Transportation Plan*, such as shared lane markings, signage, curb ramps, and upgraded intersections. Additionally, opportunities for lane reductions at problematic intersections should be considered.

Improvements described below are depicted on the Thoroughfare Improvements Map and further explained in subsequent recommendations:

- Thoroughfare and/or bridge reconstruction includes DuDOT projects set to begin in 2025.
- Implementing curb and gutter improvements should be considered along thoroughfares lacking such facilities, where pavement edges damage is observed, or where active transportation improvements are proposed in the *Guiding DG Active Transportation Plan*.
- Additional intersection controls should be considered, including traffic signals, pedestrian flashing beacons, four-way stops, roundabouts, or other methods, to improve safety, efficiency, and traffic flow, address high traffic-volume areas, and improve intersection noted by residents as unsafe. Roundabouts/traffic circles may be appropriate where intersections lack dedicated left-turn lanes, do not meet at 90-degree angles, have wide expanses of pavement, or transition between areas of slower-localized traffic.
- Wayfinding signage and gateway monumentation should provide guidance to destinations, augment community character, and define the boundaries of the Village. Signage should be included at Interstate/Tollway access points, major entry points along major thoroughfares, and at strategic junctions mentioned within the *Guiding DG Active Transportation Plan*.

# Thoroughfare Improvements

-  Intersection Control
-  Intersection Signal Replacement
-  Gateway and Wayfinding Signage
-  Curb and Gutter
-  Thoroughfare and Bridge Reconstruction



Source: DuPage County Comprehensive Road Improvement Plan; Butterfield Road Corridor Plan

## PARKING

Parking in the Village is regulated based on road type and surrounding land uses, with restrictions varying between residential areas, Downtown, and major thoroughfares. While residential streets typically allow on-street parallel parking, overnight parking is restricted. In contrast, Downtown has high parking demand but limits most on-street parking to short durations, supplemented by a parking garage and permitted parking adjacent to the railroad. As Downers Grove continues to evolve, it is important that the Village continues to support parking surveys to assess demand and ensure adequate parking supply. Additionally, the incorporation of electric vehicle (EV) charging stations and micro-mobility (E-bike, E-Scooter) parking areas in existing Metra and Downtown lots should be prioritized to accommodate emerging transportation needs and promote sustainable mobility options.

## SAFETY

Downers Grove’s extensive roadway network plays a role in overall safety. Between 2017 and 2022, crash data from the Village, DuDOT, and IDOT recorded 6,161 incidents—98 percent involving vehicles, with cyclist and pedestrian crashes each accounting for roughly 1 percent. The majority of crashes occurred at intersections along high-traffic corridors such as Ogden Avenue, Butterfield Road, and Highland Avenue. Pedestrian-related crashes were most frequent along Butterfield Road, near Saratoga Avenue on Ogden Avenue, and near Grant Street and Prairie Avenue on Main Street. These patterns highlight the need for targeted safety enhancements at intersections and crossings—such as improved signage, signal timing, and curb ramp upgrades—as well as traffic calming solutions to reduce speeds and conflict points.

19

Signalized intersections are operated by Downers Grove

48

Signalized intersections are managed by DuDOT and IDOT











## INTERSECTIONS AND CROSSINGS

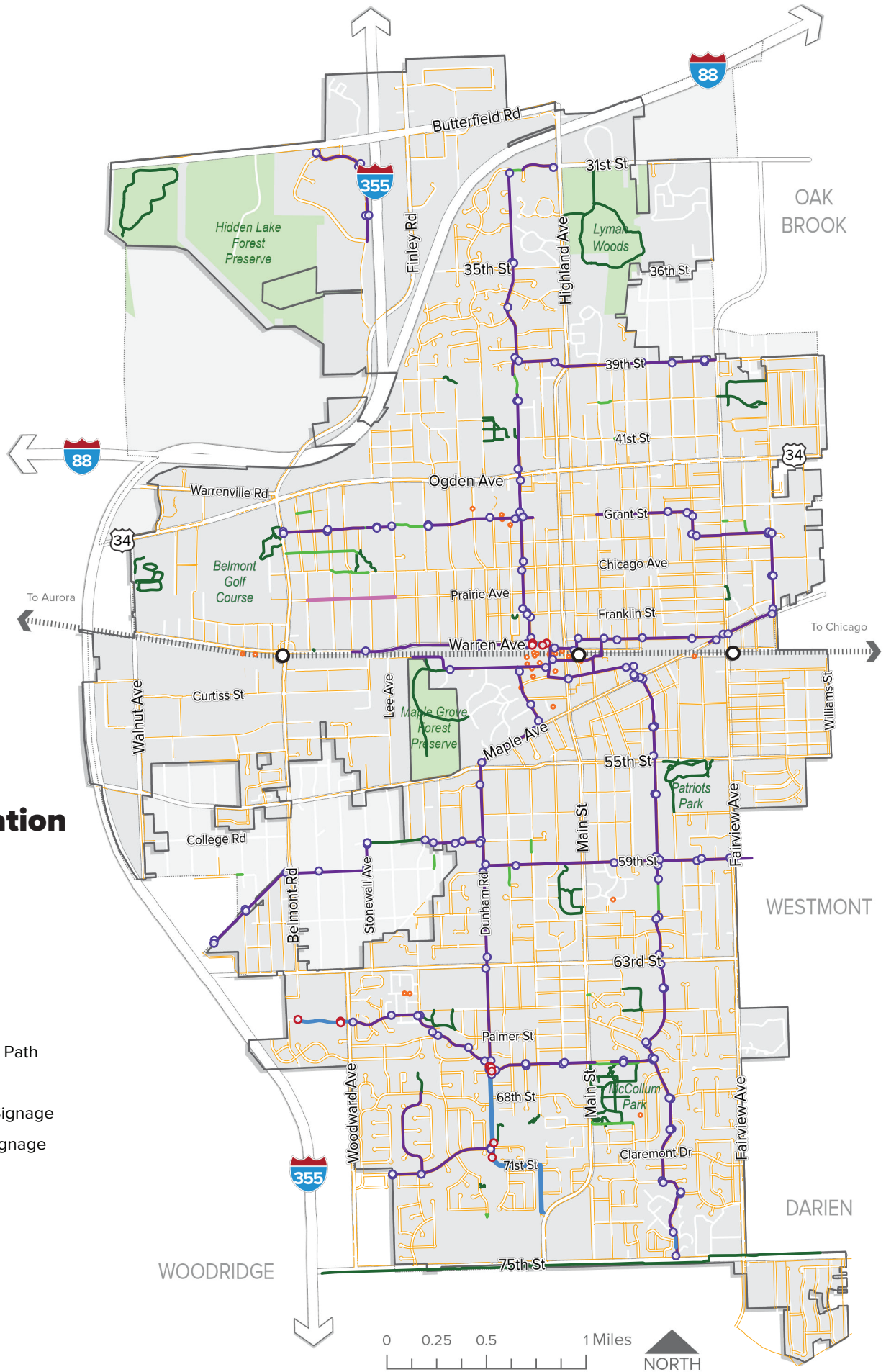
Downers Grove features a range of intersections, rail crossings, and overpasses that significantly impact travel and safety. The Village operates 19 signalized intersections, with DuDOT and IDOT managing another 48—most located at wide, multi-lane roads and equipped with pedestrian signals and marked crosswalks. However, major barriers like I-88, I-355, and the BNSF rail line restrict crossing opportunities, particularly to the north and west, and create bottlenecks at on/off-ramps where high traffic volumes and fast-moving vehicles limit safe pedestrian and cyclist access. With only six rail crossings—five at-grade—north-south travel is often congested, especially in the Downtown area. As Downers Grove continues to evolve, improving intersections and crossings through enhanced signalization, safer designs, and expanded access will be essential to supporting a safer and more connected transportation network.

## TRAFFIC CONGESTION

Traffic congestion in Downers Grove is concentrated along major east-west corridors like Ogden Avenue, Butterfield Road, 63rd Street, and 75th Street, where higher travel volumes and limited crossing opportunities create safety and mobility challenges—especially for those traveling north-south. Central areas like Main Street and Fairview Avenue also experience significant traffic, despite their narrow widths and proximity to historic homes and local businesses, making them especially sensitive to congestion and safety risks for pedestrians and cyclists. Additionally, many schools, parks, and public facilities are located along or near busy roads, increasing the potential for traffic conflicts during peak hours. The Village should consider targeted efforts to reduce congestion—particularly near key destinations and in areas with narrow rights-of-way— to improve overall safety and mobility.

# Existing Active Transportation Facilities

-  Metra Station
-  Bicycle Route
-  Bicycle Lane
-  Sharrow Route
-  Trail
-  Grid Connector Path
-  Sidewalks
-  Bicycle Route Signage
-  Bicycle Lane Signage
-  Bicycle Rack



## ACTIVE TRANSPORTATION

Downers Grove's current network of sidewalk, bicycle, and trail facilities offers intermittent connectivity across much of the Village, with sidewalks on both sides of most thoroughfares and bike routes linking various neighborhoods. However, these facilities do not provide seamless connections to regional parks and trails, such as the Illinois Prairie Path, The Morton Arboretum, and Hidden Lake Forest Preserve. Improving active transportation infrastructure to bridge these gaps would enhance connectivity, providing better access to key regional destinations and promoting safer, more efficient travel options for residents and visitors alike.

### SIDEWALK GAPS

The sidewalk network in Downers Grove covers most thoroughfares on at least one side of the street, but there are notable gaps, particularly along major corridors like Ogden Avenue and Maple Avenue. These gaps hinder continuous pedestrian access and reduce walkability in key areas. Local and regional destinations, including Belmont Prairie, Hidden Lake Forest Preserve, and numerous commercial businesses along Maple Avenue and Ogden Avenue, are also not fully connected by sidewalks. Expanding the sidewalk network in alignment with the *Guiding DG Active Transportation Plan* would address these gaps, enhance connectivity, and improve pedestrian access to important community destinations, ensuring a more walkable and accessible community.

## TRAILS

The existing off-street recreational trails in Downers Grove, though limited, offer valuable connections to various parts of the Village. A segment of the Southern DuPage County Regional Trail runs along Jefferson Avenue and 75th Street, providing a link to Woodridge. This portion of the trail functions as a shared-use path, running parallel to the thoroughfare, offering both recreational and commuting opportunities. However, the majority of trails in Downers Grove consist of short segments that primarily connect residential areas to parks or facilitate internal circulation within park boundaries. Expanding the trail network, as outlined in the *Guiding DG Active Transportation Plan*, would create a more cohesive and extensive system, enhancing connectivity between neighborhoods, parks, and regional destinations. By increasing the trail network's reach, Downers Grove can improve active transportation and recreational opportunities, providing safer, more convenient routes for pedestrians and cyclists.

## BICYCLE NETWORK

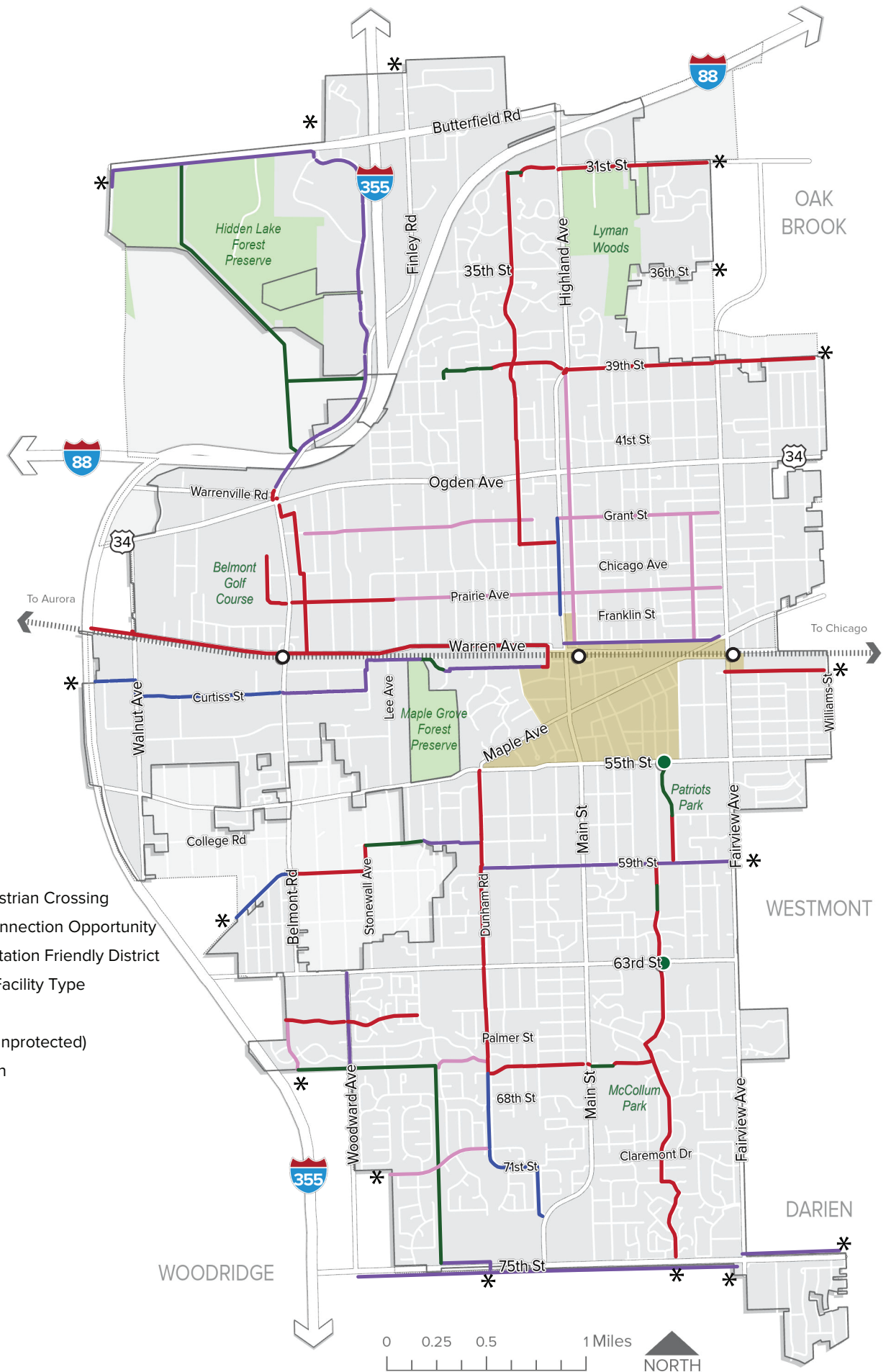
The current bicycle network is limited and loosely defined, consisting mainly of designated bicycle routes with a few dedicated on-street bicycle lanes. Downers Grove lacks protected bike lanes, such as those with bollards or curbs, and does not offer designated off-street shared-use paths. Bicycle routes primarily run along collector thoroughfares, avoiding busier arterial roads, creating a fragmented network that does not align with the main grid of sidewalks and roadways. Additionally, designated bike routes are marked only by signs, without any separation or protective measures, posing safety risks for cyclists. Expanding and enhancing the bicycle network in line with the *Guiding DG Active Transportation Plan* would improve connectivity, safety, and overall functionality, providing cyclists with more protected and continuous routes throughout Downers Grove.

## On-street Bicycle Network Definitions

- Conventional Bike Lane:** Exclusive space on the side of the road for bicyclists designated by pavement markings and signage.
- Buffered Bike Lane:** Exclusive space for bicyclists with additional buffer space between bicyclists and drivers typically designated by diagonal hatch or solid lines.
- Shared Lane Markings (Sharrows):** Pavement markings used to indicate a shared travel lane for bicycles and motor vehicles, alerting drivers to the presence of cyclists. Typically used where dedicated bike lanes are not feasible.

# Proposed Bicycle Facilities

- Metra Stations
- Enhanced Pedestrian Crossing
- \* Neighboring Connection Opportunity
- Active Transportation Friendly District
- Undetermined Facility Type
- Sharrow Route
- Bicycle Lanes (unprotected)
- Shared-Use Path
- Trail

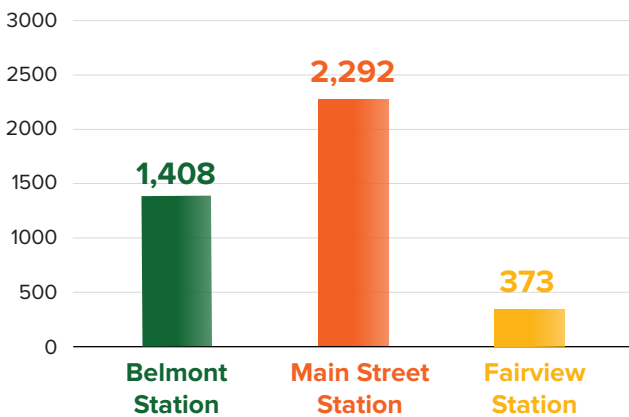


# PUBLIC TRANSPORTATION

Downers Grove is well-served by Metra and PACE, providing essential public transportation options that connect residents and visitors to the broader area and region. As the Village continues to grow, it is important to encourage the ongoing use of these services while enhancing access to transit opportunities. By improving accessibility, connectivity, and convenience, the Village can ensure residents have reliable, sustainable transportation choices. Strengthening Metra and PACE services will foster a more connected and mobile community, improving the overall quality of life and meeting the evolving transportation needs of the population.

## Daily Ridership Statistics

(2018)



Source: 2010 and 2022 ACS 5-Year Estimates

## METRA







Downers Grove is served by three Metra stations along the BNSF Line—Belmont Station, Main Street Station, and Fairview Station—which provide regional connectivity for residents and visitors. The BNSF Line is the busiest Metra line, offering links between Aurora and Chicago, with annual ridership steadily recovering from the impacts of the 2020 COVID-19 pandemic. Main Street Station is the most heavily used in Downers Grove, with 2,292 daily riders, followed by Belmont Station and Fairview Station, which sees significantly lower ridership, at 373 daily riders. Notably, around half of Main Street and Fairview Station users rely on micromobility devices to access the stations. As Downers Grove continues to develop, encouraging transit-oriented development around these stations will improve accessibility and maximize the use of existing transit infrastructure, helping to meet the needs of the community and support regional connectivity. Additionally, improvements such as benches, lighting, real-time signage, wayfinding, and maps can significantly enhance the overall commuter experience.

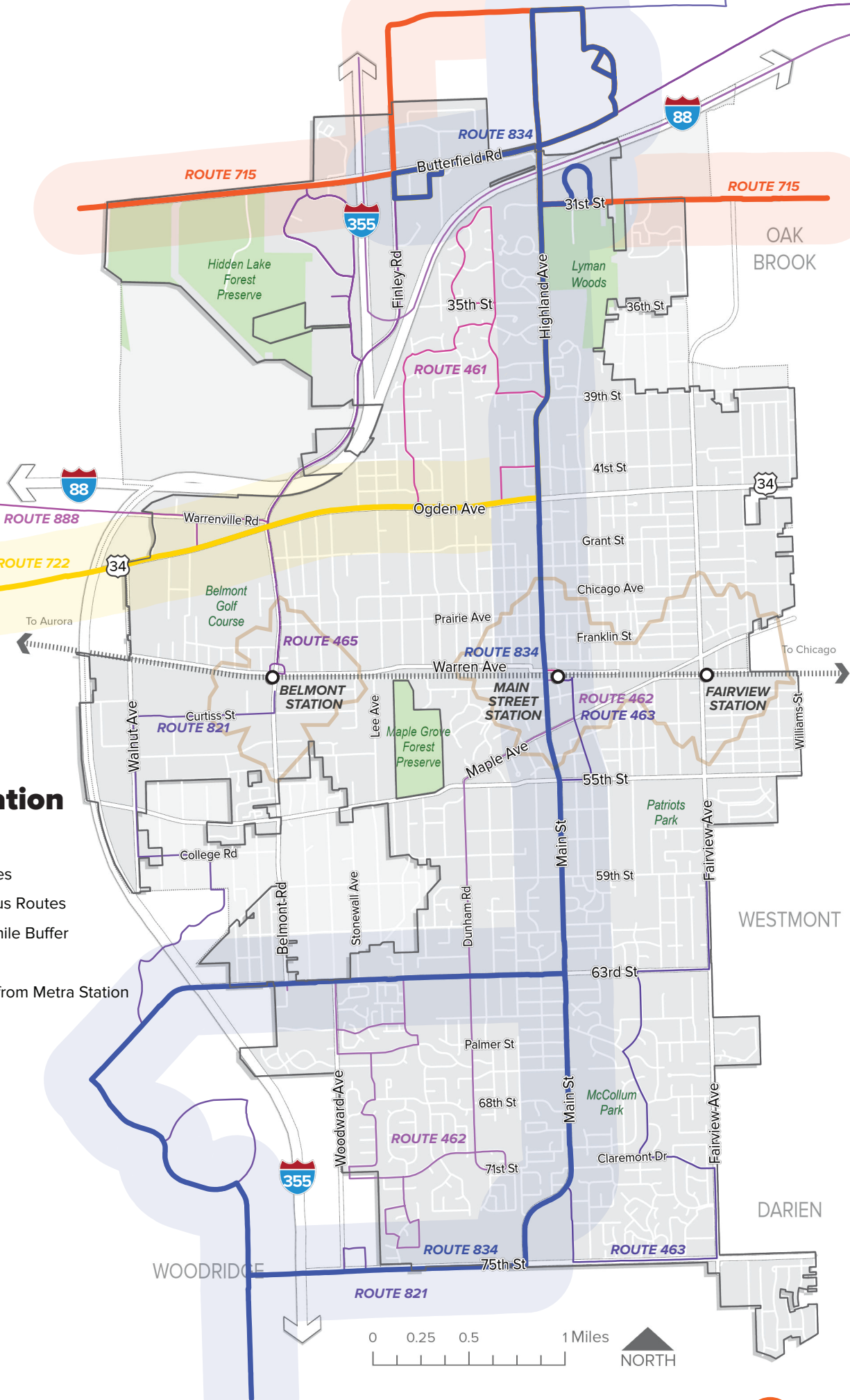
## PACE

Downers Grove is served by three Pace bus routes that primarily connect the northern parts of the Village to neighboring municipalities like Lisle, Lombard, and Westmont. Route 834, the only north-south route, travels along Main Street and serves Metra’s Main Street Station, while the other two routes run east to west along Ogden Avenue and Butterfield Road. To improve the accessibility and convenience of these bus routes, the Village should partner with PACE to install shelters at high-ridership bus stops. This would enhance the overall transit experience, particularly during inclement weather, and encourage greater use of the bus system, further supporting mobility options for residents.



# Public Transportation

-  Metra BNSF
-  PACE Bus Routes
-  Discontinued Bus Routes
-  PACE Quarter-mile Buffer
-  Metra Stations
-  10 minute walk from Metra Station



## RECOMMENDATIONS

The following recommendations are provided for each of the chapter sections.

### THOROUGHFARES

- Maintain and update the Village’s five-year thoroughfare reconstruction and resurfacing plans.
- Ensure projects are included in the Community Investment Program (CIP) with dedicated funding and incorporate improvements from the *Guiding DG Active Transportation Plan*—such as shared lane markings, signage, curb ramps, and intersection upgrades.
- Evaluate lane reductions where traffic volumes no longer justify the existing number of lanes.
- Collaborate with agencies like DuDOT, IDOT, the Illinois Tollway, and CMAP to plan and implement current and future road improvements.
- Implement safety measures to reduce crash risks and improve visibility where topography creates conflict points or blind spots.
- Work with DuDOT and other agencies as necessary to improve access management along major thoroughfares.
- Operate and maintain thoroughfares with all users in mind, including users of micromobility devices, public transportation vehicles, and pedestrians.

### PARKING

- Continue to conduct parking surveys for Metra parking lots, Downtown parking lots, the Downtown parking garage, and on-street parking to ensure future demand is met.
- Explore adding EV and micromobility parking/charging stations in Metra and Downtown parking lots.
- Explore partnerships with private businesses to install EV and micromobility stations in commercial areas and near interstates.

### SAFETY

- Install gateway monuments and wayfinding signage at key entry points, such as Ogden Avenue, Main Street, Maple Avenue, and 75th Street.
- Per the recommendations of the *Guiding DG Active Transportation Plan*, implement longitudinal bar as the uniform standard for crosswalk striping at all signalized intersections, trail crossings, school and park crossings.
- Ensure that crosswalk striping conventions include signage and other prominent vertical notification elements to ensure that crosswalks are readily visible to motorists.
- Enhance safety at rail crossings by reducing nearby curb cuts, adding pedestrian stop arms, and adjusting vehicle stop bars—building on improvements like those at the Washington Street BNSF crossing.
- Pursue Safe Routes to School (SRTS) funding to support safer, more connected pedestrian routes to schools.

### SUSTAINABILITY

- Implement the objectives identified within the *Guiding DG Environmental Sustainability Plan* regarding Mobility, Parkways, and Parking.
- Incorporate green infrastructure into stormwater and drainage projects along transportation corridors where space allows.
- Promote sustainable practices in parking areas, detention areas, and thoroughfare rights-of-way.
- Identify corridors and public rights-of-way with a low density of street trees and establish new trees in these areas.
- Ensure trees are protected or removed and replaced during sidewalk and street construction projects.

## ACTIVE TRANSPORTATION

- Implement proposed bike facilities from the *Guiding DG Active Transportation Plan* to improve connectivity, safety, and access for all users.
- Advance sidewalk improvements from the *Guiding DG Active Transportation Plan* to enhance connections between neighborhoods and key destinations, and upgrade crossings and curb ramps.
- Prioritize access to schools and parks when planning road reconstruction or resurfacing projects for vehicles, cyclists, and pedestrians.
- Ensure safe access for senior living and rehabilitation centers to nearby sidewalks, crossings, parks, schools, and neighborhoods.

## PUBLIC TRANSPORTATION

- Support TOD around existing Metra stations in alignment with the Future Land Use Plan to enhance accessibility and community connectivity.
- Collaborate with Metra to enhance the Metra stations with additional amenities, including benches, lighting, real-time signage, wayfinding, and updated maps for better navigation.
- Upgrade intersections near Metra stations to include high-visibility crosswalks, improved lighting, pedestrian push-button signals (where applicable), and updated curb ramps and pavement.
- Partner with PACE to install shelters at high-ridership bus stops, incorporating amenities like benches, trash cans, adequate lighting, and real-time route and schedule displays.



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# IMPLEMENTATION

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DRAFT

The Implementation Strategy will describe the specific actions required to carry out the new Comprehensive Plan, including recommendations regarding zoning updates and other regulations, priority improvement projects, potential funding sources, and implementation techniques, as well as general administration and follow-up to the Plan. Actions tied to the other related projects will be emphasized to ensure actions supporting these critical cross-cutting topics and plan documents are easily identified.



## USE OF THE PLAN

Effective implementation of the Plan will require cooperation of various stakeholders and organizations, including Village staff, elected and appointed officials, public agencies, the local business community, property owners, developers, and residents. Together, these groups will play a key role in realizing the Village’s vision for future.

To promote regular use of the Plan, the Village should:

- Post the Comprehensive Plan document on the Village website and make it available as a hardcopy at the Civic Center and the Public Library.
- Educate the community on how the Plan connects to development projects and other proposals occurring in the Village.
- Guide the Village Council, Village staff, the Planning and Zoning Commission, and other Village committees in the administration, interpretation, and continuous application of the Plan.
- Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- Maintain a list of possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Plan.
- Coordinate with and assist the Village Boards and Commission in the Plan amendment process, as necessary.

## REVIEWING AND UPDATING THE PLAN

The Comprehensive Plan is not a static document and is intended to evolve with shifts in trends, issues, and opportunities. Regularly reviewing and updating the Plan is important. For instance, if the community’s goal changes or new issues arise that are not covered by the current Plan, it should be updated to reflect these changes. While amendments to the Plan can be proposed at any time through a petition, the Village should conduct a systematic review of the Plan annually and consider updating it every five to seven years.

To align planning efforts with financial strategies, the annual review of the Plan’s actions should be coordinated with the Village’s budget and Community Investment Program (CIP) preparation. This integration allows for capital improvements and other programmatic changes to be incorporated into the fiscal commitments for the upcoming year. Regular reviews ensure the Plan stays relevant and responsive to the community’s needs and goals.

## REVIEW ZONING AND DEVELOPMENT CONTROLS

While the Comprehensive Plan provides a vision for the community, the Village's development regulations are one of the primary tools that can be used to implement the Plan recommendations. Following adoption of the Comprehensive Plan, the Village should consider updating the current zoning ordinance and related ordinances to ensure that regulations reflect Village policy and the community's desires. Amendments to development regulations and design standards should consider complementary programs and incentives that can be used to achieve the community's vision for economic development, neighborhood character, connectivity, and other aspects of the Plan.

## DEVELOPMENT DECISION-MAKING

Village officials should encourage carefully planned growth by utilizing the future land use plan and associated policies as part of the community's land use decision-making process. This should include requests to Village Council and the Village's boards and commissions. As part of the Comprehensive Plan implementation, Village staff will regularly monitor the use of the Plan and identify opportunities to implement the Plan in regular decision-making processes for the Village.

## PARTNERS

Given Downers Grove's position within the region, it is essential that the Village develop and maintain partnerships with various groups and organizations. Facilitating regular communication and cooperation with partners will support the implementation of the recommendations and identify opportunities to work collaboratively toward mutual interests. Further, it will facilitate a greater regional perspective on how issues are addressed in the area.

Partner list:

- Village Boards and Commission
- Chamber630
- Downers Grove Economic Development Corporation (DGEDC)
- School District 58
- Community High School District 99
- Downers Grove Park District
- Downers Grove Sanitary District
- Downers Grove Public Library
- Illinois Small Business Development Center (SBDC)
- Federal Highways Administration (FHWA)
- Developers
- Property Owners
- DuPage County
- DuPage Water Commission
- Chicago Metropolitan Agency of Planning
- Metra
- Illinois Office of Tourism
- Illinois Department of Transportation (IDOT)
- Illinois Department of Commerce and Economic Opportunity

## POTENTIAL FUNDING SOURCE

The following section outlines potential funding sources that the Village can pursue to support the implementation of the Comprehensive Plan. It's important to recognize that funding opportunities are subject to change over time. Therefore, the Village should consistently research and monitor various grants, funding agencies, and programs to stay updated on application deadlines, funding specifications, and new opportunities. These funding programs are categorized below:

- General Economic Development
- Transportation and Infrastructure
- Community Facilities and Infrastructure
- Parks, Trails, and Open Spaces

## GENERAL ECONOMIC DEVELOPMENT

### Tax Increment Financing

One of the primary purposes of Tax Increment Finance (TIF) funding is to incentivize and attract desired development within key commercial areas. TIF utilizes future increases in property tax revenues generated within a designated area or district to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the TIF fund captures incremental growth in property tax over the base year that the TIF was established and reinvests those funds within the district. The maximum life of a TIF district in the State of Illinois is 23 years, although the State Legislature can authorize up to a 12-year extension.

TIF dollars can be used for projects like infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development. Land assemblage is a strategy employed in land acquisition where two or more adjacent parcels are acquired and consolidated into single parcel.

### **Business Assistance Program**

A business assistance grant program can help attract specific retail businesses and support existing ones within a designated area. These grants are usually provided as matching funds, covering a set percentage of eligible expenditures. The expenditures are typically limited to build-out costs, signage, moving expenses, and physical improvements to the property necessary to accommodate a new business or the expansion of an existing business. The size of the grant available can also be tied to the potential impact the proposed project could have on the area. For example, the grant could vary based on the anticipated sales tax to be generated by the project.

### **Special Service Area**

Special Service Areas (SSAs) can be used to fund improvements and programs within a designated boundary. They function by adding a tax to properties within the designated area, with the collected revenue reinvested into projects that benefit those properties. However, an SSA can be rejected if 51% of property owners and electors in the area oppose it. SSA funds may be used for streetscape enhancements, additional trash collection, district marketing, and special events.

### **SPARK Program by Downers Grove Economic Development Corporation (DGEDC)**

SPARK is a Community Navigator Program designed to support the retention and growth of small businesses in our community. Sponsored by the State of Illinois, the program targets underserved minority, rural, veteran, and women-owned businesses, helping them access local, state, and federal resources. SPARK aims to ignite business activity through events, technical assistance, and media outreach, fostering collaboration, informing the business community about available economic support, and sharing success stories to inspire growth and innovation.

### **Business Development Districts**

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional one percent retailer's occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation allows municipalities to use tax revenue growth from BDD properties to fund district improvements. These funds can support infrastructure upgrades, public improvements, site acquisition, and land assemblage, making them useful for identified subareas or emerging business and industrial parks. However, since a BDD generates less revenue than a TIF district, it is best suited for funding small-scale improvements and property maintenance programs.

### **Tax Abatement**

Property tax abatements serve as an incentive to attract businesses and stimulate the local economy while addressing various community issues. In Illinois, municipalities and other taxing districts can abate any portion of the taxes they levy on a property. The abatement period cannot exceed 10 years, and the total combined abated taxes across all taxing districts must not surpass \$4 million during that time. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value. In some circumstances, municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

### **Sales tax rebates**

Municipalities in Illinois offer sales tax rebate programs as economic incentives to attract and retain businesses. These programs typically involve the community sharing or rebating a percentage of the sales tax revenue generated by the business. The Village uses sales tax rebate incentives to attract and retain its auto-dealership cluster along Ogden Avenue, with each agreement reviewed by the DGEDC and approved by the Village Council.

### **Payment in Lieu of Taxes (PILOT)**

Payment in Lieu of Taxes (PILOT) functions similarly to tax abatements, allowing the Village to reduce a business's property tax burden for a set period. Under this arrangement, the Village and property owners agree on an annual fixed payment in place of property taxes, which may also be calculated as a percentage of the property's income. PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity located on a key site. While such uses can be desirable as activity generators, they do not contribute financially to the general maintenance and upkeep of municipal infrastructure and services in the same way that taxed properties do. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

### **Incubators**

Business incubators provide low-cost space and specialized support to small and startup companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities like municipalities or economic development agencies, incubators subsidize rents and services using grants. Beyond job creation and economic activity, their primary goal is to foster the growth and expansion of startups within the community.

### **On-Site and Façade Improvement Programs**

An On-Site Improvement Program assists property owners with upgrading their existing parking lots and installing on-site landscaping. The program would apply to improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

A Façade Improvement Program encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, contribute significantly to first impressions of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate.

### **Enterprise Zones**

The Illinois Enterprise Zone Program is designed to stimulate economic growth and revitalization through state and local tax incentives, regulatory relief, and improved governmental services. The Zone became effective January 1, 2015, and is focused on industrial and commercial development. It has become a catalyst to economic vitality through occupancy of vacant facilities, growth of existing industries, employment of residents, and overall economic growth.

## TRANSPORTATION

### The Illinois Motor Fuel Tax (MFT) Fund

The Village receives revenue from the Illinois Motor Fuel Tax (MFT) Fund that can be applied to fund critical transportation infrastructure road projects. According to the Illinois Department of Transportation (IDOT), these funds come from a tax on operating motor vehicles on public highways and recreational watercraft on Illinois waters, based on fuel consumption. Each month, a warrant is issued to the municipal treasurer for the Village's share of the MFT funds collected in the previous month. Monthly distribution details are available on IDOT's website.

### Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Administered by the Federal Highway Administration (FHWA), HSIP funding requires states to develop, implement, and update a State Highway Safety Program (SHSP), create a project or strategy plan to address safety concerns, and regularly evaluate the SHSP. Eligible local projects include pedestrian hybrid beacons and roadway enhancements that separate pedestrians from vehicles, such as medians and pedestrian crossing islands.

### Illinois Transportation Enhancement Program (ITEP)

With federal reimbursement, IDOT administers Illinois Transportation Enhancement Program (ITEP) funds. ITEP funds have historically been available for up to 50 percent of the costs of right-of-way and easement acquisition, and up to 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. ITEP eligible projects include:

- Pedestrian/bicycle facility projects that create an alternative transportation option for access to workplaces, businesses, schools, shopping centers, and communities. Pedestrian/bicycle facility projects can be new construction or improvements to existing facilities.
- Landscape/streetscape projects.
- Scenic beautification projects.

- Conversion of abandoned railroad corridors to trails.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management in transportation rights-of-way.
- Archaeological activities relating to impacts from implementation of a transportation project.
- Stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff.
- Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
- Construction of turnouts, overlooks, and viewing areas.

### Surface Transportation Block Grant Program (STBGP)

Surface Transportation Block Grant Program (STBGP) funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Urban STBGP is awarded by the region's Metropolitan Planning Organization (MPO) and requires a 20 percent match, covered by the state and/or local funding. Generally, these funds cannot be used for local roads or rural minor collector projects, except for bridge and tunnel projects, safety improvements, fringe and corridor parking, recreational trails, pedestrian and bicycle projects, Safe Routes to School initiatives, boulevard and roadway projects within divided highway rights-of-way, and the inspection or evaluation of highway assets.

### Surface Transportation Program (STP)

Surface Transportation Program (STP) supports highways and bridges, transit capital improvements and projects, as well as bike and pedestrian projects. Municipalities, transit agencies, and other public sponsors may request federal funds for major roadway reconstructions, bridge replacements, Complete Streets, freight or transit improvements, and grade separations. Projects are scored on transportation impact, planning factors, regional benefit, safety, asset condition, inclusive growth, and readiness.

## ComEd EV Rebates

In February 2025, ComEd announced a \$100 million rebate program to help more customers take steps toward electric vehicles (EVs) in 2025. To reduce cost barriers to EVs, the rebate covers three programs: residential EV charger and installation costs, all-electric fleet vehicles and business and public sector make ready charging infrastructure. Specifically, the program offers \$53 million in rebates for business and public EV fleet purchases, \$38 million for non-residential charging station upgrades, and nearly \$9 million to help residential customers install at-home chargers with rebates up to \$3,750 per charger. This program aims to boost electric vehicle adoption and expand charging infrastructure across northern Illinois by offering rebates to offset installation costs, encouraging both residential and commercial customers to switch to cleaner transportation while supporting broader sustainability goals.

## COMMUNITY FACILITIES AND INFRASTRUCTURE

### Illinois Environmental Protection Agency (IEPA) Grants

The Illinois Environmental Protection Agency (IEPA) offers financial support for projects to safeguard land, air, and water. This includes funding to enhance drinking water safety and improve water quality across the state's water bodies.

### Energy Efficiency and Conservation Block Grant (EECBG)

**Program:** This program supports long-term sustainability efforts for Illinois municipalities and counties by funding energy planning and efforts to reduce energy use. The second round of funding offers grants between \$25,000 and \$150,000, with no matching funds required. The US Department of Energy (DOE) has allocated Downers Grove a sum of \$117,090.

**Energy Efficiency Assessment Program:** This program provides grants ranging from \$5,000 to \$25,000 to public housing authorities, local governments, or nonprofits to conduct energy efficiency assessments for eligible properties, such as single-family homes in environmental justice areas. Applications are open until the funds are exhausted.

**Energy Efficiency Trust Fund Grant Program:** Designed to fund energy efficiency improvements, this grant targets properties in environmental justice areas. Eligible projects range from \$25,000 to \$500,000, and a match is required. Grants are awarded on a first-come, first-served basis, and properties must have undergone an energy audit within the past five years.

### Public Water Supply Energy Efficiency Grant Program:

This program offers grants between \$20,000 and \$500,000 to upgrade energy efficiency at public water supply facilities. Projects must be based on an energy assessment conducted in the last five years, with a required match from the applicant.

### **Green Infrastructure Grant Opportunities (GIGO) Program**

The Green Infrastructure Grant Opportunities (GIGO) program provides funding for green infrastructure projects and best management practices to address water quality issues by reducing stormwater runoff. The state-financed program offers \$75,000 to \$2.5 million grants. The program matches 75 percent of costs, with 25 percent to be provided by the applicant.

### **Arts DuPage Grant Program**

The 2025 Arts DuPage Grant Program, funded by the DuPage Foundation, offers grants ranging from \$25,000 to \$2.5 million for arts and cultural enhancement projects within local governments. This state-financed initiative focuses on broadening access to arts and enhancing cultural experiences across DuPage County. It supports construction projects and land acquisitions that promote recreational and cultural community benefits. The program aims to encourage diverse and widespread participation in the arts through innovative outreach. Grant applications open in May and end in September.

### **Commercial Property Assessed Clean Energy (C-PACE)**

C-PACE is an innovative financing tool that lets commercial property owners obtain 100 % long-term fixed rate financing for energy-efficiency, renewable-energy, water-conservation and electric vehicle charging building improvements. Eligible borrowers include owners of commercial, industrial, nonprofit and multifamily (5+ units) properties; single-family homes do not qualify. Typical projects range from HVAC, lighting and building-envelope retrofits to rooftop solar, EV-charging infrastructure and efficient new-build designs, allowing owners to start cash-flow-positive savings immediately because no upfront equity is required. C-PACE programs accept applications year-round.

### **The Grove Foundation Grant Program**

The Grove Foundation provides annual grants to support educational, recreational, and social programs benefiting Downers Grove residents. Since 1991, the foundation has distributed over \$300,000 to local organizations. These grants typically range from \$1,000 to \$10,000 and are awarded to nonprofits that enhance community's quality of life. Recent recipients include programs like Helping Children Grow, SEASPAR activities, and Blessings in a Backpack.

## **PARKS AND RECREATION**

### **Park and Recreational Facilities Construction (PARC) Program**

The Park and Recreational Facilities Construction (PARC) program is a state-financed program with grant funds offered to eligible local governments for park and recreation unit construction projects and land acquisition. Funded project amounts range from \$25,000 to \$2.5 million.

### **Illinois Department of Natural Resources (IDNR)**

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

### ***Open Space Land Acquisition and Development (OSLAD) Program***

The Open Space Land Acquisition and Development (OSLAD) program awards up to 50 percent of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development or renovation of recreational facilities. Eligible projects include playgrounds, outdoor nature areas, campgrounds, fishing piers, park roads and paths, and beaches. In 2024, the Downers Grove Park District received \$600,000 in OSLAD funding from the Illinois Department of Natural Resources for the McCollum Park Playground Improvement Project.

### **Illinois Trails Grant Programs**

The Illinois Trails Grant Programs provide five financial assistance grants for acquiring, developing, and occasionally maintaining trails for public recreation. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle Program, and the Federal Recreational Trails Program.

IDNR administers these reimbursable grants under a 50 percent state, 50 percent local cost share. There is a \$200,000 maximum per project with \$1 million in grant funds available each year. Only off-road paths and trails with a hard paved or aggregate surface qualify. Funding may also be used for land acquisition to secure a linear corridor or right-of-way for bicycle path development.

### **Land and Water Conservation Fund (LWCF)**

The Illinois Land and Water Conservation Fund (LWCF) program, similar to the Open Space Land Acquisition and Development (OSLAD) program, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match.

## **ACTION MATRIX**

The Implementation Action Matrix organizes all recommended strategies, policies, and actions within the *Guiding DG Comprehensive Plan*. This matrix is developed to assist the Village in prioritizing and scheduling implementation projects throughout the plan's life. In addition, the matrix allows the Village to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. Although not every action item specifies collaboration partners, the Village may work with various agencies, not-for-profit organizations, and private entities to achieve the plan's objectives. The matrix details each action or project, including priority levels and timeframe.

**Action Matrix Forthcoming**