VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION

VILLAGE OF DOWNERS GROVE CIVIC CENTER
850 CURTISS AVENUE

February 2, 2026

7:00 p.m.

AGENDA

1. **Call to Order**

    a. Pledge of Allegiance

2. **Roll Call**

3. **Approval of Minutes**

    a. January 5, 2025

4. **Public Hearings**

    a. 25-PZC-0040: The petitioner is seeking an Amendment to Planned Development #31 to allow for an amendment to the approved allowed uses list in PUD #31. The property is generally located west of Lacey Road starting approximately 1,100 feet north of the intersection of Lacey Road and Finley Road and extending north to Butterfield Road and West of Woodcreek Drive, commonly known as the Esplanade at Locust Point, Downers Grove, IL (PINs: 05-25-413-009, 05-25-415-009, 05-25-415-010, 05-36-200-009, -011, 05-36-202-008, -015, -016, -017, 05-36-400-017, 06-30-301-007, 06-30-304-002, -003, 06-30-305-003, 06-31-100-019, -020, -021, -022, -023, -025, -027, -028, -029, 06-31-103-001, -002, -005, -006, -007) Petitioner, Hamilton Partners; Owners, Hamilton Partners and Various Owners.

    b. 25-PZC-0022: The petitioner is seeking approval of a Planned Unit Development, a Map Amendment from Downtown Core (DC) to Downtown Core/Planned Development (DC/PD) and a Special use to construct a mixed-use 6-unit apartment building. The property is zoned Downtown Core (DC). The property is located on the on the west side of Forest Avenue between Gilbert Avenue and Curtiss Street, commonly known as 5112-5120 Forest Avenue (PINs: 09-08-301-008, -009, -030, and -031). The request also involves the consideration of a Lot Reconfiguration with a Variance and a map amendment of the eastern portion of the lot from Downtown Transition (DT) to Downtown Core/Planned Development (DC/PD). The property is zoned Downtown Transition (DT). The property is located on the north side of Curtiss Avenue, west of Forest Avenue, commonly known as 1108-1118 Curtiss Street (PIN: 09-08-301-014 and -015) Brownstown Homes, Petitioner and Owners, Brownstone Homes, LTD and 1024 Division Commons, LLC.

5. Other Items

a. Introduction to the updates to the Village of Downers Grove Zoning Ordinance as outlined in the Comprehensive Plan and Guiding DG Plans.

6. Public Comment

7. Adjournment

THIS TENTATIVE REGULAR AGENDA MAY BE SUBJECT TO CHANGE

VILLAGE OF DOWNERS GROVE
PLANNING AND ZONING COMMISSION

January 5, 2026, 7:00 p.m.

Chairman Rickard called the January 5, 2026 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 Frankovic, Patel, Lincoln, Reyes, Wolf

STAFF: Planning Manager Jason Zawila; Flora Leon, Senior Planner; Carter Moran, Staff Planner

OTHERS PRESENT: Kile Kapral, Betsy Dunn, Matthew Cash, Joshua Weikersheimer, John Mlade, Jeff DeCieco, Tom Marszewski, Jeanne Marszewski, Laura Pacino, Brendan May, Scott Richards

APPROVAL OF MINUTES – NOVEMBER 17, 2025

Ms. Frankovic requested a change to Page 11, paragraph 1, to change the word downsizing to upsizing.

MOTION TO APPROVE THE MINUTES BY COMMISSIONER FRANKOVIC, SECONDED BY COMMISSIONER PATEL. COMMISSIONER LINCOLN ABSTAINED.

MOTION APPROVED. VOTE 5-0, WITH 1 ABSTENTION.

PUBLIC HEARINGS

25-PZC-0039: THE PETITIONER IS REQUESTING THE CONSIDERATION OF A PETITION SEEKING A REZONING FROM R-2, RESIDENTIAL DETACHED HOUSE 2, TO R-4, RESIDENTIAL DETACHED HOUSE 4. THE PROPERTY IS NORTHEAST OF THE INTERSECTION OF GRAND AVENUE AND HILL STREET, COMMONLY KNOWN AS 424 HILL STREET, DOWNERS GROVE, IL (PIN: 09-08-411-046). KILE KAPRAL, PETITIONER AND OWNER, KAMU 25, LLC

Kile Kapral, owner and builder of 424 Hill Street, stated they are trying to rezone the back half of the property. He shared a digital presentation. There are two lots, lot 37 in front and lot 38 in back. The front half of the property is R-4 and the back is R-2. They want to rezone it to be the same.

Chairman Rickard asked for questions for the petitioner.

Commissioner Lincoln inquired why the request was necessary. Mr. Kapral responded that when they bought the property it was zoned differently. They are trying to build a house on it, and they need to do a

plat of consolidation, and the only way that can be done is to have the lot rezoned to the same zoning for both lots.

A Commissioner asked if there was ever individual access to the second lot. Mr. Kapral responded not to his knowledge.

Chairman Rickard asked for public comment.

Betsy Dunn lives adjacent to the plot owned by Mr. Kapral. Ms. Dunn's lot is R-4 and is a narrow, deep lot. She stated Mr. Kapral's lot is 100 feet wide but is not as deep as hers. Her understanding is an R-4 lot is intended for narrow lots where longer, deeper homes need to be built, allowing more frontage. In this case, it is a wide lot with space to build out and not forward. The houses on Hill Street sit back about 40 feet from the front lot line. Ms. Dunn's porch extends 10 feet out, making her front lot line 30 foot. Ms. Dunn stated she does not care if it is R-4 or R-2. Her main concern is she does not want the house to be put at 25 feet from the street because that would put it in front of every other house on the street and they would be looking at a wall of house. She is really only concerned about the front setback. She asked why not make it an R-2 when it fits in better with the R-2 requirements.

Matthew Cash stated he does not necessarily oppose it but asked whether Mr. Kapral is looking to rezone it to move it forward or will the setback remain the same. As long as it does not put any more water in his backyard, he does not oppose it. He finds Ms. Dunn's argument much more persuasive. Chairman Rickard clarified this is strictly for the rezoning and there is no relief being sought for setbacks and that type of thing. The rezoning would adopt the zoning setbacks and bulk regulations for that zoning district. Mr. Cash stated the only difference between R-2 and R-4 is the setback. Chairman Rickard stated he did not look at every requirement, but it will take on all the bulk regulations and setback requirements of the new district. Anything regarding stormwater and building placement is another process.

Joshua Weikersheimer stated he is at the bottom of two hills and is most interested about anything that might change water. He is concerned about spacing on the lot. He also stated he wants to make sure that they are keeping something of the feel of the neighborhood in mind when making decisions.

John Mlade asked if there is a difference in density and accessory dwellings between R-2 and R-4. Mr. Mlade stated he does not support multi-family housing at that location. Chairman Rickard stated that the zoning district will dictate that it is single family only. Accessory dwelling units and other issues will be addressed in the staff report.

Jeff DeCieco, neighbor to Ms. Dunn, showed a picture of the neighborhood and stated that all the houses basically line up in the front. He is concerned that, if changed to R-4, the home could be moved forward and the houses would be out of line. Hill Street only has a sidewalk, no grass. Chairman Rickard stated that they will get more into that in the staff report.

Tom Marszewski stated he agrees with Ms. Dunn, that the property be converted to R-2. Mr. Marszewski further stated that it is a difference between 25 feet and 35 feet to the street and the home has been there for probably 80 years and always been 40 feet away from the street. Mr. Marszewski stated that the 100-foot lot offers ample opportunity to build a home that would fit the integrity of the neighborhood that would be a 35-foot setback from the street. Mr. Marszewski stated he believes having a massive home that close to the street is a danger to the community and ruins the integrity of the community. Mr. Marszewski mentioned the school down the street. Mr. Marszewski believes Ms. Dunn attempted to email Mr. Kapral asking what his intentions were on the setback.

Chairman Rickard asked for the staff report.

Flore Leon, Senior Planner, stated the request is for a rezoning at 424 Hill Street. The location map was reviewed. A photo of the existing home and the posted public hearing sign was shown. Notices were mailed out and published in the newspaper. One general question was received, followed by two calls. An overlay of the plat of survey over the aerial was shown. The property is composed of two lots of record. Lot 38 is in the back and zoned R-2. Lot 37 is in the front and zoned R-4. During their research, staff found this kind of configuration has been present since 1965. They could not find a formal recorded subdivision. They believe that the rear lot was deeded over from 5229 Grand Avenue over to 424 Hill Street at some point in time.

Ms. Leon stated that when looking at the zoning map and the properties adjacent to 424 Hill Street, across the street just south of Hill Street is zoned R-4, and adjacent parcels north of Hill Street are zoned R-4. To rezone the entire property to R-4 would be more aligned and would not create spot zoning. Bulk regulations would be reviewed during the building permit for the new house construction, along with stormwater best management practices. The key difference is the front setback for R-4 is 25 feet, whereas R-2 is 35 feet. Accessory dwelling units are not permitted in R-4 or R-2. Regarding density between R-2 and R-4, building coverage is looked at and no more than 32% of a lot can be covered by structures, which is anything over 18 inches in height.

Ms. Leon then stated regarding Comprehensive Plan compliance, the land use and development section indicates they should have single-family detached residential areas with only one structure per lot. Consolidating these lots and having one structure would meet that requirement. The housing and neighborhood section states that residential new construction should be encouraged while ensuring that the new construction aligns with the scale, setbacks, height, bulk and orientation of the surrounding homes. Regarding criteria for zoning map amendment, staff finds all of the standards of approval have been met. Staff recommends approval of 25-PZC-0039.

Commissioner Lincoln asked if the 32% structure coverage of the lot is the same for R-2 and R-4. Ms. Leon confirmed it is the same.

Commissioner Lincoln asked what the current setback of the home is. Jason Zawila, Planning Manager, stated that 39 feet was provided.

Commissioner Lincoln stated the setback is currently 35 feet and it could then become 25 feet. Ms. Leon stated that is the interesting piece, because the front lot is zoned R-4 and the current setback is 25 feet, and if the rear lot were to be rezoned then both lots would be R-4, so the front setback is not changing. The existing home is currently setback 39 feet. Both sides of Hill Street, north and south, are all zoned the same. Some of the homes might not be built to that setback line but those are choices people made when those homes were built. If the house were wrecked and prepped for new construction, as long as it was placed within the setbacks of the zoning district, it would be reviewed through the building permit process.

Commissioner Reyes asked how R-2 versus R-4 is chosen. Ms. Leon responded that with any new subdivisions, they look to see what the adjacent neighborhood is zoned. Commissioner stated that the adjacent lots that are zoned R-4 are skinny and long and this lot is going to be different and asked if it is still correct to be R-4. Staff responded that they have not had any new subdivisions in quite some time with the exception of one approved last year. Generally what they see is a lot of in-build developments, lot consolidations, which they usually do not see here unless there is a variance associated with it. There is

nothing to stop a property owner from combining two lots, building a home, and then going through the lot consolidation process. R-4 is present on the south, west and east of this property.

Chairman asked for last comments from the petitioner.

Mr. Kapral stated that this has been through the permit process, and even if zoned R-4 they will still follow that 35-foot setback. Their biggest goal is to preserve as many trees as they can and that is why they went further back. They did not want to go further forward. Regarding water mitigation, they will follow all codes with that and go through the proper channels.

Chairman asked the Commissioners for discussion or comments.

Commissioner Lincoln stated he is generally in support. He does not see any concerns and stated that it makes logical sense to match the neighbors and not have a spot zone, and he feels most of the concerns of the neighbors were addressed.

Commissioner Patel stated she agrees with Commissioner Lincoln and that the builder/owner is doing his due diligence for the neighborhood in trying to keep the same feel and same structure. She appreciates his efforts to keep the existing trees. Consolidating the lots makes sense and makes a more concise neighborhood plan. She supports it.

Chairman Rickard agrees this is pretty straightforward and cleans up an anomaly that was out there. Chairman Rickard appreciates the petitioner's willingness to set the house back, but the setback requirements do not change for the house. If any future owner decides to build, they could go to 25 feet. The fact that the applicant stated that does not really change their request in the changing of the zoning.

BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT AND THE TESTIMONY PRESENTED, IT IS FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL FOR REZONING AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IT IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER PATEL MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF 25-PZC-0039, SUBJECT TO THE TWO CONDITIONS AS ARTICULATED ON PAGE 3 OF THE STAFF REPORT.

SECOND BY COMMISSIONER LINCOLN

ROLL CALL:

AYE: PATEL, LINCOLN, FRANKOVIC, MARTINEZ, WOLF, CHAIRMAN RICKARD

MOTION APPROVED. VOTE 6-0

<u>25-PZC-0034</u>: A PETITION SEEKING A MAP AMENDMENT FROM B-3, GENERAL SERVICES AND HIGHWAY BUSINESS, TO B-3/PUD, GENERAL SERVICES AND HIGHWAY BUSINESS/PLANNED UNIT DEVELOPMENT, A PLANNED UNIT DEVELOPMENT AND A SPECIAL USE FOR A DRIVE-THROUGH. THE PROPERTY IS LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF BUTTERFIELD ROAD AND DOWNERS DRIVE, COMMONLY KNOWN AS 1434 BUTTERFIELD ROAD (PINS 06-304-04-010 AND 06-304-04-011). PETITIONER, SARAH WILKERSON; OWNER, ALPINE INCOME PROPERTY OP.

Laura Pacino spoke on behalf of the petitioner. She works for Who Brew, LLC, the franchisee of 7 Brew. 7 Brew is a double drive-through concept only with no inside or outside dining. Employees walk through the drive-through with iPads. They do not have traditional menu boards. Drinks are not handed out windows. They have sliding glass doors and somebody comes out to the vehicle. Their emphasis is on speed of service and fun, energetic, with music playing. Core demographic is 15 to 25-year-olds. They do not have a line at 7:00 a.m. but may have a line throughout the day during lunchtime, after high school and college and in the evening. Hours of operation are 5:30 to 10:00 Sunday through Thursday and open until 11:00 on Friday and Saturday. A sample menu was shown. They have one food item, a prepackaged muffin top. An aerial photo was shown of the lot and current conditions, along with a site plan. They worked with staff to have the trash enclosure connected to the building to not interfere with additional parking. They also worked with staff to add additional landscape islands on impervious parking lot. The double drive-through lanes can queue 39 cars currently. With the additional stacking plan, they can stack 57 cars. A parking site plan was shown. There are currently 379 parking spots, and it will go down to 320.

Brendan May, with KLOA. He is a professional licensed engineer in the State of Illinois and has a professional traffic operations engineering certification. He stated he has been working with 7 Brew to identify their trip generation and queuing characteristics. The Chicagoland market is more unique than what they are seeing nationwide. There are now seven stands open in the area. The traffic study found that the volume of traffic estimated to be generated by the 7 Brew would have a limited impact on the existing access serving the shopping center. It is anticipated that with the opening of this location, as well as other locations, that the trip generation surveys as conducted would decrease in time, but they are utilized as-is to provide a worst-case scenario. Based on a review of the queuing surveys conducted at the Naperville and Lake Zurich locations, they also looked at sales and ZIP code data compared to other national average locations. They think that a peak queue that a new Chicagoland location could expect is 34 vehicles and the 39-vehicle stacking as proposed would be adequate in accommodating the peak stacking for this site. The 320 parking spaces that serve Best Buy and Golf Galaxy will be adequate in accommodating their parking demand.

Ms. Pacino stated they have a market of four areas, Chicago, Northwest Indiana, Nashville and Pittsburgh with 26 stands open, 12 being in Chicago and Northwest Indiana. The open and under construction locations were named. There are 13 under permit review and 9 under entitlement. Naperville was the first stand they opened. They originally were talking about half-acre sites, 15 to 20 queue spaces, and quickly found out that that does not work in the Chicagoland market. Chicagoland market is the number one market across every market, and Naperville is the number one stand out of 604. They are looking at acre-plus sites and high 30s, low 40s queue counts. Signage and color boards were reviewed. The findings of facts for the PUD, the special use and the map amendment were included.

Chairman Rickard stated that their building pad sits down from the road elevation and asked if they intend to incorporate that height difference and screening of that equipment. Ms. Pacino stated, if it needs to be, yes.

Chairman Rickard asked for any questions for the petitioner.

Commissioner Lincoln asked what happens if a customer is done but the customer in front of them is not done. Ms. Pacino responded that with the drive-through doors they can shuffle around traffic, move somebody up to a waiting area to keep the flow of cars going. The employees go around with iPads, and it is typically a 4 to 5-minute wait time and there is usually not a stagnant of cars waiting to get their drinks.

Commissioner Lincoln further asked what can fit now at Naperville. Mr. May responded 26 before it extends onto the street. One of the limitations of the Naperville site is the orders can only be taken so far in the queue, and at this site the orders can be taken as far as the 39th vehicle. There is an operational benefit to the way the newer sites are laid out that Naperville is still dealing with.

Commissioner Reyes asked regarding how customers will enter the area. Ms. Pacino responded they are going to turn either right or left onto Downers and go to the access point. Mr. May added there is a signal at Downers Drive and the right in, right out access drive on Butterfield Road. You drive through a good bit of the parking lot to get to the location. It is accessed off the parking lot.

Commissioner Frankovic asked if they service pedestrian traffic. Ms. Pacino responded they will service pedestrian traffic and direct them to the non-service side and that is why there is a sidewalk. It is not advertised and not something they typically do but they will not turn a customer away. They will direct them to the safest side to place the order. It was further asked if they have a contingency plan if there is an increase in pedestrian traffic. Ms. Pacino could not speak to that now, but the operations team should be able to answer that. The sidewalk placement directs pedestrians to the north side of the building, the non-service side, and there are sliding doors on that side, and the pedestrians do not have to go across the traffic.

Commissioner Lincoln asked what kind of relief are they requesting with the planned unit development. Staff stated they will cover that in their report. Ms. Pacino stated the PUD is in regards to putting the two buildings on one parcel, which is the Golf Galaxy and 7 Brew. They are not doing a re-subdivision of the plat.

Commissioner Reyes asked how many employees are planned to be on-site during peak hours. Ms. Pacino responded the standard is five.

Chairman Rickard asked for public comment.

Scott Richards stated that he has never heard of this business before and asked whether it was strictly for drinks or if there is food served. He is hesitant about the queuing of up to 39 cars and voiced concern about it being congested. He stated it is a strange business concept.

Chairman Rickard asked for the staff report.

Carter Moran, Planner, gave the staff report. Mr. Moran stated this is a 7.38-acre property located northeast of the intersection of Downers Drive and Butterfield Road. The address consists of two lots of record. It is zoned B-3, general services and highway business. All noticing requirements were met and included mailing notices, notice published in the newspaper of record and posted signs at the location. Staff received no public comment regarding this proposal. At a high-level, the proposed development includes the constructions of the proposed building, canopy and trash enclosure; the installation of the 39 stacking spaces, along with the 18 overflow stacking spaces extending to the east. There are landscape islands going in at the endcaps of all the existing parking aisles. These were requested by staff to improve pedestrian safety and the circulation of traffic throughout the lot without crossing parking aisles. Renderings were shown. There is no customer access for walk-in orders, therefore no pedestrian connections from nearby public rights-of-way were requested by staff.

Mr. Moran further stated that the PUD items include the construction of the trash enclosure in the street yard between the proposed building and Downers Drive; reduction of the total number of parking stalls serving the shopping center, which would be 320, which does meet a requirement of 4 per 1,000 square feet

of tenant space for a shopping center; and the building of two primary structures on one lot of record. The traffic and parking study was briefly reviewed.

Mr. Moran then stated that the proposal accomplishes the goals of the comprehensive plan by promoting out-lot development along Butterfield Road and repurposing parking lots to meet changing retail conditions. The site's location close to major highways makes it an appropriate site. Regarding land use, there are fewer concerns about increased traffic in residential areas and takes advantage of its location along two major highways. Lastly, he stated that based on the petitioner's proposed development with staff revisions, staff recommends approval of the proposed PUD, special use and map amendment. Slides were shown of the review criteria of the three entitlement items requested by the petitioner.

Chairman Rickard asked if there were questions for staff.

Commissioner Lincoln asked, in a similar situation with a big box store and an out-lot, if it would require a PUD. Staff responded it is more than just the subdivided out-lot. Deviations were also being requested for the parking. The second building on one lot is another trigger for the PUD. Commissioner Lincoln clarified that there really is no other place to put the trash and that that is why the PUD is required.

Chairman Rickard confirmed that the existing pavement lines are existing nonconformities that are being noted and there is no change as a result of this application. The placement of the dumpster was discussed. The reduction in shopping center parking spaces, Chairman Rickard asked staff if those parking lots are generally overparked to begin with and that that asphalt is vacant a majority of the time. Staff's responded that there was sufficient parking on the site based on the traffic and parking study.

Chairman Rickard asked for last comments from the petitioner. Petitioner declined.

Chairman Rickard asked the Commissioners for discussion or comments.

Commissioner Patel stated he is supportive and the design has been thoughtfully put together with a lot of intention with queuing stacking and other challenges at other locations. He feels comfortable that it is enclosed within the parking lot site and thinks the standards have been met.

Commissioner Frankovic stated that, having seen the Naperville location at its peak, she was concerned about how this was going to fit into the village, but states this is probably the best possible location for this business in the village. She thinks the plan is very well thought out. She reiterated her concern about pedestrians but understands it is mainly a drive-through business. She feels all the standards for approval have been met.

Commissioner Lincoln agrees with Commissioner Frankovic with it being in the parking lot and the location. He is not really concerned with the PUD and trash enclosure. He is happy to see the decrease in impervious area and glad to hear there are some deliberative steps on behalf of the village to change their parking regulations. They are oversaturated with parking in all the business districts and this is a great reuse of area. They have talked about many different ways they are going to reduce the impact. He is in favor of approval.

Chairman Rickard stated he thinks the layout works well. If the queue line backs up beyond what is shown, it backs up into a dead part of the parking lot and not into a street or drive aisle that will cause any issues. He likes the location of the dumpster. Regarding the special permit for the drive-through window, it is not near a residential area, and it is kind of isolated down in a hole, and noise from an order board or headlights shining are not a concern. He supports it.

BASED ON THE PETITIONER'S SUBMITTAL, THE STAFF REPORT AND THE TESTIMONY PRESENTED, IT IS FOUND THAT THE PETITIONER HAS MET THE STANDARDS OF APPROVAL OF A PLANNED UNIT DEVELOPMENT, A MAP AMENDMENT FROM B-3 GENERAL SERVICE AND HIGHWAY BUSINESS TO B-3/PUD, GENERAL SERVICES AND HIGHWAY BUSINESS PLANNED UNIT DEVELOPMENT AND A SPECIAL USE TO CONSTRUCTION AND OPERATE A DRIVE-THROUGH RESTAURANT AS REQUIRED BY THE VILLAGE OF DOWNERS GROVE ZONING ORDINANCE AND IT IS IN THE PUBLIC INTEREST, AND THEREFORE, COMMISSIONER LINCOLN MADE A MOTION THAT THE PLANNING AND ZONING COMMISSION RECOMMEND TO THE VILLAGE COUNCIL APPROVAL OF 25-PZC-0034, SUBJECT TO THE CONDITIONS AS OUTLINED IN THE STAFF REPORT NUMBERED 1 AND 2.

SECOND BY COMMISSIONER FRANKOVIC

ROLL CALL:

AYE: PATEL, LINCOLN, FRANKOVIC, REYES, WOLF, CHAIRMAN RICKARD

MOTION APPROVED. VOTE 6-0

THE MEETING WAS ADJOURNED UPON MOTION BY COMMISSIONER LINCOLN, SECOND BY COMMISSIONER FRANKOVIC. MOTION PASSED UNANIMOUSLY BY VOICE VOTE.

/s/_____

Recording Secretary

(As transcribed by Ditto Transcripts)

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

SUBJECT:	TYPE:	SUBMITTED BY:
25-PZC-0040 Esplanade at Locust Point	PUD Amendment	Jason R. Zawila, AICP Planning Manager

REQUEST
The petitioner is requesting approval of a Planned Unit Development amendment to Planned Unit Development #31, Esplanade at Locust Point to add hospital as an allowed use in PUD #31.

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

GENERAL INFORMATION

APPLICANT: Hamilton Partners
1901 Butterfield Road, Suite 270
Downers Grove, IL 60515

OWNERS: HP/AG Esplanade at Locust Point Land Limited Partnership
1901 Butterfield Road
Downers Grove, IL 60515

Hamilton Partners
300 Park Boulevard, Suite 201
Itasca, IL 60143

Kircher, Albert
147 N. Julian Street, 1A
Naperville, IL 60540

Coopers Hawk
3500 Lacey Suite 1000
Downers Grove, IL 60515

Hamilton Partners
1901 Butterfield Road, Suite 270
Downers Grove, IL 60515

Hamilton Partners, Inc.
PO Box 3664
Oak Brook, IL 60522

Hamilton Partners
300 Park Boulevard, Suite 201
Itasca, IL 60143

DG Hotels, LLC
2111 Butterfield Road
Downers Grove, IL 60515

Esplanade I Spe, LLC
300 Park Boulevard, Suite 201
Itasca, IL 60143-3106

AM Society GI Endoscopy
3300 Woodcreek Drive
Downers Grove, IL 60515

Green State Credit Union
PO Box 800
North Liberty, IA 52317-0800

Midwestern University
555 31st Street
Downers Grove, IL 6051

KORE 3500 Lacey Owner, LLC
6500 Quebec Street, Suite 300
Greenwood Village, CO 80111

PROPERTY INFORMATION

EXISTING ZONING: O-R-M/PUD #31, Office-Research Manufacturing
EXISTING LAND USE: Business Park
PROPERTY SIZE: 102 Acres of Land
PINS: 05-25-413-009; 05-25-415-009, -010; 05-36-200-009, -011; 05-36-202-008, -015, -016, -017; 05-36-400-017; 06-30-301-007; 06-30-304-002, -003; 06-30-305-003; 06-31-100-019, -020, -021, -022, -023, -025, -027, -028, -029; 06-31-103-001, -002, -005, -006, -007

SURROUNDING ZONING AND LAND USES

	ZONING	FUTURE LAND USE
East:	Tollway Right-of-Way	N/A
WEST:	O-R-M, Office-Research-Manufacturing/PD #20	Office Corporate Campus
	R-1, Residential Detached House 1	Park and Open Space
NORTH:	B-3, General Services and Highway Business	Regional Commercial
	B-1, Local Business (DuPage County)	DuPage County
SOUTH:	O-R-M, Office-Research-Manufacturing	Office Corporate Campus

ANALYSIS

SUBMITTALS

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

1. Project Narrative
2. Entitlement Criteria

PROJECT DESCRIPTION

The petitioner is requesting approval of a Planned Unit Development amendment to Planned Unit Development #31, Esplanade at Locust Point to add *hospital* as an approved allowed use within PUD #31. The petitioner is not proposing, nor is this case considering, a specific hospital development.

PUD #31 was approved in 1990 with a master site development plan that identified a variety of office buildings, open space, transportation and roadway improvements. The PUD was amended multiple times since 1990 to allow for different building layouts, developments and uses. Further discussed below, through the PUD approval process, the Village Council may approve use types that are not allowed in the underlying zoning district. With the initial approval in 1990, a set of permitted uses were approved that are not allowed in the underlying O-R-M, Office Research-Manufacturing District. In 1998, this list was further amended to allow drive through banks. In 2022, the PUD was amended to add multi-family residential as an approved allowed use within PUD #31, and a multi-family development was subsequently approved in 2024, but construction never commenced.

Currently, the PUD includes approximately 2.1 million square feet of office space including office buildings at 1902 and 2001 Butterfield Road, as well as 3250 and 3450 Lacey Road. The PUD also includes the Double Tree Guest Suites Hotel, Cooper's Hawk Restaurant, Midwestern University and a daycare center. The approved Master Plan for this Planned Unit Development did not originally anticipate a hospital component; however, longer term market factors have led the owner to consider other compatible uses as part of the overall site.

The underlying zoning district of the Planned Unit Development is O-R-M, Office-Research-Manufacturing. This zoning district does not provide for hospital uses. Should a *hospital* be approved as a use in this PUD, any applicant proposing the construction of a hospital will be required to go through the entitlement process. At that time, a detailed development plan, including all zoning, architectural, engineering, parking, traffic and stormwater management plans, will be reviewed for compliance with the Comprehensive Plan and appropriate Village Ordinances through a PUD Amendment.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The Guiding DG Comprehensive Plan's Future Land Use Map designates the subject property as Office. Office uses are defined as large-scale office buildings and complexes, office parks, and small individual offices. The petitioner is proposing to add *hospital* as an allowable use to the PUD. The following recommendations are found in the Comprehensive Plan, that supports the proposed use:

Community Facilities and Infrastructure

- Continue partnerships with local healthcare providers to assess the community's healthcare needs and identify gaps in services.

Land Use and Development - Land Use Plan

- Commercial uses should be located in areas with a regional draw of a corridor where they will benefit from access and visibility without significantly contributing to traffic or impact on nearby residential areas.

Economic Development – Continue the Business-Friendly Environment

- Foster partnerships between schools, colleges, and universities such Midwestern University, College of DuPage, and employers to increase access to and awareness of internships, vocational training, and education in skilled trades in alignment with economic opportunities

Economic Development – Enhance Industrial and Office Uses

- The Village should continue to support office development along the I-88, I-355, and Butterfield Road corridors.
- Maintain existing Class A office buildings to support long-term economic vitality.

Economic Development – Continue Investment in the Butterfield and Finley Road Area

- Ensure that the Butterfield Road corridor is resilient to changing commercial and office market conditions.
- Maintain quality of life for the corridor's residents and ensure access to businesses and jobs.
- Continue to partner with private developers to promote and reposition existing commercial centers to adapt to evolving retail habits and consumer preferences and enhance economic vitality.
- Leverage the unique location of this corridor adjacent to two highways to attract new retail and office tenants.
- Encourage the completion of Esplanade, which still has vacant lots. With excellent visibility and access, these parcels could accommodate additional office, restaurants, retail and multi-family developments.

The proposed request is consistent with the Guiding DG Comprehensive Plan.

COMPLIANCE WITH ZONING ORDINANCE

The underlying zoning district of the PUD is O-R-M, Office-Research-Manufacturing. This zoning district

does not provide for hospital uses. Earlier amendments provided for certain uses as identified in the attached list, in addition to those uses normally found in the O-R-M Zoning District.

An amendment to PUD #31 is requested per VoDG Section 28.4.030(g) which states the following:

> *(g) Allowed Uses*. The uses to be allowed in a PUD must be identified as part of the PUD approval process along with all applicable conditions or supplemental use regulations that apply to such uses. Unless otherwise expressly stated, the Village Council may, through the PUD approval process, approve use types that are not allowed in the underlying zoning district as a means of accommodating mixed-use developments, housing diversity, economic development opportunities and promoting other Village policies.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the property in addition to posting public hearing notice signs and publishing the legal notice in the legal notice in the Daily Herald. Staff received one inquiry that was general in nature inquiring about the proposal. The Village is also in receipt of the attached letter from the Downers Grove Economic Development Corporation.

STANDARDS OF APPROVAL

The petitioner is requesting approval of a Planned Unit Development Amendment to PUD #31. The review and approval criterion for each request is listed below.

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

Section 28.12.040.C.6 Review and Approval Criteria

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

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

DRAFT MOTION

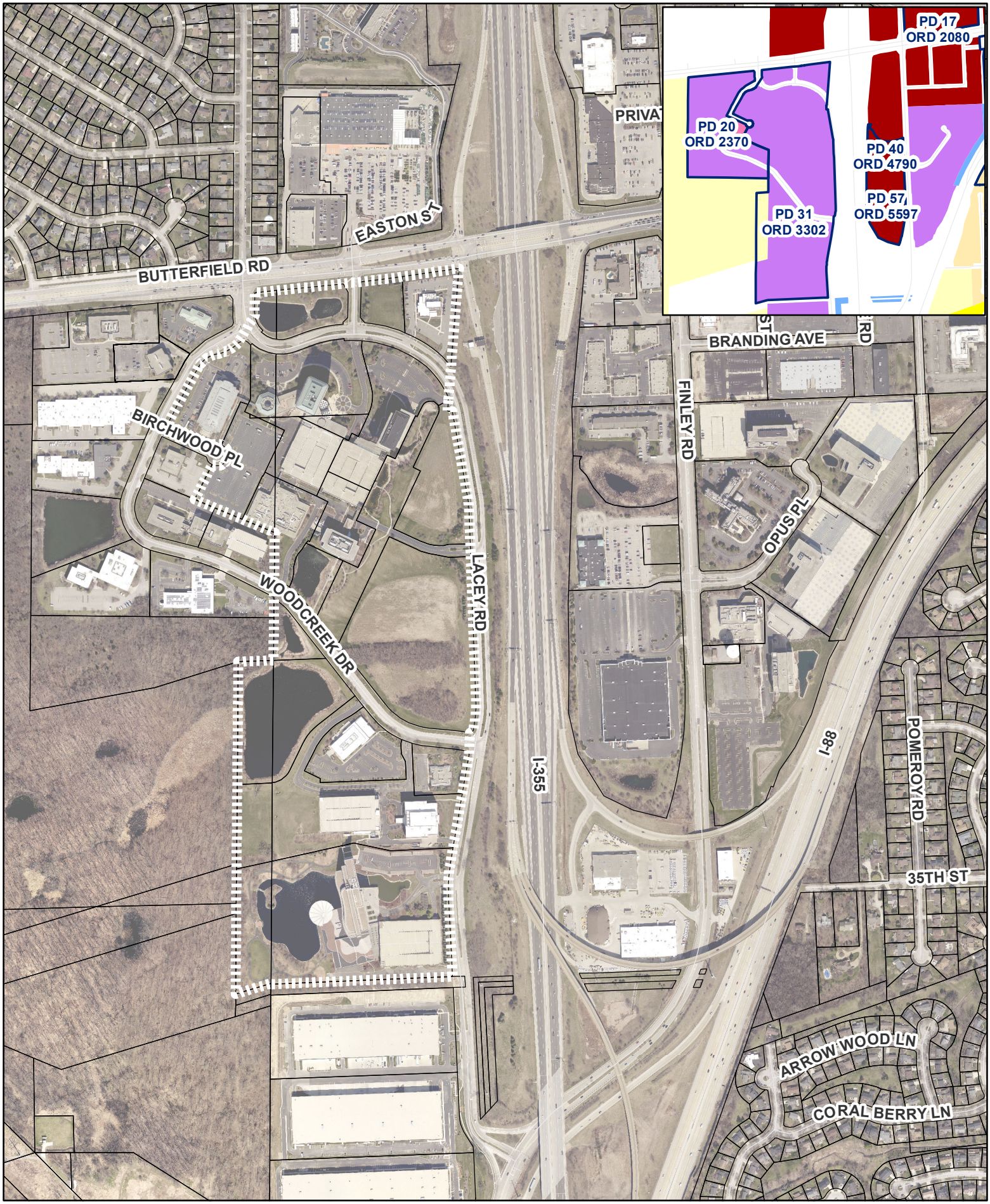
Staff will provide a recommendation at the February 2, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Final Planned Unit Development Amendment, staff has prepared a draft motion that the Planning and Zoning Commission may make for the recommended approval of 25-PZC-0040:

Based on the petitioner's submittal, the staff report and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development #31 Amendment as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 25-PZC-00, which will add hospital uses as an allowed use in PUD #31

Staff Report Approved By:

Stanley J. Popovich, AICP
Director of Community Development

SP:jz
-att



N

0 250 500 1,000 Feet

1901 Butterfield Road - Location Map

Subject Property

Project Location

Hamilton Partners

The Esplanade at Locust Point – Planned Unit Development #31

Proposed Hospital Use

Project Narrative

Hamilton Partners owns approximately 13 acres of property in the Esplanade at Locust Point and is seeking an amendment to Planned Unit Development #31 ("PUD #31") to add "Hospital" as an allowed use. Hamilton Partners is not proposing a specific Hospital development at this point in time but rather is seeking acknowledgement that a Hospital use can be an allowed use in PUD #31.

Over the past several years, various uses for Hamilton Partners' property have been presented, including both commercial and residential development. Due to market conditions these developments have not moved forward. A possible Hospital user for the property is interested in developing the property with a new Hospital, however neither PUD #31 nor the underlying ORM (Office-Research-Manufacturing) District allow use of the property for a Hospital.

PUD #31 was historically intended to be developed with large office buildings, but changes in the way people work after the pandemic and economic conditions have made it increasingly difficult to develop new office space. A Hospital use is a compatible commercial use with surrounding office and other commercial uses, that would maintain the larger scale of buildings that were contemplated for PUD #31.

As demonstrated in the attached responses to the Review and Approval Criteria for Planned Unit Developments, adding a proposed Hospital use in PUD #31 is consistent with the Comprehensive Plan and the Butterfield Road Corridor Plan. The proposed Hospital use will be an economic engine for the Village and the region, bringing a large number of new high-quality jobs. The Hospital use will also result in increased use of nearby commercial businesses as a result of the rise in people to the area - employees, patients, and visitors of the Hospital use.

Should the Hospital use be added as an allowed use in PUD #31, any specific Hospital development would be required to finalize a proposed development plan in detail and request approval of a separate PUD Amendment. Hamilton Partners believes that all criteria for review and approval of a PUD Amendment can be satisfied in order for the Hospital use to be added as an allowed use in PUD #31.

Planned Unit Development

Form #PZC1

Review and Approval Criteria

Address of Project Site: Esplanade at Locust Point - Planned Unit Development #31

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

Section 28.12.040.C.6. Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision making bodies must consider at least the following factors:

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.
   See the analysis of zoning map amendment review and approval criteria in separate document.
   Not applicable.

2. Whether the proposed PUD plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.
   Please see attached response.

3. Whether PUD plan complies with the PUD overlay district provisions of Sec. 4.030.
   Please see attached response.

4. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.
   Please see attached response.

5. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.
   Please see attached response.

Hamilton Partners

The Esplanade at Locust Point – Planned Unit Development #31

Planned Unit Development Review and Approval Criteria

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

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.

Not applicable.

2. Whether the proposed PUD plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.

The proposed PUD amendment to allow a Hospital use would does not fall squarely within the Comprehensive Plan's recommendation that the subject property be developed with office uses, multi-family residential, hotel, and other small-scale commercial uses to support office uses.

However, the proposed PUD amendment to allow a Hospital use would further many of Comprehensive Plan's Goals and Key Recommendations, including the following:

1. The Hospital use would facilitate the creation and enhancement of mixed-use areas that include offices, commercial and retail space and other community amenities.

2. The Hospital use would encourage infill development to efficiently use vacant or underutilized land for commercial uses.

3. The Hospital use would achieve the recommendation that mixed-use developments could be appropriate within the Esplanade. The Hospital use would be complementary to other existing uses within the Esplanade.

4. The Hospital use will encourage a balanced mix of land uses to adequately provide services, conserve natural resources, and disperse amenities.

5. The Hospital use will support the recommendation that the completion of Esplanade, which still has vacant lots, should be encouraged.

6. The Hospital use will also support the Comprehensive Plan goal of supporting evolving healthcare needs - the Village should collaborate with providers, assess community priorities, and explore partnerships with Midwestern University to expand services.

The Comprehensive Plan further encourages the Village to continue to examine development regulations to ensure commercial nodes and corridors are adaptable for future

market conditions, ensuring their long-term relevance and viability within Downers Grove and a Hospital use within Esplanade would support these goals.

The proposed PUD amendment would also conform with the Butterfield Road Corridor Plan which describes the Butterfield Road corridor as a regional employment center, making it an economic driver for surrounding communities. A Hospital use would fit well within that description since the Hospital use would bring a high number of jobs, patients, and visitors to the region. The Corridor Plan, specifically Economic Development Strategy 1.2, advises supporting locally serving uses, such as medical care, by marketing the corridor for service-oriented uses. Economic Development Recommendation 2 advises that commercial real estate has been increasingly vacant in the corridor and recommends working collaboratively to activate vacant properties and market the corridor across municipal boundaries to developers and consumers. A PUD amendment to allow a Hospital use would follow these described recommendations and strategies by allowing a medical care (Hospital) use and by allowing for activation of vacant property in the corridor.

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

The PUD amendment to allow a Hospital use would achieve the following objectives of Sec. 4.030:

1. It would allow a Hospital use, a use that is not otherwise allowed in the ORM District. Sec. 4.030(g) allows uses in a PUD that may not be otherwise allowed in the underlying zoning district as a means of accommodating mixed-use development and economic development opportunities. A Hospital use in Esplanade would allow for Esplanade to be a mixed-use development and a Hospital use would create high quality economic development opportunities by providing high quality jobs in the Village, along with a high number of employees, patients, and visitors to the development who will use other surrounding commercial developments within the Village.

2. It would allow a new Hospital use which would allow Esplanade to be a multi-use development and would encourage further completion of Esplanade.

3. It would allow for flexibility and creativity in responding to changing economic and market conditions allowing greater public benefits than could be achieved using conventional zoning and development regulations. The Hospital use will bring high quality jobs and new visitors and patients to the Village who will use existing commercial uses in the area, allowing for new economic growth to the Village.

4. It would allow for the Village to ensure high-quality buildings and improvements that are compatible with surrounding areas. While this PUD Amendment only contemplates allowing the Hospital use in the PUD, any future Hospital user would need to further amend the

PUD to allow for a specific Hospital development, giving the Village the opportunity to ensure any proposed Hospital building is compatible with the surrounding area.

4. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.

The proposed Hospital use would result in several public benefits that are equal to those that would have resulted from development under the existing PUD. These benefits include access to high-quality healthcare services for not only the Village, but the region; high-quality development of a vacant site in the Esplanade; expansion of the Village's healthcare ecosystem; high-quality job growth, and increased support from employees, patients and visitors to the Hospital for nearby commercial businesses and properties.

5. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

Any proposed Hospital user will work with the Plan Commission, Village Council, and Village staff on terms and conditions in a PUD Amendment for a specific Hospital development which will protect the interests of surrounding property owners and residents, existing and future residents of Esplanade, and the general public.

PUD#31 – Esplanade at Locust Point
List of Exceptional Permitted Uses (Approved 1990)

- Art supply stores
- Art galleries
- Barber and beauty shops
- Book, stationary and office supply stores;
- Camera and photograph developing and processing shops;
- News stands;
- Employee agencies;
- Florist shops;
- Food stores not to exceed 5,000 square feet each;
- Bakeries and delicatessens;
- Haberdasheries, wearing apparel shops and tailor shops; Jewelry and gift shops;
- Business school;
- Shoe stores and repair shops;
- Automobile rental agencies;
- Dry cleaners; Health clubs;
- Travel agencies;
- Quick print shops;
- Opticians and optical supply stores;
- Computer and related supply stores;
- Antique shops;
- Candy and ice cream shops;
- Catering establishments;
- China and glassware stores;
- Toy shops;
- Variety stores.
- Clothing and costume rental shops;
- Electrical and household appliance stores, including radio and television sales;
- Furrier shops;
- Furniture stores;
- Hobby shops;
- Leather goods and luggage stores;
- Liquor stores, package goods only;
- Loan offices;
- Motels;
- Musical instruments, sales and repair;
- Optometrists;
- Photograph developing and processing shops;
- Photographer;
- Picture framing establishments;
- Private clubs or lodges;
- Restaurants internal to other uses and having less than 125 seats;
- Schools - music, dancing, or trade;
- Sporting goods stores;
- Bank with a drive through (amended in 1998)
- Multi-family residential (amended in 2022)

Downers Grove Economic Development Corporation
5159 Mochel Downers Grove, IL 60515
630.729.0380 www.dgedc.com

Village of Downers Grove – Planning & Zoning Commission

To: Jason Zawila, Planning Manager
Date: January 23, 2026
RE: Letter of Support – 25-PZC-0040

Dear Planning & Zoning Commissioners,

On behalf of the Downers Grove Economic Development Corporation (DGEDC), I am pleased to express our strong support for the petitioner's request in Case No. 25-PZC-0040 to amend Planned Development #31 to allow hospital use within the PUD.

Over the past eleven months, the DGEDC has worked closely with the petitioner and believes this proposed amendment represents a logical and strategic use for the business park. A hospital use is well-suited to current market conditions and would introduce a high-quality, employment-generating investment that complements surrounding development. Notably, this amendment creates a clear opportunity to activate a vacant 13-acre parcel within the PUD and has the potential to catalyze additional development on adjacent sites, as well as on other underutilized parcels within the Esplanade Business Park and along the broader Butterfield Road corridor.

The proposed amendment also aligns directly with the Butterfield Road Corridor Plan in the Village's 2025 Comprehensive Plan. Specifically, it supports the Plan's goals to ensure the corridor remains resilient to changing commercial and office market conditions, while maintaining quality of life and access to jobs and services for residents.

Additionally, this change advances the Comprehensive Plan's recommendations for the Esplanade Business Park by encouraging development of remaining vacant lots and leveraging the corridor's proximity to two major highways to attract complementary office, medical, and retail uses.

For these reasons, the DGEDC respectfully urges the Planning & Zoning Commission to support the proposed amendment to Planned Development #31 as a meaningful step toward long-term economic vitality and strategic growth for the Village of Downers Grove.

Sincerely,

Bryan Gay
President & CEO
Downers Grove Economic Development Corporation

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

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

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

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

GENERAL INFORMATION

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

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

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

PROPERTY INFORMATION

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

SURROUNDING ZONING AND LAND USES

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

ANALYSIS

SUBMITTALS

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

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

PROJECT DESCRIPTION

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

The applicant is seeking approval of the following requests:

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

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

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

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

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

COMPLIANCE WITH THE COMPREHENSIVE PLAN

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

Focus Area Plan – Continued Investment in Downtown

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

Land Use and Development:

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

Housing and Neighborhoods:

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

Economic Development

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

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

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

COMPLIANCE WITH THE ZONING ORDINANCE

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

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

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

The proposed reconfiguration would result in:

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

Table 1: Variance Request

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

*increased nonconformity

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

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

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

Table 2: Zoning Requirements Bulk Regulations (Downtown Core)

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

* Indicates a deviation from the Zoning Ordinance Requirements

Table 3: Zoning Requirements Bulk Regulations (Downtown Transition)

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

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

***** Indicates a variance from the Zoning Ordinance Requirements

Table 4: Deviation Requests and Petitioner's Rationale

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

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

COMPLIANCE WITH DOWNTOWN DESIGN GUIDELINES

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

Table 5: Downtown Design Guidelines Review

Downtown Design Guideline Elements	**Summary of Compliance**
Site Design	• The apparent mass and bulk of the building is reduced by structural articulation, windows or other architectural and functional elements, and by landscaping. • Pedestrian walkways are provided at all building entrances and each walkway connects to a sidewalk on Forest Avenue and a shared-use path on Gilbert Avenue.
Building Design	• The façade is visually appealing through articulation, detailing, openings and materials of each elevation.

Downtown Design Guideline Elements	Summary of Compliance
	• Consistent building materials and detailing on all sides of the structure that are open to public view has been provided. • Windows line Gilbert Avenue, Forest Avenue, and Curtiss Street facades and the materials at this base level wrap around all four facades. • The Gilbert Avenue, Forest Avenue, and Curtiss Street facades each provide multiple planes which provide visually appealing façades. • The facade facing Forest Avenue stands out as a different expression with the incorporation of cast stone at both corners and along the center of the building. • The provision of balconies creates visual appeal and interest, and follow rhythmically up the vertical plane of the building.
Building Base	• The center and corner entries are designed as prominent features of the base through the use of cast stone in the center and herringbone bond (decorative brick work) at each corner entry. • The building's base provides storefront windows, decorative lighting, landscaping, and front entry canopies to create a friendly pedestrian space. • Front entrances are covered to provide human scale to the building and draw the eye. • A combination of cylindrical wall sconces, recessed downlights, and wall pack light fixtures are placed around the building to add visual interest while highlighting building entrances and architectural details.
Building Middle	• Horizontal expressions are established in the second floor and third floors through the use of balconies, metal awnings, and cornice features. • The middle of the building includes windows in rhythm with the base level, reflect proportionate shapes and patterns and is visually appealing through detailing, openings and materials. The middle of the proposed building meets these guidelines. • The use of brick allows the building to create a smooth transition to the single family and multi-family neighborhood directly south, west and north of the subject property. • The concrete bands above the windows help differentiate the buildings middle section while complimenting the concrete bands found at the top of the building. • The top floors are differentiated with balconies and metal awnings
Building Top	• The guidelines note the top of the building should be an expression of form as the building meets the sky and the roof should give distinction to the entire building. The proposed cornices give distinction to the entire building.
Utility Considerations	• The design of maintenance, utility and service areas were integrated into the overall design of the building. • The guidelines note that with redevelopment, care shall be taken with screening and the location of utilities. The proposed utility equipment will be screened with landscaping.
Parking Facilities	• All proposed parking is interior. Bicycle parking is proposed on the exterior of the building along Forest Avenue.

COMPLIANCE WITH THE SUBDIVISION AND DEVELOPMENT ORDINANCE

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

ENGINEERING/PUBLIC IMPROVEMENTS

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

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

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

TRAFFIC AND PARKING

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

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

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

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

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

PUBLIC SAFETY REQUIREMENTS

The Fire Prevention Division reviewed the proposal. A fire hydrant will be provided within 100 feet of the fire department connection. All floors will be equipped with fire alarms and will be sprinkled, as required by Village regulations.

NEIGHBORHOOD COMMENT

Notice was provided to all property owners 250 feet or less from the subject property in addition to posting the public hearing sign and publishing a legal notice in the *Daily Herald.* Staff did receive one phone call from the public with questions that were general in nature

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

STANDARDS OF APPROVAL

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

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

Variation

Section 28.12.090(h) Standards and Review Criteria

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

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

to other properties within the same zoning classification.

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

Zoning Map Amendment Request

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

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

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

Planned Unit Development

Section 28.12.040(c)(5) Review and Approval Criteria

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

a. *The zoning map amendment review and approval criteria of Sec. 28.12.030.I.*
b. *Whether the proposed PUD development plan and map amendment would be consistent with the comprehensive plan and any other adopted plans for the subject area.*
c. *Whether PUD development plan complies with the PUD overlay district provisions of Sec. 28.4.030.*
d. *Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.*
e. *Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.*

Special Use

Section 28.12.050(h) Approval Criteria – Special Uses

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

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

(2) that the proposed use will not, in the particular case, be detrimental to the health, safety, or

general welfare of the community;

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

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

DRAFT MOTION

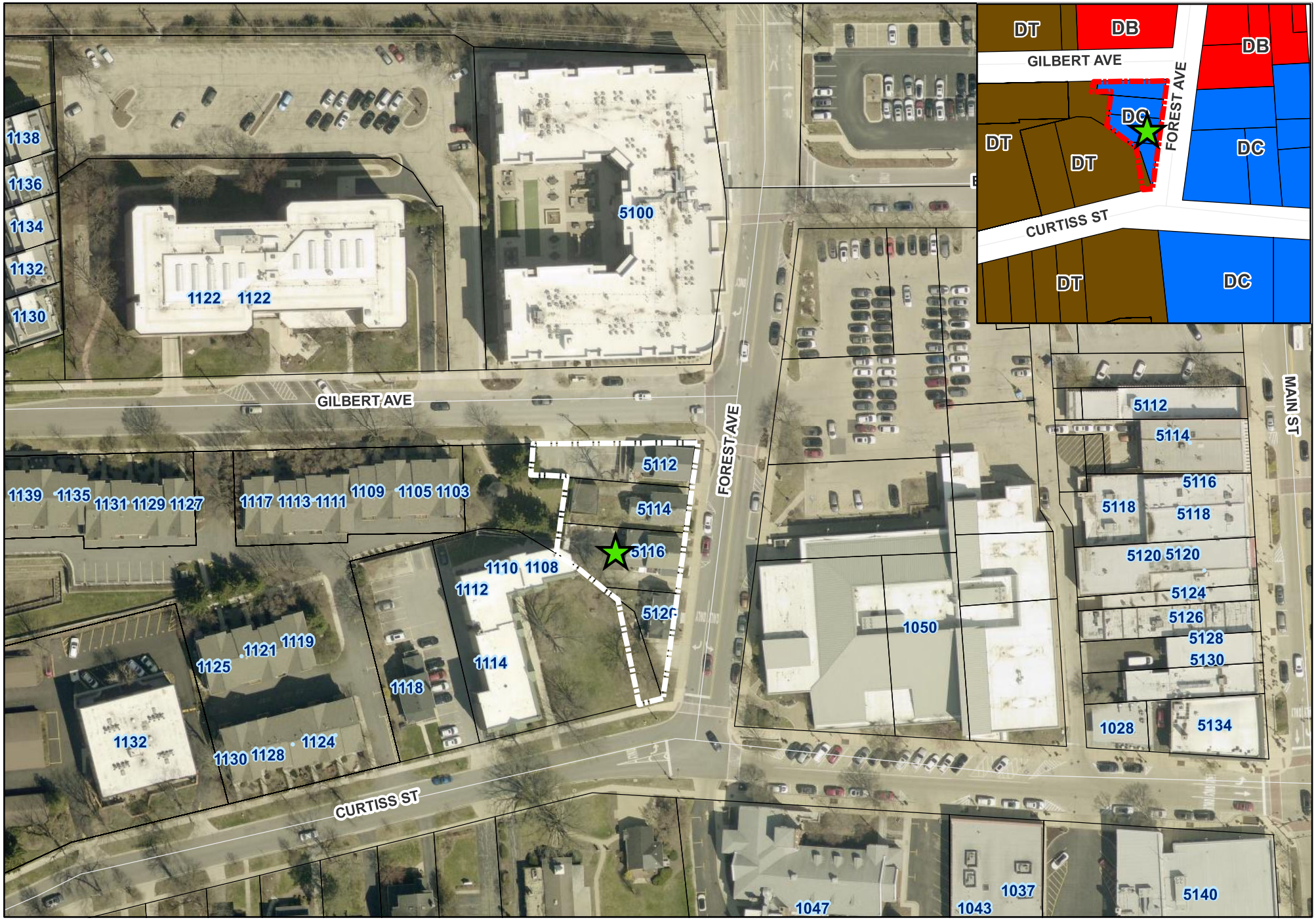
Staff will provide a recommendation at the February 2, 2026 meeting. Should the Planning and Zoning Commission find that the request meets the standards of approval for a Lot Reconfiguration, Special Use, Zoning Map Amendments, Planned Unit Development, and Variation staff has prepared a draft motion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

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Lot Reconfiguration, Special Use, two Zoning Map Amendments, Planned Unit Development, and Variation as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 25-PZC-0022, subject to the following conditions:

1. The Special Use, Zoning Map Amendments, Planned Unit Development, and Variation shall substantially conform to the staff report, renderings, architecture plans prepared by WJDi Studio date January 23, 2026, engineering plans prepared by Advantage Consulting Engineers dated January 18, 2026, landscape plans prepared by Gary R. Weber Associates, Inc. dated January 1518, 2026 and traffic plans prepared by Fish Transportation Group dated January 22, 2026 except as such plans may be modified to conform to the Village codes and ordinances.
2. Prior to issuing any site development or building permits, the petitioner shall make park and school donations in the amount of $52,261.42 ($37,837.47 to the Park District, $10,465.83 to Elementary School District 58, and $3,958.12 to High School District 99).
3. Prior to building permit issuance, the following items are required to be submitted to the Village:
   a. A recorded lot reconfiguration
   b. A recorded plat of lot consolidation
   c. A recorded plat of easement
   d. A recorded temporary construction easement
   e. A recorded encroachment license
4. The proposed seatwall shall be updated during the building permit review to ensure it is in accordance with Guiding DG Streetscapes Plan.

Staff Report Approved By:

Stan Popovich, AICP
Director of Community Development



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0 50 100 Feet

5112-5120 Forest Avenue Location Map

Subject Property

Project Location

January 20, 2026

5112, 5114, 5116, 5120 Forest Avenue

& Subdivided Portion of 1108-1114 Curtiss St

Downers Grove, IL 60515

Forest Pointe – Enhancing Downtown Downers Grove

NARRATIVE

Forest Pointe – Enhancing Downtown Downers Grove

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

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

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

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

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

PROJECT DESCRIPTION

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

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

HOW THE PROJECT ADHERES TO THE DOWNTOWN DESIGN GUIDELINES

• Fosters a walkable environment that attracts and encourages people to gather, walk and mingle

• Establishes a comfortable, inviting and pedestrian atmosphere that will create a sense of place

• Promotes outdoor dining and a place to gather

• Structural articulation by adding design elements vertically and horizontally along with interrupting the elevation with outdoor balconies

• Building will be built with high quality material focusing on masonry with limestone accents

• The north and south corners will be articulated and detailed as entrances into the building

• Exterior colors will be selected to complement the hues of the existing buildings and neighborhood

• Compatible but distinct façade and storefront designs will be our focus

• Exterior illumination is being addressed by our lighting engineers and will focus on safety of the customers and pedestrians, along with accenting the architectural details of the building

• We have focused on an inordinate amount of fenestration to be compliment the building and neighborhood

• Horizontal cornices have been introduced

• Entrances are prominent and highly visible with ground floor display windows

• Awnings and canopies have been introduced to reduce the scale of the building and provide an urban and friendly feel

• Windows have been designed and placed to create a pleasing rhythm

Forest Pointe Neighborhood Meeting Summary 12/17/25

On December 5, 2025, letters[1] were mailed to all property owners within 250' of the subject properties (per the list[2] provided by Assessor's office) to invite them to take part in a neighborhood meeting to discuss the proposed Forest Pointe development. The meeting was held on Wednesday, December 17, 2025 at the Downers Grove Moose Lodge. Don Brown & Kelly Casson hosted the meeting. The meeting included large to-scale display boards with color renderings, site plan, and plat of survey. The neighbors appreciated being able to see these large format images and the displays allowed us to interact with them in a meaningful way.

The following neighbors attended the meeting. Their signatures, email addresses, and phone numbers are shown on the Sign-In sheet[3]. Note that several of these neighbors listed below took an extra info packet or two for their neighbors who could not make it to the meeting. A QR code was on display for neighbors who preferred a digital version of the information.

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

The following neighbors could not attend but emailed with a request for the digital version of the information that was being presented. A copy of the Information Packet[4] was provided to the following:

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

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

[1] Exhibit AA: Neighborhood Meeting Invitation
[2] Exhibit BB: Assessor's List of Property Owners within 250'
[3] Exhibit CC: Neighborhood Meeting Sign-In sheet
[4] Exhibit DD: Neighborhood Meeting Info Packet

FOREST POINTE

December 1, 2025

Neighborhood Meeting Invitation
Forest Pointe Development – Community Information Session

Dear Neighbor,

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

Date: Wednesday, December 17, 2025
Time: 4:30p – 6:30p
Location: Downers Grove Moose Lodge (lower level), 1030 Warren Avenue, Downers Grove

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

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

Sincerely,
Kelly Casson

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

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

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

Forest Pointe – Neighborhood Meeting Sign-In Sheet

Name	Email / Address	Phone	Comments
Sue Brigham	[redacted]	[redacted]	
Sherry Jessee	[redacted]	[redacted] 606-[redacted]	
Scott Jessee	[redacted] AVE	[redacted]	
Janet Pekner	[redacted]	[redacted]	
Jim	[redacted]	[redacted]	
Rosemarie Condo[redacted]	[redacted]	[redacted]	
Bob Damone	[redacted]	[redacted]	
Susan Bray	bray[redacted]l.net	[redacted]	
Beth Rendak	1107 Gilbert	[redacted] 94 [redacted]	
Susan + David Eblen	1117 Gilbert	[redacted]	

Forest Pointe – Neighborhood Meeting Sign-In Sheet

Name	Email / Address	Phone	Comments
Chris West	[redacted]	[redacted]	
Laura Murray	[redacted] gmail.com	[redacted]	

6

NEIGHBORHOOD MEETING

FOREST POINTE

PRESENTED BY:	Brownstone Homes Ltd & Forest Pointe Properties LLC
DATE:	Dec 17, 2025

FOREST POINTE

5120 FOREST AVENUE
DOWNERS GROVE IL 60515

PROJECT INTRODUCTION

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

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

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

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

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

PROJECT TIMELINE

2025 – 2026

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

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

February - March 2026 (Estimated — Date TBD)

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

Spring 2026 (Estimated)

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

Spring – Summer 2026 (Estimated)

- Final construction drawings and engineering
- Permit review and approvals

Summer 2026 (Estimated)

- Demolition Phase

Summer - Fall 2026 (Estimated)

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

2026 – 2027 (Estimated)

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

2027 (Phased, Estimated)

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

Ongoing (Throughout the Process)

- Regular coordination with Village departments and continued communication with neighbors

QUESTIONS YOU MAY HAVE...

"Who is the investor/developer behind Forest Pointe?"

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

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

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

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

Is this project already approved? How does the village review process work?

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

3 approvals applied for:

1. Zoning Map Amendment

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

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

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

2. Special Use - To Allow Residential Use

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

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

3. Planned Unit Development (PUD)

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

Why PUDs are Used in Downtown:

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

In exchange for flexibility, the Village must determine that:

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

Why can't the existing buildings just be renovated?

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

Are the buildings structurally sound?

The buildings are functionally obsolete, meaning:

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

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

Can't the buildings be "grandfathered" under old codes?

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

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

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

What about utilities like plumbing, electrical, and HVAC?

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

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

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

Why not renovate in phases instead of tearing everything down?

A phased renovation would:

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

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

Rebuilding allows us to:

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

Why should neighbors trust this decision?

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

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

What effect will this development have on traffic and parking?

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

Traffic – What to Expect

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

Saturday Downtown Activity

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

10-Foot-Wide Multi-Use Path

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

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

Parking – How It's Handled

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

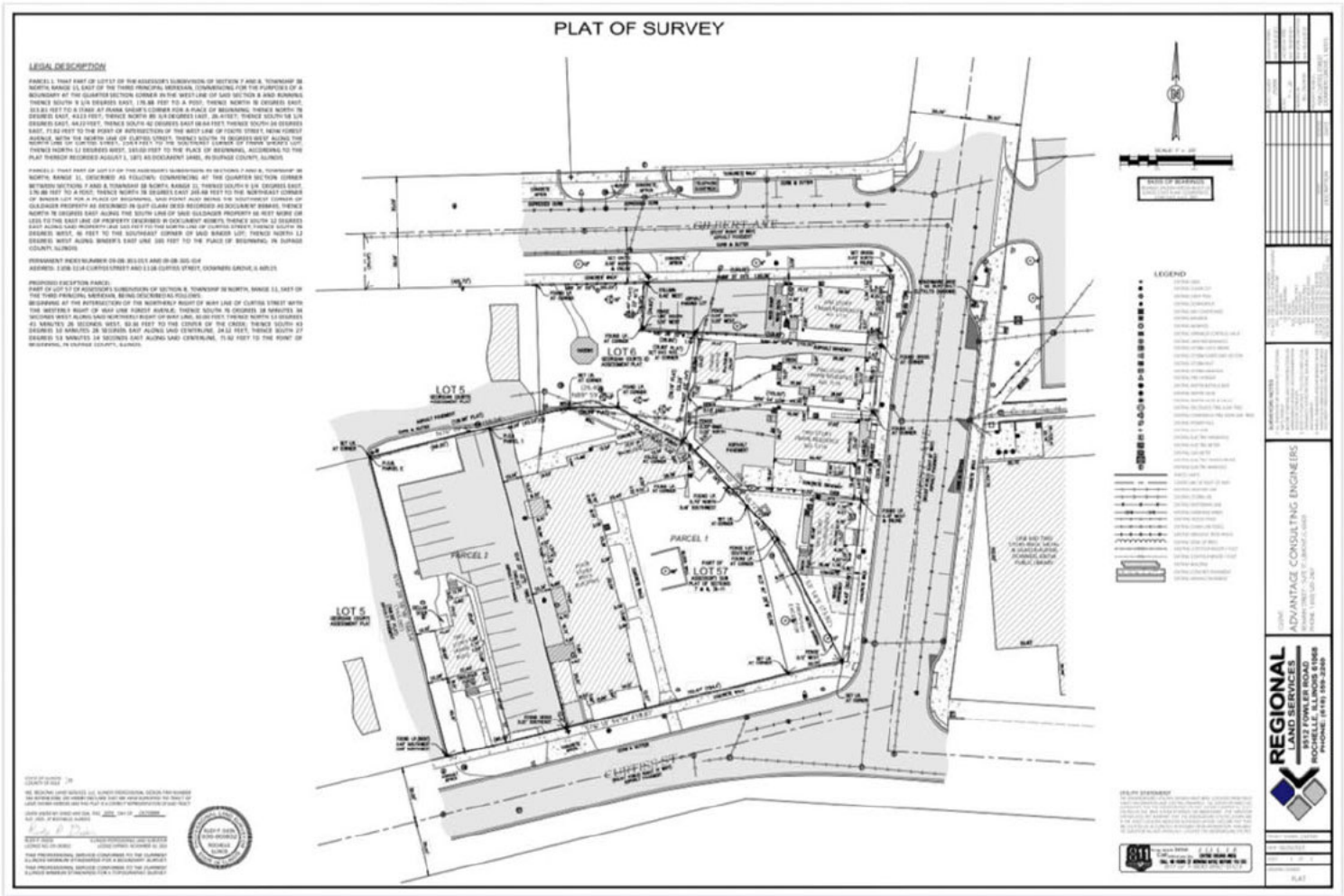
Public Parking That Already Serves Downtown

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

Forest Pointe Traffic & Parking – At a Glance

Key Question	What the Traffic Study Shows
Will traffic increase?	Yes—but modestly. About 1–2 cars per minute at peak times.
Will intersections still work?	Yes. Intersections operate acceptably now and in the future.
Saturday congestion?	Short, temporary backups already occur and remain brief.
Cut-through traffic?	No. Most traffic stays on Forest Ave and Curtiss St.
Parking overflow?	On-site garage plus existing public lots (Lot D & Library) keep cars off residential streets.

Includes on-site parking, Public Lot D (free after 11 AM), and the Library parking lot. Reviewed by professional traffic engineers through the Village process.



Stormwater Management: Will this project make flooding worse for nearby properties?

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

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

The building adds more pavement — won't that increase runoff?

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

Key Facts:

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

Where does the stormwater actually go?

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

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

What kind of stormwater system are you using?

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

What happens during very heavy storms?

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

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

Is this better or worse than what's there now?

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

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

What type of tenants are you targeting?

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

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

Second Floor – Professional Office Uses

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

Why This Tenant Mix Works

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

Are there any tenants confirmed?

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

Could a high-traffic use move in later?

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

PROJECT CONTACTS

Owner / Developer / General Contractor

Forest Pointe Properties LLC & Brownstone Homes Ltd

Primary Contact: Don Brown

Phone: 630-234-6474

Email: brownjr73@yahoo.com

Variations

Review and Approval Criteria

Address of Project Site: 1108-1114 Curtiss St - 25-PZC-0022 - Lot Area Per Dwelling Deviation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Planned Unit Development

Form #PZC1

Review and Approval Criteria

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

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

Section 28.12.040.C.6. Review and Approval Criteria (Planned Unit Development)
The decision to amend the zoning map to approve a PUD plan and to establish a PUD overlay district are matters of legislative discretion that are not controlled by any single standard. In making recommendations and decisions regarding approval of planned unit developments, review and decision making bodies must consider at least the following factors:

1. The zoning map amendment review and approval criteria of Sec. 12.030.I.
   See the analysis of zoning map amendment review and approval criteria in separate document.

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

2. Whether the proposed PUD plan and map amendment would be consistent with the Comprehensive Plan and any other adopted plans for the subject area.

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

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

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

4. Whether the proposed development will result in public benefits that are greater than or at least equal to those that would have resulted from development under conventional zoning regulations.

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

5. Whether appropriate terms and conditions have been imposed on the approval to protect the interests of surrounding property owners and residents, existing and future residents of the PUD and the general public.

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

Zoning Map Amendments

Form #PZC3

Review and Approval Criteria

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

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

Section 28.12.030.I. Review and Approval Criteria (Zoning Map Amendments - Rezonings)
The decision to amend the zoning map is a matter of legislative discretion that is not controlled by any single standard. In making recommendations and decisions about zoning map amendments, review and decision making bodies must consider at least the following factors:

1. The existing uses and zoning of nearby property.

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

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

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

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

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

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

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

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

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

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

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

7. The Comprehensive Plan.

   The petitioner is proposing to construct a 41,000 square foot, three-story mixed-use development at the southwest corner of Forest Avenue and Gilbert Avenue containing:
   Street Level: 13,000 sq.ft.; (1) Restaurant Unit; (2) Retail Units; (1) Garage
   Level Two: 13,000 sq.ft.; (9) Office Units; (2) Restrooms
   Level Three: 13,000 sq.ft.; (4) Residential Units
   Basement Level: 5,454 sq.ft.; (13) Parking Stalls; (2) Handicapped Parking Stalls

Special Uses

Form #PZC2

Review and Approval Criteria

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

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

Section 28.12.050.H. Approval Criteria (Special Uses)
No special use may be recommended for approval or approved unless the respective review or decision-making body determines that the proposed special use is consistent with and in substantial compliance with all Village Council policies and plans, including, but not limited to, the Comprehensive Plan and the Downtown Design Guidelines and that the applicant has presented evidence to support each of the following conclusions:

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

   The proposed use is consistent with the intent of the zoning district and complies with applicable regulations. In addition, the use is expressly authorized as a Special Use in the district.

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

   The design and operation of the proposed use will meet all applicable standards and will function in a safe and efficient manner. The proposed use will not be detrimental to the health, safety, or general welfare of the community.

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

   The proposed use will be compatible with the character of the surrounding neighborhood and will operate in harmony with adjacent land uses. The proposed use will not be injurious to the use and enjoyment of other property in the immediate area nor substantially diminish or impair property values within the neighborhood.

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

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

PLAT OF SURVEY

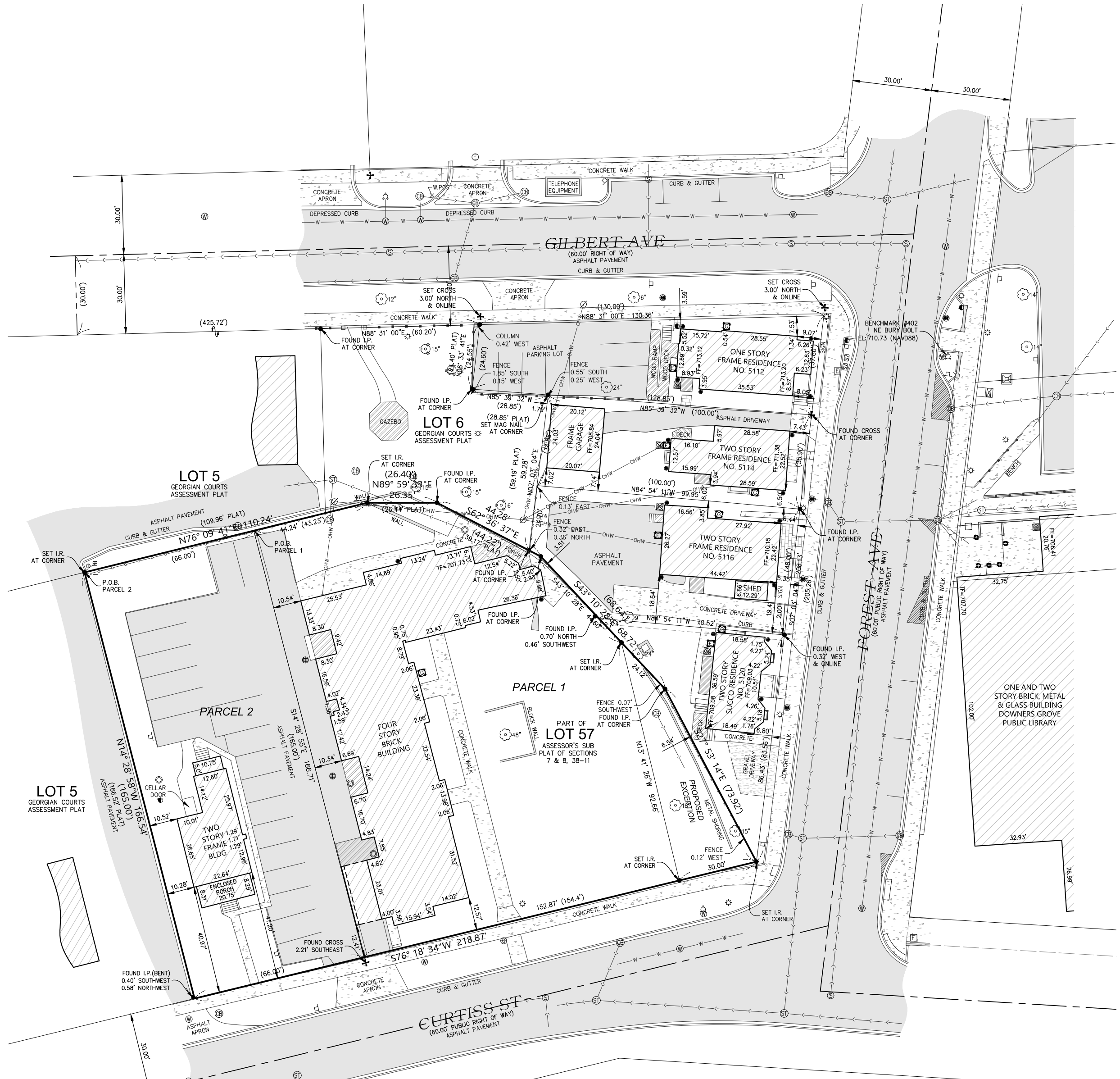
LEGAL DESCRIPTION

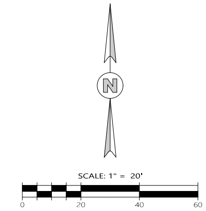
PARCEL 1: THAT PART OF LOT 57 OF THE ASSESSOR'S SUBDIVISION OF SECTION 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, COMMENCING FOR THE PURPOSES OF A BOUNDARY AT THE QUARTER SECTION CORNER IN THE WEST LINE OF SAID SECTION 8 AND RUNNING THENCE SOUTH 9 1/4 DEGREES EAST, 176.88 FEET TO A POST; THENCE NORTH 78 DEGREES EAST, 315.81 FEET TO A STAKE AT FRANK SHEAR'S CORNER FOR A PLACE OF BEGINNING; THENCE NORTH 78 DEGREES EAST, 43.23 FEET; THENCE NORTH 89 3/4 DEGREES EAST, 26.4 FEET; THENCE SOUTH 58 1/4 DEGREES EAST, 44.22 FEET, THENCE SOUTH 42 DEGREES EAST 68.64 FEET; THENCE SOUTH 26 DEGREES EAST, 73.92 FEET TO THE POINT OF INTERSECTION OF THE WEST LINE OF FOOTE STREET, NOW FOREST AVENUE, WITH THE NORTH LINE OF CURTISS STREET; THENCE SOUTH 78 DEGREES WEST ALONG THE NORTH LINE OF CURTISS STREET, 154.4 FEET TO THE SOUTHEAST CORNER OF FRANK SHEAR'S LOT; THENCE NORTH 12 DEGREES WEST, 165.00 FEET TO THE PLACE OF BEGINNING, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 1, 1871 AS DOCUMENT 14481, IN DUPAGE COUNTY, ILLINOIS.

PARCEL 2: THAT PART OF LOT 57 OF THE ASSESSOR'S SUBDIVISION IN SECTIONS 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11, DESCRIBED AS FOLLOWS: COMMENCING AT THE QUARTER SECTION CORNER BETWEEN SECTIONS 7 AND 8, TOWNSHIP 38 NORTH, RANGE 11; THENCE SOUTH 9 1/4 DEGREES EAST, 176.88 FEET TO A POST; THENCE NORTH 78 DEGREES EAST 249.48 FEET TO THE NORTHEAST CORNER OF BINDER LOT FOR A PLACE OF BEGINNING, SAID POINT ALSO BEING THE SOUTHWEST CORNER OF GULDAGER PROPERTY AS DESCRIBED IN QUIT CLAIM DEED RECORDED AS DOCUMENT 898445; THENCE NORTH 78 DEGREES EAST ALONG THE SOUTH LINE OF SAID GULDAGER PROPERTY 66 FEET MORE OR LESS TO THE EAST LINE OF PROPERTY DESCRIBED IN DOCUMENT 409875; THENCE SOUTH 12 DEGREES EAST ALONG SAID PROPERTY LINE 165 FEET TO THE NORTH LINE OF CURTISS STREET; THENCE SOUTH 78 DEGREES WEST, 66 FEET TO THE SOUTHEAST CORNER OF SAID BINDER LOT; THENCE NORTH 12 DEGREES WEST ALONG BINDER'S EAST LINE 165 FEET TO THE PLACE OF BEGINNING; IN DUPAGE COUNTY, ILLINOIS.

PERMANENT INDEX NUMBER: 09-08-301-015 AND 09-08-301-014
ADDRESS: 1108-1114 CURTISS STREET AND 1118 CURTISS STREET, DOWNERS GROVE, IL 60515

PROPOSED EXCEPTION PARCEL:
PART OF LOT 57 OF ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, BEING DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE NORTHERLY RIGHT OF WAY LINE OF CURTISS STREET WITH THE WESTERLY RIGHT OF WAY LINE FOREST AVENUE; THENCE SOUTH 76 DEGREES 18 MINUTES 34 SECONDS WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE, 30.00 FEET; THENCE NORTH 13 DEGREES 41 MINUTES 26 SECONDS WEST, 92.66 FEET TO THE CENTER OF THE CREEK; THENCE SOUTH 43 DEGREES 10 MINUTES 28 SECONDS EAST ALONG SAID CENTERLINE, 24.12 FEET; THENCE SOUTH 27 DEGREES 53 MINUTES 14 SECONDS EAST ALONG SAID CENTERLINE, 73.92 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.





BASIS OF BEARINGS:
BEARINGS SHOWN HEREON BASED ON ILLINOIS STATE PLANE COORDINATES, ZONE EAST, N.A.D. 1983

LEGEND

- EXISTING SIGN
- EXISTING CLEAN OUT
- EXISTING LIGHT POLE
- EXISTING DOWNSPOUT
- EXISTING AIR CONDITIONER
- EXISTING MAILBOX
- EXISTING MANHOLE
- EXISTING SPRINKLER CONTROL VALVE
- EXISTING SANITARY MANHOLE
- EXISTING STORM CATCH BASIN
- EXISTING STORM FLARED END SECTION
- EXISTING STORM INLET
- EXISTING STORM MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER BUFFALO BOX
- EXISTING WATER VALVE
- EXISTING WATER VALVE & VAULT
- EXISTING DECIDUOUS TREE (LEAF TREE)
- EXISTING CONIFEROUS TREE (NON LEAF TREE)
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING ELECTRIC HANDHOLE
- EXISTING ELECTRIC METER
- EXISITNG GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC MANHOLE
- PARCEL LIMITS
- CENTER LINE OF RIGHT OF WAY
- EXISTING SANITARY LINE
- EXISTING STORM LINE
- EXISTING WATERMAIN LINE
- EXISTING OVERHEAD WIRES
- EXISITING WOOD FENCE
- EXISTING CHAIN LINK FENCE
- EXISITNG WROUGHT IRON FENCE
- EXISTING EDGE OF TREES
- EXISITING CONTOUR MAJOR 5 FOOT
- EXISITING CONTOUR MINOR 1 FOOT
- EXISTING BUILDING
- EXISTING CONCRETE PAVEMENT
- EXISTING ASPHALT PAVEMENT

STATE OF ILLINOIS)
COUNTY OF OGLE) SS

WE, REGIONAL LAND SERVICES, LLC, ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-007858-0008, DO HEREBY DECLARE THAT WE HAVE SURVEYED THE TRACT OF LAND SHOWN HEREON AND THIS PLAT IS A CORRECT REPRESENTATION OF SAID TRACT.

GIVEN UNDER MY HAND AND SEAL THIS 20TH DAY OF OCTOBER, A.D. 2025, AT ROCHELLE, ILLINOIS.

Rudy P. Dixon

RUDY P. DIXON — *ILLINOIS PROFESSIONAL LAND SURVEYOR*
LICENSE NO. 035-003832 — *LICENSE EXPIRES: NOVEMBER 30, 2026*

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY.

PROFESSIONAL LAND SURVEYOR
RUDY P. DIXON
035-003832
ROCHELLE ILLINOIS
STATE OF ILLINOIS

UTILITY STATEMENT

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES DECLARE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

811 Know what's below. Call before you dig.
JULIE (OUTSIDE CHICAGO AREA)
CALL 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG
811 or 1-800-892-0123

SURVEYORS NOTES:
1) ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL

CLIENT:
ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17, LEMONT, IL 60439
PHONE: 1(630) 520-2467

REGIONAL LAND SERVICES
9512 FOWLER ROAD
ROCHELLE, ILLINOIS 61068
PHONE: (618) 559-2260

PROPERTY ADDRESS: 1108 CURTISS STREET, DOWNERS GROVE, IL 60515

PROJECT NUMBER:	250109
DATE:	10/20/2025
SHEET:	1 OF 1
DRAWING NUMBER:	PLAT

SOUTHWEST CORNER
LOOKING EAST

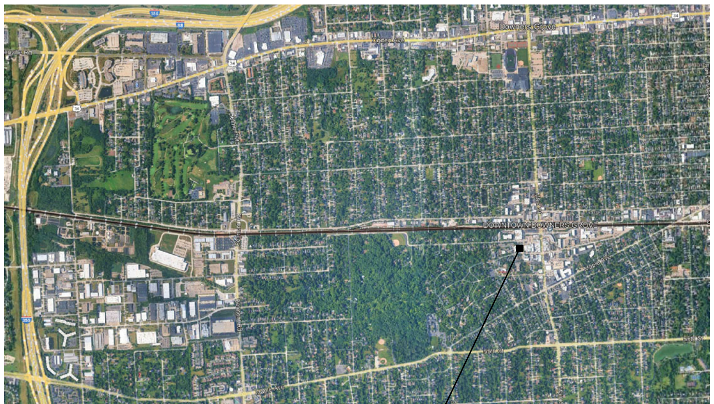
NORTHEAST CORNER
LOOKING SOUTH

SOUTHEAST CORNER
LOOKING NORTH

NEW MIXED USE BUILDING:

FOREST POINTE

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



VICINITY MAP **PROJECT LOCATION**

KEY PLAN **PROJECT LOCATION**

INDEX OF DRAWINGS

NOTES:
DRAWINGS LISTED HEREIN ARE FOR INFORMATION ONLY, THESE DRAWINGS AS LISTED IN THE DRAWING INDEX ALONG WITH THE CONTRACT FOR CONSTRUCTION, ADDENDUMS 7 OTHER INFORMATION AS PROVIDED TO THE GENERAL CONTRACTOR CONSTITUTE THE INSTRUMENTS OF SERVICE AND ARE CONSIDERED A SINGLE ENTITY. THE CONTRACTOR IS THEREFORE BOUND BY ALL INFORMATION INCLUDED. NON OF THIS OR DRAWING SHEETS SHALL BE TAKEN SEPARATELY OR "STAND ALONE" FROM THE REMAINDER OF THE CONSTRUCTION DOCUMENTS. ALL SUBCONTRACTORS SHALL BE RESPONSIBLE TO REVIEW THE ENTIRE SET OF CONSTRUCTION DOCUMENTS TO DETERMINE THEIR PARTICULAR SCOPE OF WORK. ANY DISCREPANCIES OR CONFLICTING INFORMATION NOT BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO SUBMITTING A BID SHALL BE INTERPRETED AT THE SOLE DISCRETION THE ARCHITECT.

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

APPLICABLE CODES

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

2021 IECC PRESCRIPTIVE METHOD

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

1. FENESTRATION U-FACTOR — U-.30 MINIMUM (*TABLE 402.1.3*)
2. SKYLIGHT U-FACTOR — U-.55 MINIMUM
3. CEILING R-VALUE — R-49 MINIMUM (FLAT) - R-30 MINIMUM (SLOPED)
4. WOOD FRAME WALL R-VALUE — R-30 OR 13+5 MIN (NOTE h)
5. MASS WALL R-VALUE — R-13/17
6. FLOOR R-VALUE — R-30 (NOTE g)
7. BASEMENT WALL R-VALUE — R-15/19
8. SLAB R-VALUE — R-10, 4 FT
9. CRAWL SPACE R-VALUE — R-15/19 (REFER TO 402.2.10 FOR ALTERNATE METHODS

ALL R-VALUES AND U-FACTORS MUST BE LABELED IN THE FIELD
WINDOWS SHALL HAVE A 'U' FACTOR OF .30 OR LOWER AND STICKERS INDICATE SAME SHALL REMAIN ON WINDOWS FOR INSPECTORS

DUCTS (PRESCRIPTIVE) - SUPPLY DUCTS IN ATTIC SHALL BE INSULATED TO A MINIMUM OF R-8 AND ALL OTHER DUCTS TO R-6. (FOR UNCONDITIONED SPACES ONLY) ALL JOINTS AND SEAMS TO BE SEALED WITH DUCT MASTIC OR 181 A METAL DUCT TAPE

LIGHTING EQUIPMENT (PRESCRIPTIVE) - A MINIMUM OF 75% OF THE LAMPS IN PERMANENTLY INSTALLED LIGHTING FIXTURES SHALL BE HIGH-EFFICIENCY LAMPS.

408.2.2
1. FURNACES SHALL BE GREATER THAN OR EQUAL TO 95 AFUE NATURAL GAS FURNACE AND 16 SEER AIR CONDITIONER
2. GREATER THAN OR EQUAL TO 10 HSPF/16 SEER AIR SOURCE HEAT PUMP
3. GREATER THAN OR EQUAL TO 3.5 COP GROUND SOURCE HEAT PUMP

BUILDING USE DATA

Liveable Area	Use	Area (sq.ft.)	Description
Underground Parking	Parking		(17) Parking Stalls (10) EV Charging Stations (0) Handicapped Parking Stalls
Underground - Area Total:		**9,745**	
Street Level 1	Restaurant/Retail	3,610	Retail A/ Dining / Bar / Kitchen
		2,234	Retail B
		1,539	Retail C
		2,931	Garage
		6	Parking Stalls
Level 1 - Area Total:		**10,320**	
Level 2	Office	1,535	Office Unit A - Space #200
		939	Office Unit B - Space #201
		820	Office Unit C - Space #202
		847	Office Unit D - Space #203
		849	Office Unit E - Space #204
		763	Office Unit F - Space #205
		957	Office Unit G - Space #206
		480	Office Unit H - Space #207
		1,070	Office Unit I - Space #208
		1,539	Office Unit J - Space #209
Level 2 - Area Total:		**9,799**	
Level 3	Apartment Dwelling	2,532	Apartment Dwelling Unit 3A - Space #300
		1,013	Apartment Dwelling Unit 3B - Space #301
		1,339	Apartment Dwelling Unit 3C - Space #302
		1,619	Apartment Dwelling Unit 3D - Space #303
		1,635	Apartment Dwelling Unit 3E - Space #304
		2,045	Apartment Dwelling Unit 3F - Space #305
Level 3 - Area Total:		**10,183**	
TOTAL:		**40,047**	

Building Area	Use	Area (sq.ft.)	Description
Underground	Parking	9,745	
Street Level 1	Restaurant/Retail	13,820	
Level 2	Office	13,593	
Level 3	Apartment Dwelling	13,593	
Total:		**50,751**	

TYPE OF CONSTRUCTION:
TYPE IIIB
SPRINKLED

BUILDING & ZONING

ZONING:	**(DC) DOWNTOWN CORE**	
USE GROUP:	**ASSEMBLY GROUP**	**A-2**
	MERCANTILE	**M**
	BUSINESS	**B**
	RESIDENTIAL	**R**
TOTAL HEIGHT:	**40'-0" TO ROOF DEACK 3 STORY**	
TOTAL AREA:		
1st FLOOR	**13,820 S.F. GROSS**	
2nd & 3rd FLOORS	**13,593 GROSS, EACH**	
BASEMENT	**9,745 S.F. GROSS**	
CONSTRUCTION TYPE:	**TYPE IIIB**	

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditio at the job site and notify WJDi Studio of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

DATE	ISSUE
1-19-2026	SECOND STAIR FROM BASEMENT
1-14-2026	MOVED STAIR TOWER
1-5-2026	BUILDING DESIGN PLANNING/ZONING REVIEW
12-31-2025	REVISED BUILDING DESIGN
12-24-2025	REVISED DESIGN SUBMITTAL

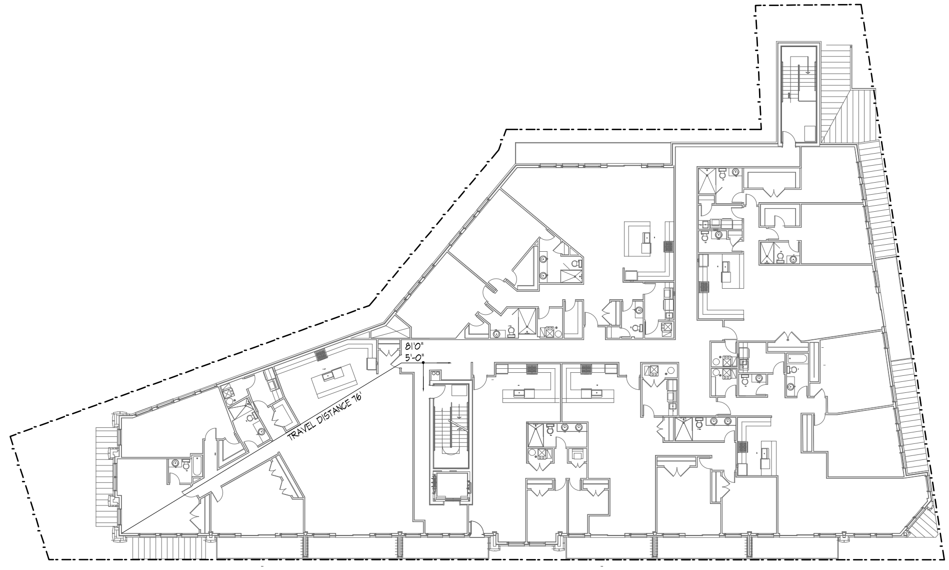
FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439 847.233.0710
SCHERERVILLE, IN 46374 www.WJDiStudio.com

DRAWN BY
PRINTED

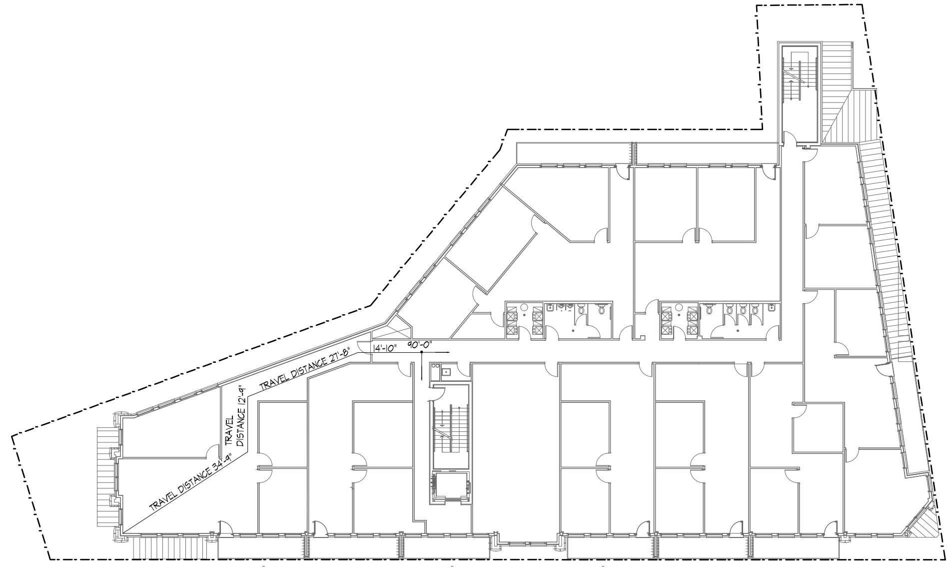
William J. DiSanto
AIA, NCARB
No. AR12000162
Exp. December 31, 2025

Sheet No.
A-0.0



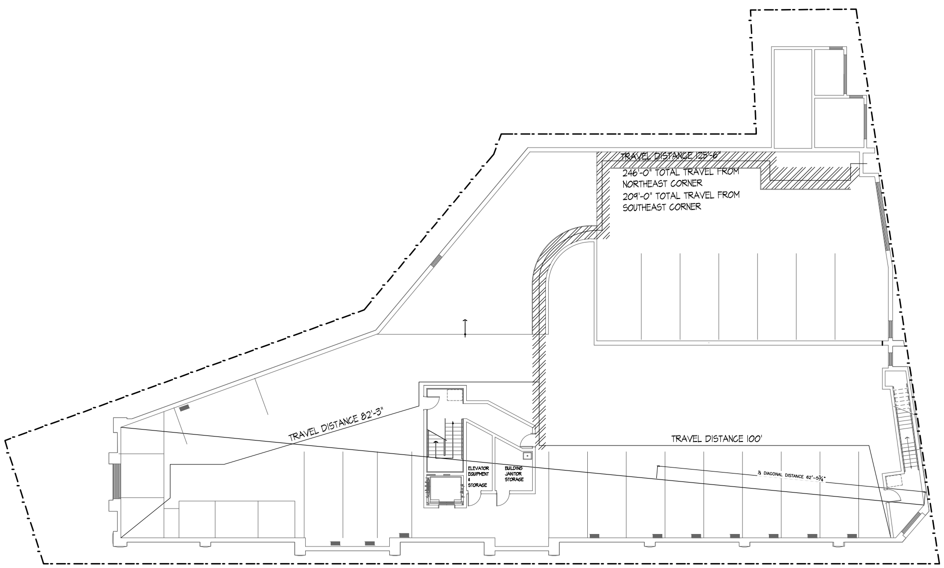
THIRD FLOOR EGRESS PLAN

NO SCALE



SECOND FLOOR EGRESS PLAN

NO SCALE



GARAGE EGRESS PLAN

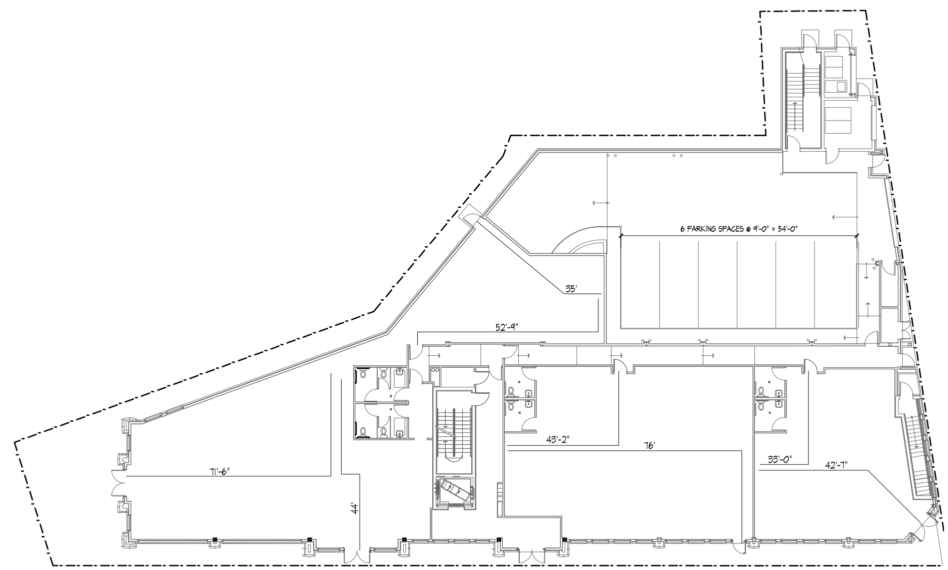
NO SCALE

TABLE 1017.2 EXIT ACCESS TRAVEL DISTANCE

OCCUPANCY	WITHOUT SPRINKLER SYSTEM (feet)	WITH SPRINKLER SYSTEM (feet)
A, E, F-1, M, R,	200	
I-1	Not Permitted	250
B	200	300
F-2, S-2, U	300	400
H-1	Not Permitted	75
H-2	Not Permitted	100
H-3	Not Permitted	150
H-4	Not Permitted	175
H-5	Not Permitted	200
I-2, I-3	Not Permitted	200
I-4	150	200

406.4.3 RAMPS

Vehicle ramps shall not be considered as required exits unless pedestrian facilities are provided. Vehicle ramps that are utilized for vertical circulation as well as for parking shall not exceed a slope of 1 unit vertical in 15 units horizontal (6.67-percent slope).



FIRST FLOOR EGRESS PLAN

NO SCALE

FIELD VERIFICATION

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FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439
SCHERERVILLE, IN 46374
847.233.0710
www.WJDiStudio.com

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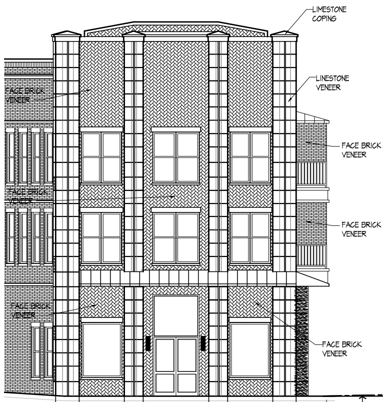
DRAWN BY

William J. DiSanto, AIA, NCARB
No. AR12000162
Exp. December 31, 2025

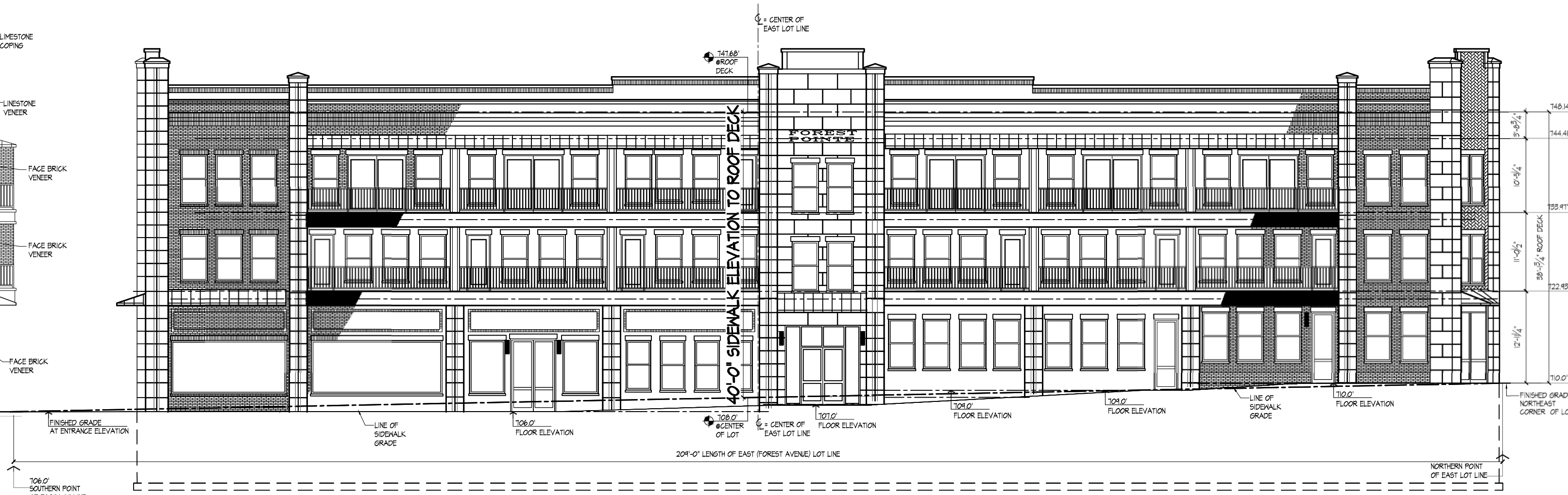
Sheet No.

A-0.1



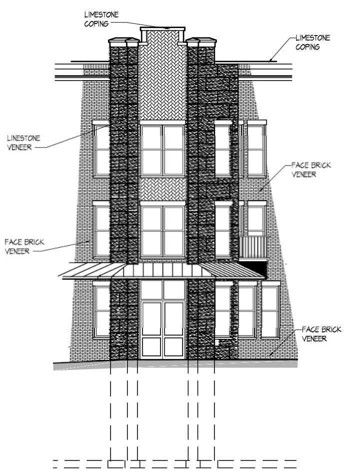
SOUTH ENTRANCE ELEVATION

1/8" = 1'-0"



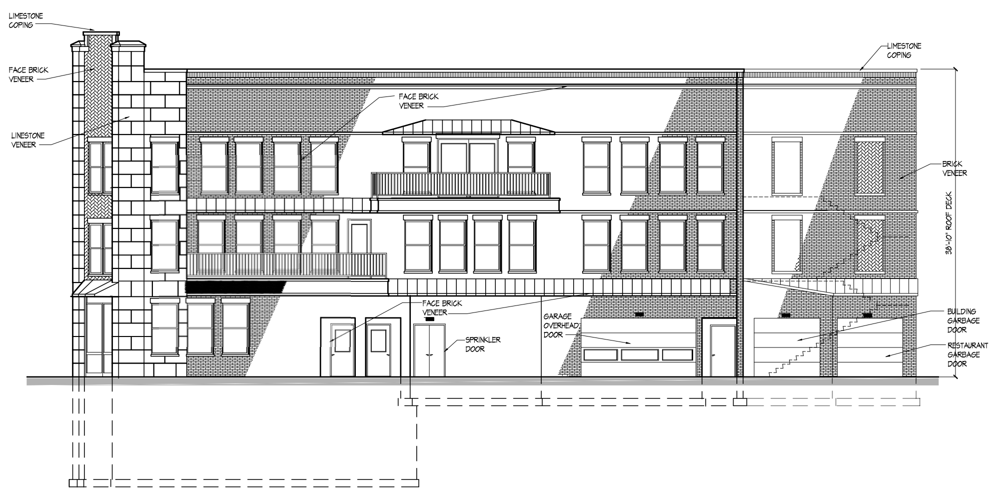
EAST SIDE ELEVATION

1/8" = 1'-0"



NORTH ENTRANCE ELEVATION

1/8" = 1'-0"



NORTH SIDE ELEVATION

1/8" = 1'-0"

FIELD VERIFICATION

COPYRIGHT

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FOREST POINTE
5300 FOREST AVENUE
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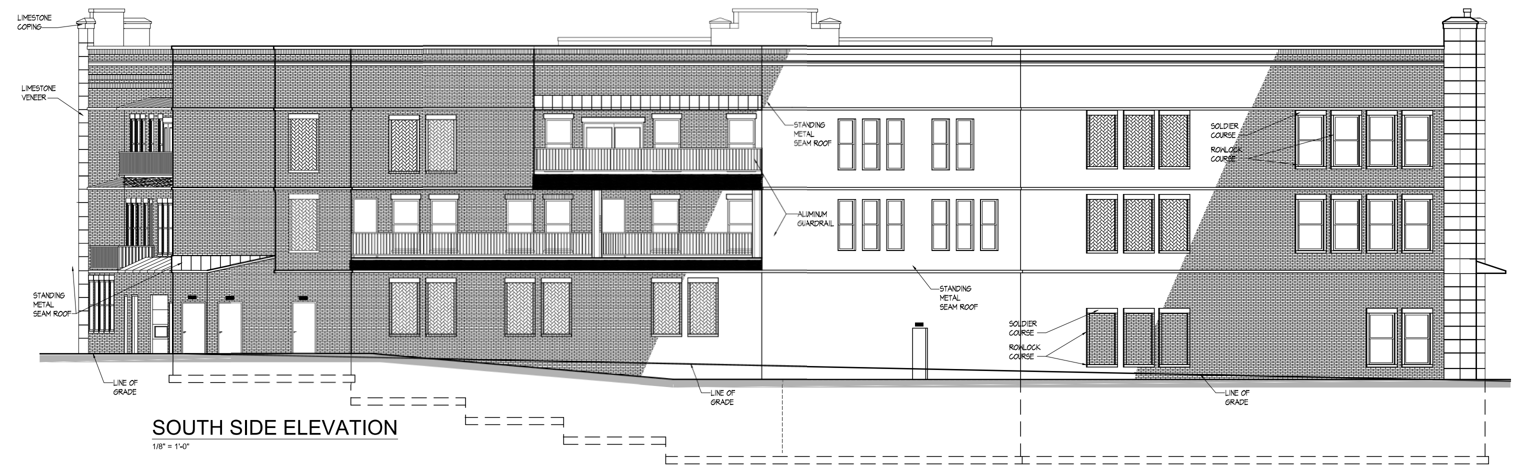
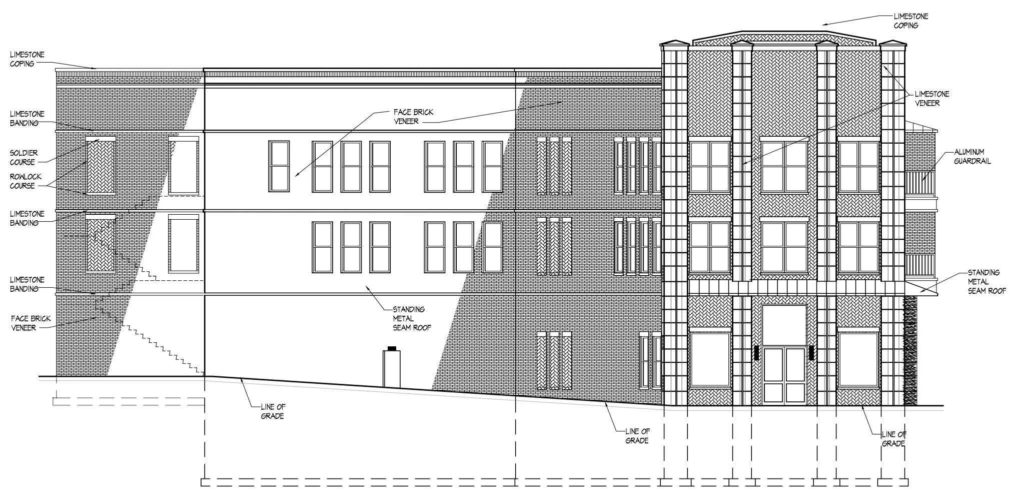


SOUTH SIDE ELEVATION
1/8" = 1'-0"



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

FIELD VERIFICATION

COPYRIGHT

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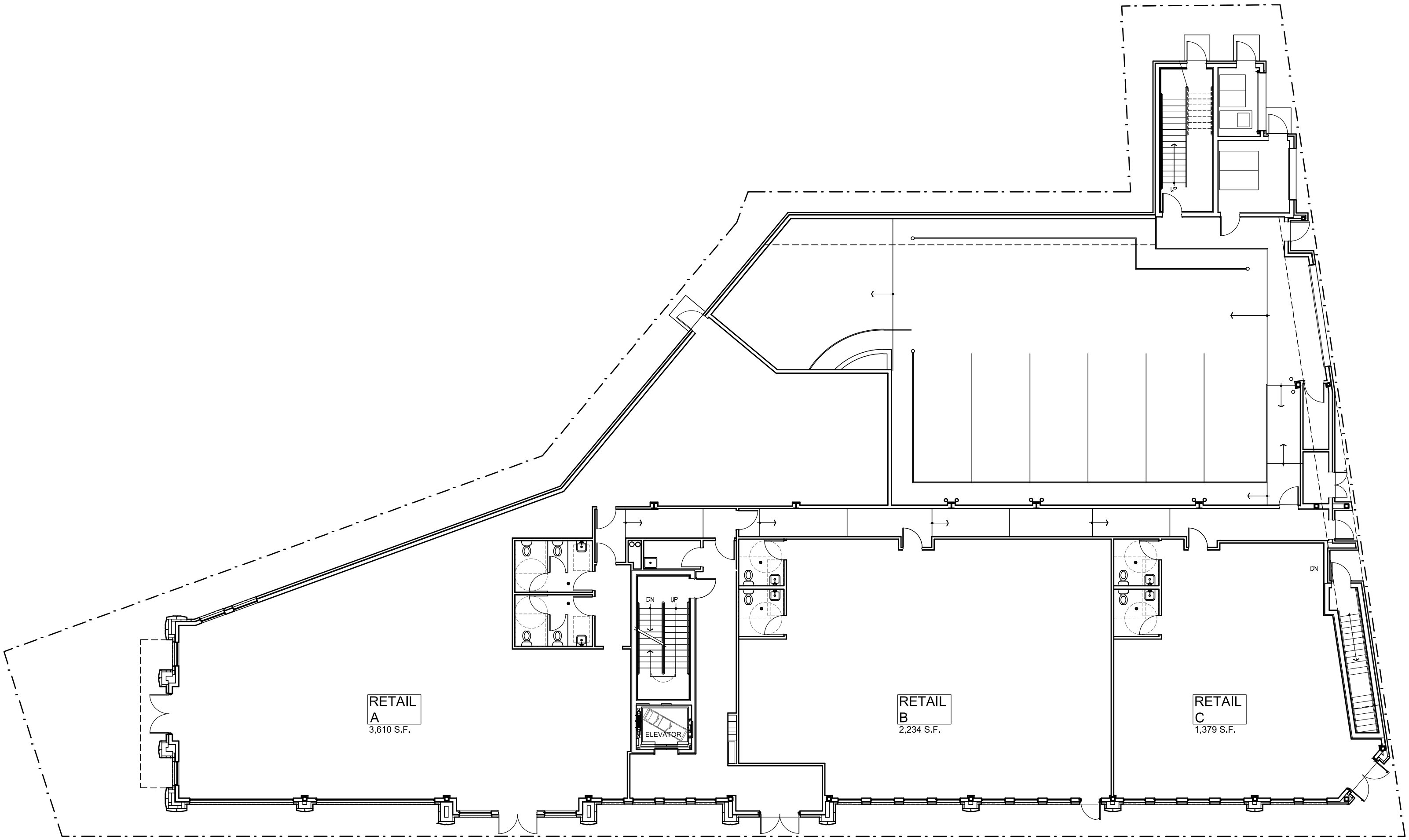
12-24-2025	REVISED DESIGN SUBMITTAL

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439 847.233.0710
SCHERERVILLE, IN 46374 www.WJDiStudio.com

PRINTED
DRAWN BY

Sheet No.
A-1.1



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

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify WJDi Studio of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

DATE	ISSUE
1-19-2026	SECOND STAIR FROM BASEMENT
1-14-2026	MOVED STAIR TOWER
1-5-2026	BUILDING DESIGN PLANNING/ZONING REVIEW
12-31-2025	REVISED BUILDING DESIGN
12-24-2025	REVISED DESIGN SUBMITTAL

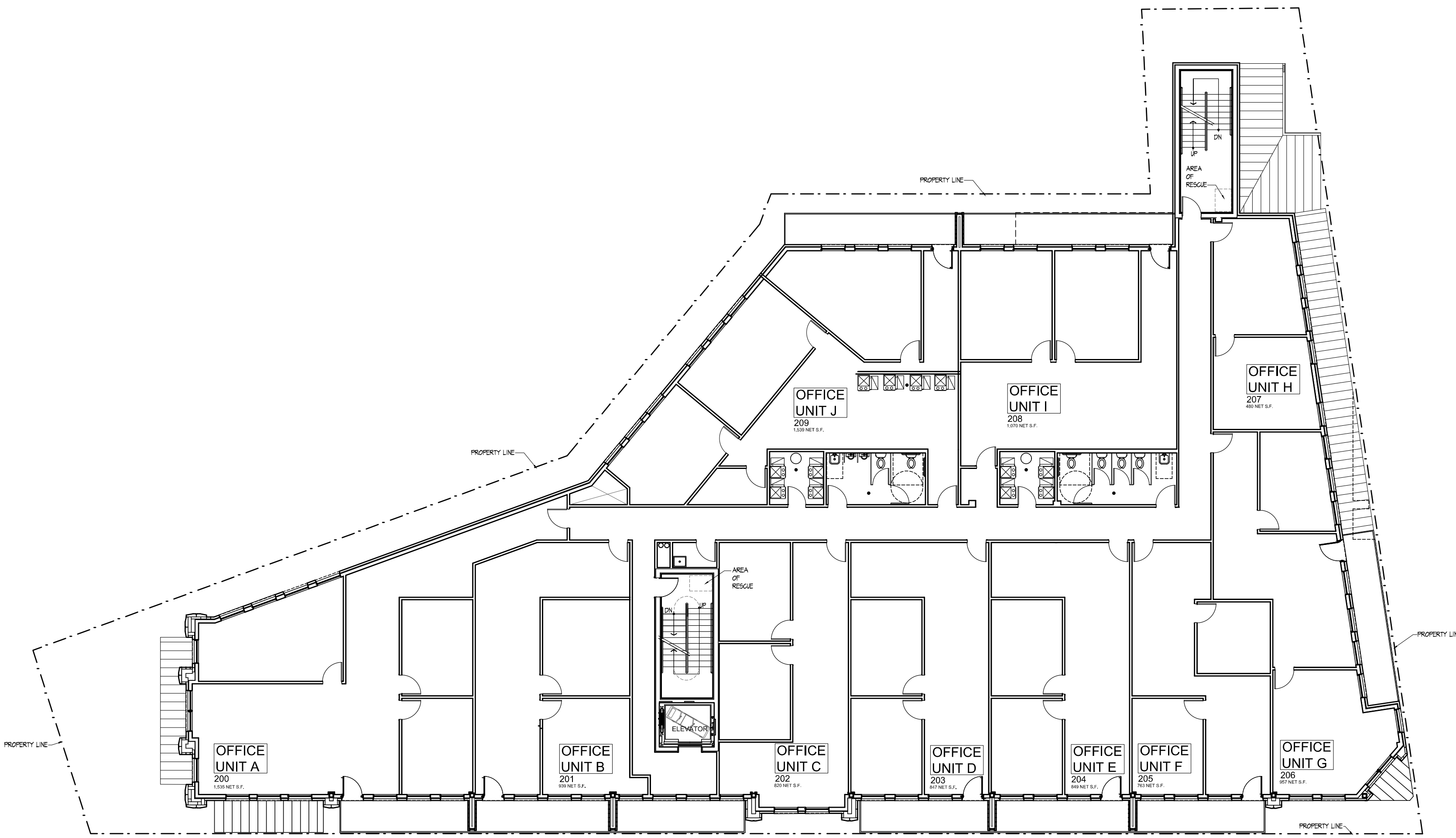
FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439
SCHERERVILLE, IN 46374
847.233.0710
www.WJDiStudio.com

PRINTED
DRAWN BY

William J. DiSanto
AIA, NCARB
No. AR12000162
Exp. December 31, 2025

Sheet No.
A-2.0



SECOND FLOOR PLAN

1/8" = 1'-0"

13,593 GROSS SQUARE FOOTAGE

FIELD VERIFICATION

Contractor shall verify all figured dimensions and conditions at the job site and notify WJDi Studio of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

DATE	ISSUE
1-19-2026	SECOND STAIR FROM BASEMENT
1-14-2026	MOVED STAIR TOWER
1-5-2026	BUILDING DESIGN PLANNING/ZONING REVIEW
12-31-2025	REVISED BUILDING DESIGN
12-24-2025	REVISED DESIGN SUBMITTAL

FOREST POINTE
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DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
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SCHERERVILLE, IN 46374
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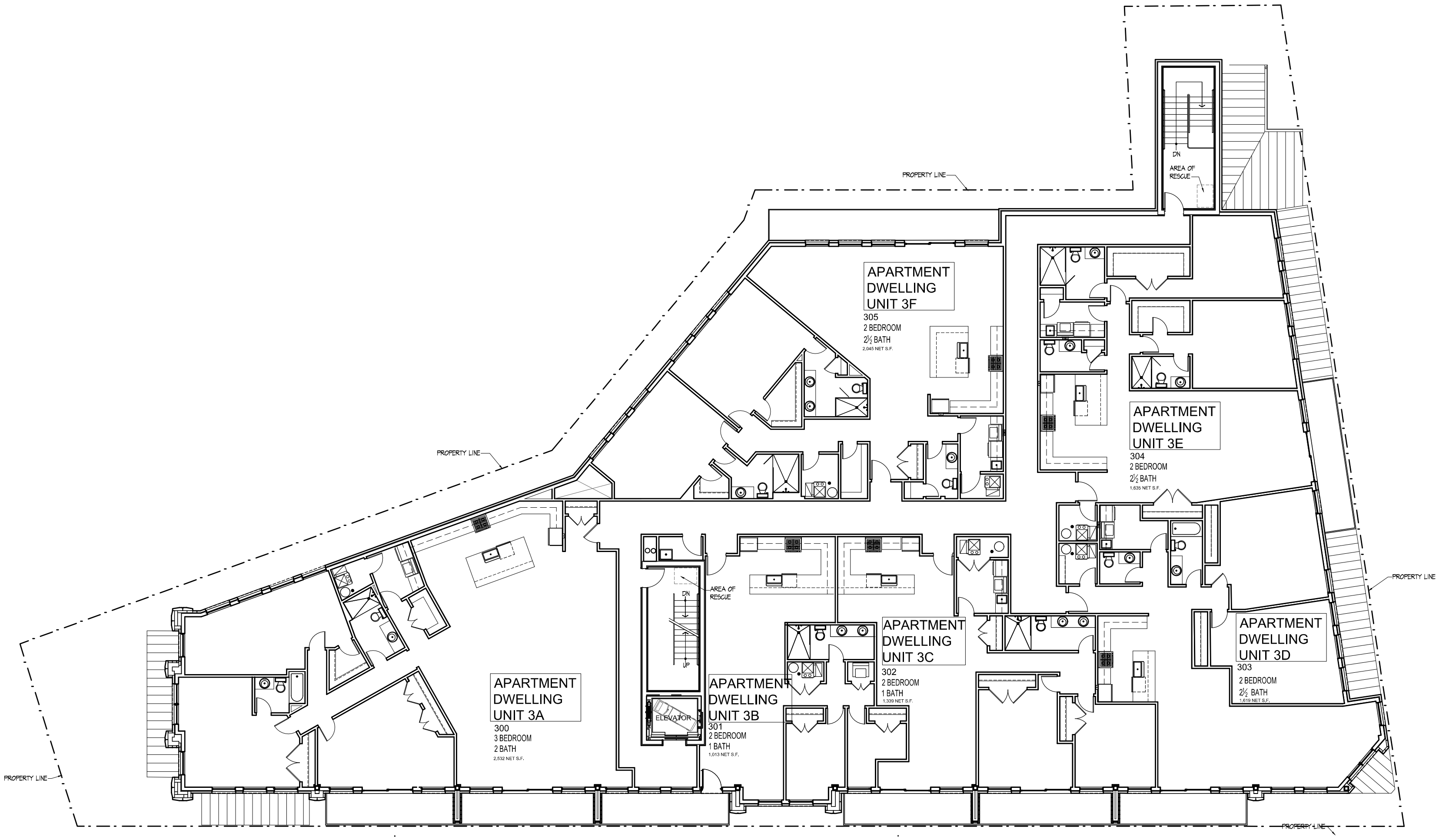
William J. DiSanto AIA, NCARB
Exp. December 31, 2025

Sheet No.

A-2.1



THIRD FLOOR PLAN

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

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify WJDi Studio of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

DATE	ISSUE
1-19-2026	SECOND STAIR FROM BASEMENT
1-14-2026	MOVED STAIR TOWER
1-5-2026	BUILDING DESIGN PLANNING/ZONING REVIEW
12-31-2025	REVISED BUILDING DESIGN
12-24-2025	REVISED DESIGN SUBMITTAL

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439
SCHERERVILLE, IN 46374
847.233.0710
www.WJDiStudio.com

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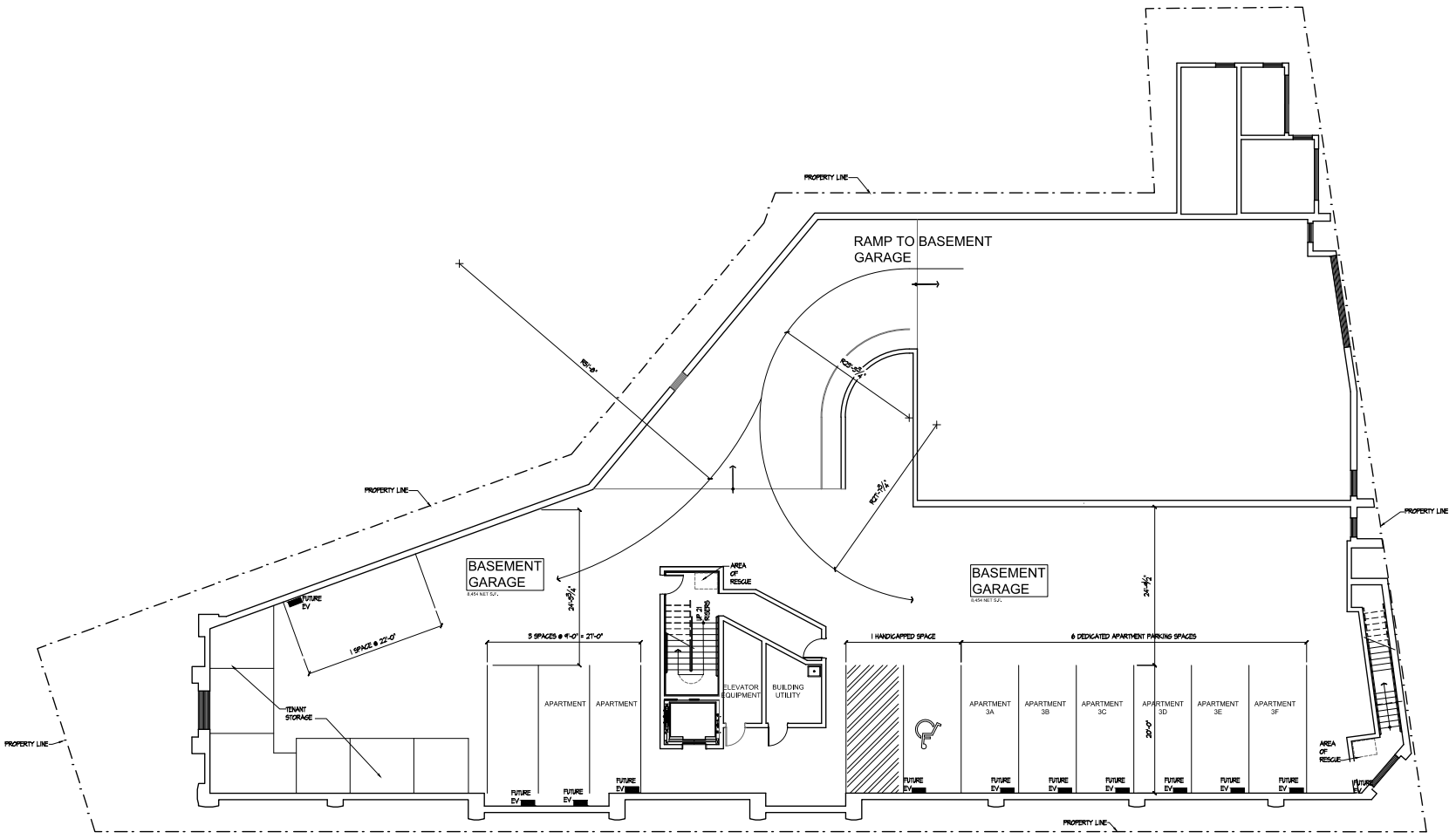
William J. DiSanto
AIA, NCARB
No. AR12000162
Exp. December 31, 2025

Sheet No.
A-2.2



FOUNDATION PLAN

1/8" = 1'-0"

FIELD VERIFICATION

DATE	ISSUE
1-16-2026	SECOND STAIR FROM BASEMENT
1-14-2026	MOVED STAIR TOWER
1-5-2026	BUILDING DESIGN PLANNING/ZONING REVIEW
12-31-2025	REVISED BUILDING DESIGN
12-24-2025	REVISED DESIGN SUBMITTAL

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439
SCHERERVILLE, IN 46374
847.233.0710
www.WJDIstudio.com

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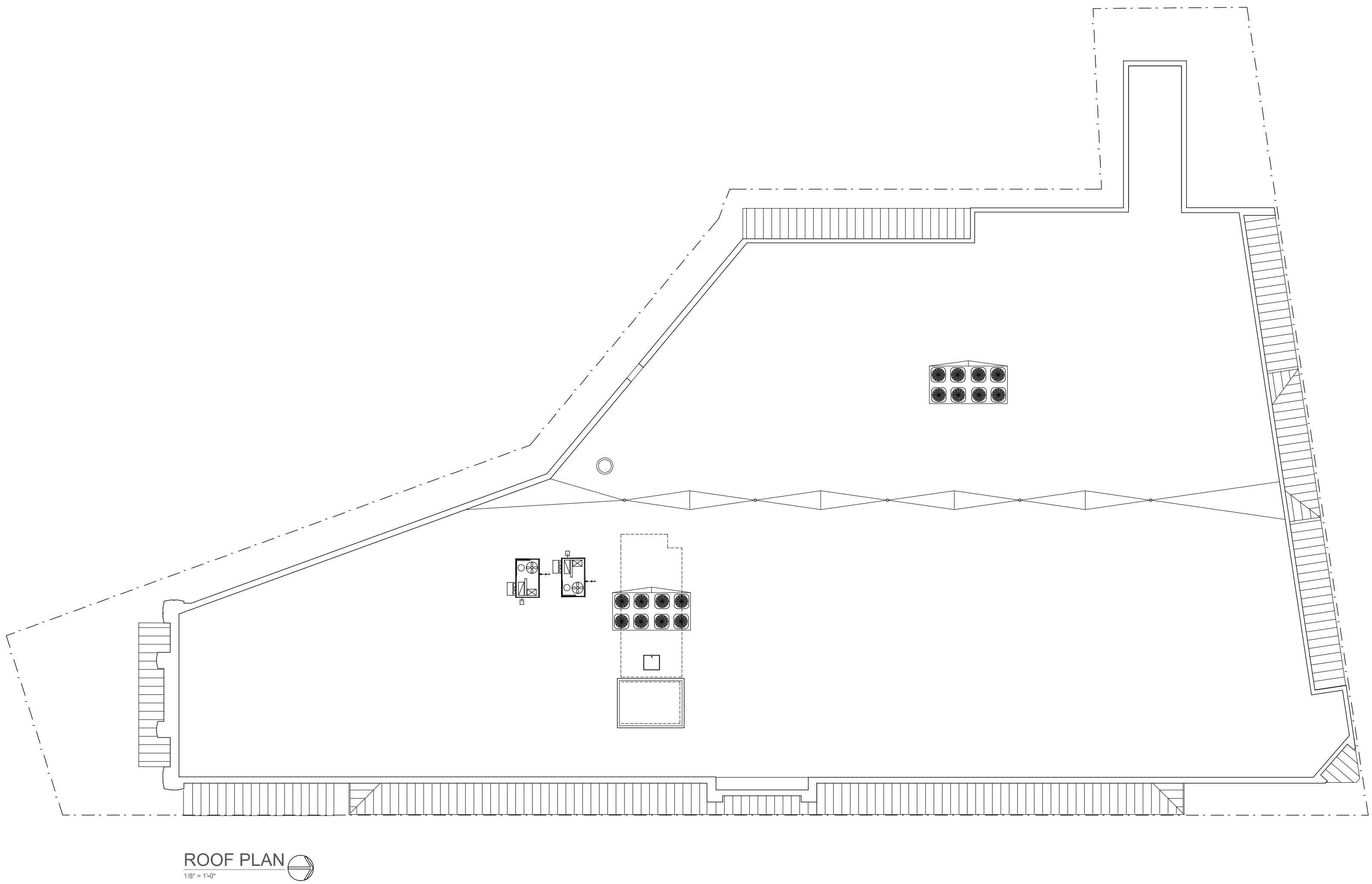
DRAWN BY

Sheet No.
A-2.3



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

FIELD VERIFICATION
Contractor shall verify all figured dimensions and conditions at the job site and notify WJDi Studio of any dimensional errors, omissions or discrepancies before beginning or fabricating any work. Do not scale these drawings.

DATE	ISSUE
1-19-2026	SECOND STAIR FROM BASEMENT
1-14-2026	MOVED STAIR TOWER
1-5-2026	BUILDING DESIGN PLANNING/ZONING REVIEW
12-31-2025	REVISED BUILDING DESIGN
12-24-2025	REVISED DESIGN SUBMITTAL

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

WJDi Studio
LEMONT, IL 60439 847.233.0710
SCHERERVILLE, IN 46374 www.WJDiStudio.com

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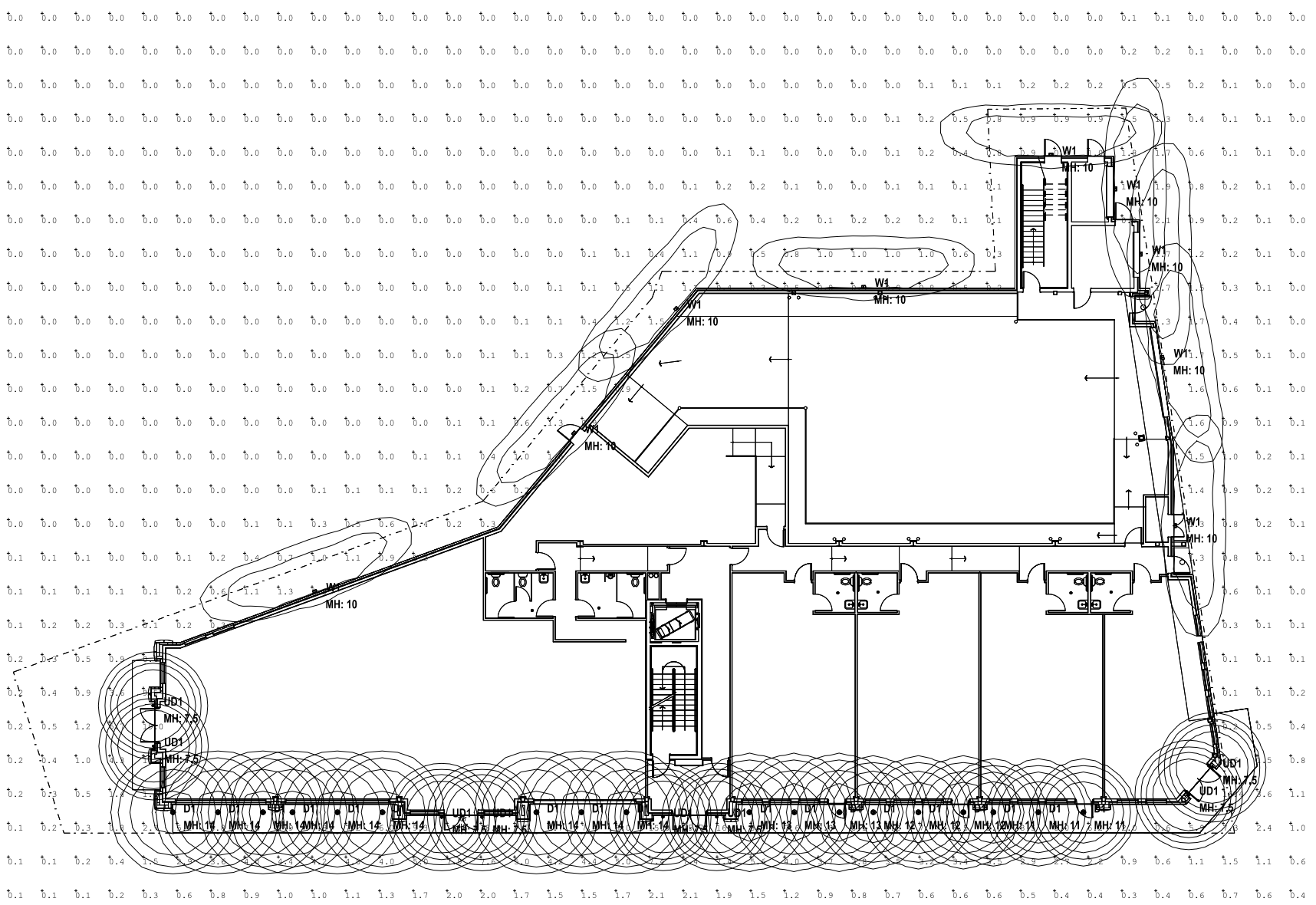
DRAWN BY

William J. DiSanto
AIA, NCARB
No. AR12000162
Exp. December 31, 2025

Sheet No.
A-2.4



PHOTOMETRIC PLAN

1/8" = 1'-0"

FIELD VERIFICATION

DATE	ISSUE
1-15-2026	SECOND STAIR PROPOSAL
1-15-2026	REVISED STAIR TOWER
1-30-2026	BUILDING DESIGN PLANNING ZONING REVIEW
2-21-2026	REVISED BUILDING DESIGN
3-24-2026	REVISED DESIGN SUBMITTAL

FOREST POINTE
5300 FOREST AVENUE
DOWNERS GROVE, ILLINOIS 60515

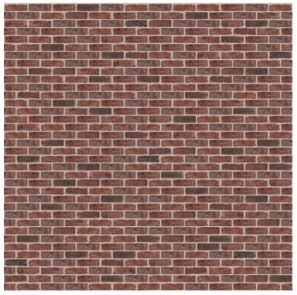
WJDi Studio
LEMONT, IL 60439
SCHERERVILLE, IN 46374
847.233.0710
www.WJDiStudio.com

DRAWN BY

PRINTED

Sheet No.
A-2.0


POWER POINT



Red Tumbled Brick

Black Metal Railings

Limestone/cast stone veneer & capping

Black Metal Awnings & garage doors

Black Window & Door Frames

FOREST POINTE – MATERIAL BOARD

5112-5114-5116-5120 Forest Ave
Project # 25-PZC-0022

ISSUED FOR REVIEW

FINAL SITE IMPROVEMENT PLANS

FOR

FOREST POINTE MIXED USE

5112-20 FOREST AVENUE

DOWNERS GROVE, ILLINOIS - 60515

SITE DATA SUMMARY		
DESCRIPTION	S.F.	ACRES
SITE AREA	16,276	0.37
PROPOSED IMPERVIOUS AREA SUMMARY (S.F.)	14,845	0.34
EXISTING IMPERVIOUS AREA SUMMARY (S.F.)	10,193	0.23
PROPOSED IMPERVIOUS AREA COVERAGE	91.21%	
EXISTING IMPERVIOUS AREA COVERAGE	62.63%	
NET ADD (INCL SIDEWALK IN ROW)	7,439	0.17

ANY CHANGES TO THE SITE PLAN OR IN THE FIELD DURING CONSTRUCTION MUST BE SUBMITTED IN WRITING TO THE VILLAGE OF DOWNERS GROVE

CALL J.U.L.I.E. 1-800-892-0123
WITH THE FOLLOWING:

COUNTY: DUPAGE
CITY, TOWNSHIP: WOODRIDGE,DOWNERS GROVE
SEC. & SEC. NO.: SEC 8, T38N, R11E

48 HOURS BEFORE YOU DIG.
EXCLUDING SAT., SUN. & HOLIDAYS

DEVELOPER

BROWNSTONE HOMES LTD
708-284-5428
KELLY CASSON

ADVANTAGE NOTE

ADVANTAGE CONSULTING ENGINEERS IS TO BE NOTIFIED AT LEAST THREE (3) DAYS PRIOR TO CONSTRUCTION. STAKING REQUESTS FIVE (5) DAYS NOTICE BETWEEN SEPTEMBER 15th AND DECEMBER 15th AND SHALL BE INCLUDED IN THE PRECONSTRUCTION MEETINGS

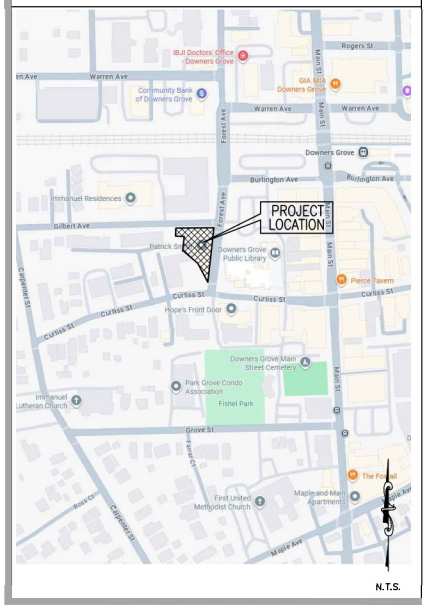
THESE PLANS ARE COLOR CODED. CONTRACTOR/REVIEWER WILL NEED TO PRINT IN COLOR OR VIEW PDF.

BENCHMARK

ELEVATION:
DESCRIPTION: SEE SHEET EX2 FOR BENCHMARK INFORMATION

EXISTING TOTAL SITE AREA: 0.37 ACRES
PROPOSED PROJECT AREA: 0.37 ACRES

LOCATION MAP



N.T.S.

INDEX

SHEET #	SHEET I.D.	SHEET DESCRIPTION
1	C1	COVER SHEET
2	TS1	GENERAL NOTES AND TYPICAL SECTIONS
3	EX1	PLAT
4	EX2	EXISTING CONDITIONS PLAN
5	DM1	DEMOLITION PLAN
6	L1	GEOMETRIC PLAN
7	G1	GRADING PLAN
8	U1	UTILITY PLAN
9–10	SE1–SE2	STORM WATER POLLUTION PREVENTION PLAN
11	SE3	SOIL EROSION AND SEDIMENT CONTROL PLAN
12	S1	SPECIFICATIONS
13–15	D1–D3	DETAILS
16	DR1	PROPOSED DRAINAGE AREA MAP
17	DR2	EXISTING DRAINAGE AREA MAP
18–19		PLAT OF SUBDIVISION

REVISIONS

ORIGINAL PLAN DATE: SEPTEMBER 18, 2025

#	SHEET #	REMARKS	DATE
1	ALL	REVISED PER VILLAGE & OWNER	11/26/25
2	ALL	REVISED PER VILLAGE & OWNER	01/02/26
3	ALL	REVISED PER VILLAGE & OWNER	01/18/26

ENGINEER
WILLIAM J. ZALEWSKI, P.E.
BILL@ACENG.US

ILLINOIS REGISTRATION NO.: 062-046121
EXPIRATION DATE: 11/30/2027

PROFESSIONAL DESIGN FIRM NO.: 184-007386
EXPIRATION DATE: 4/30/2027

THESE PLANS OR ANY PART THEREOF SHALL BE CONSIDERED VOID WITHOUT THE SIGNATURE, SEAL, AND EXPIRATION DATE OF SEAL OF THE ENGINEER

01/18/2026
DATE

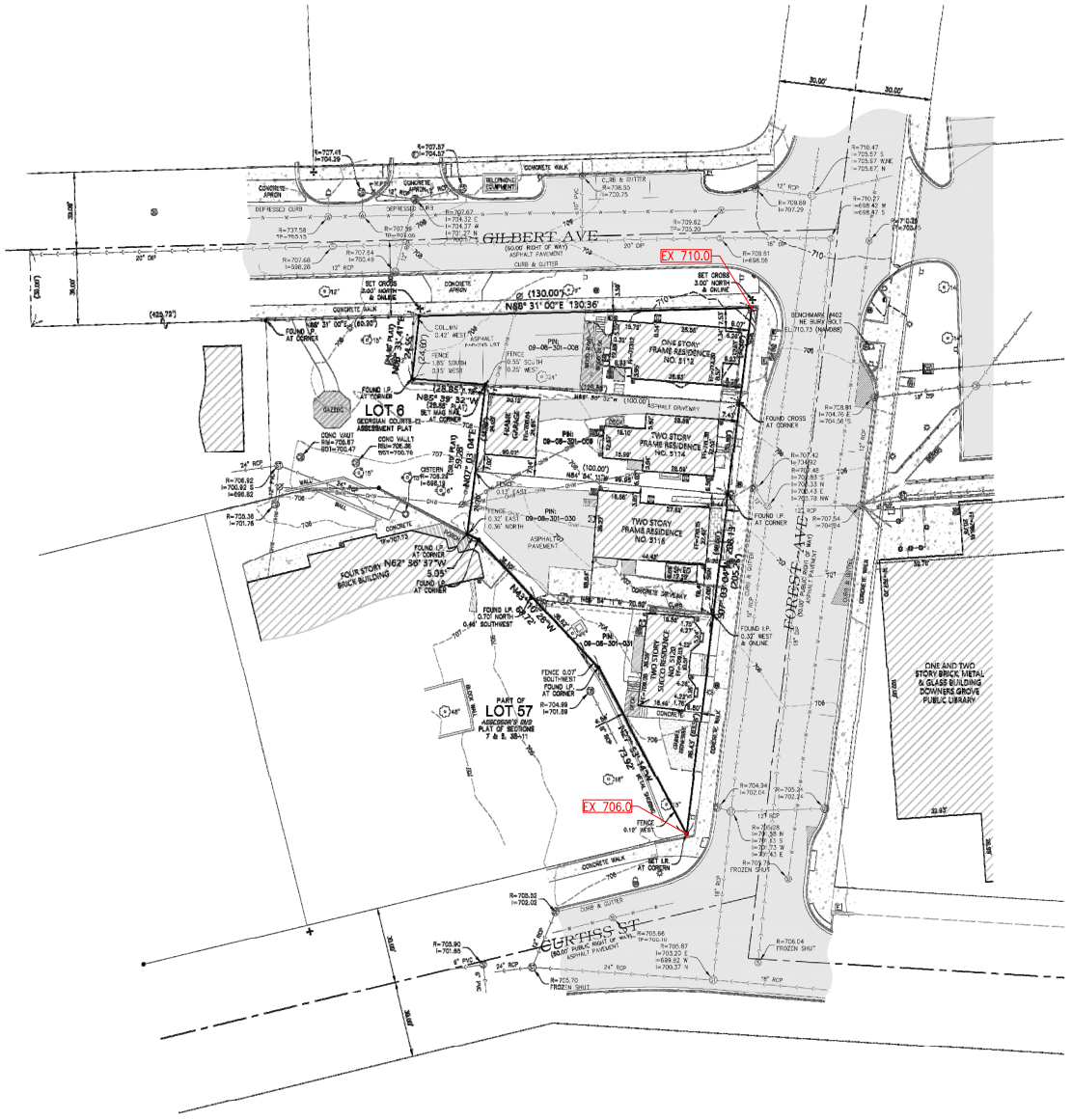
WILLIAM J. ZALEWSKI
062-46121
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

ACE

25-010
FOREST AVE
JAN 18, 2026

ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17 - LEMONT, ILLINOIS 60439
630-520-2467 www.aceng.us

BOUNDARY AND TOPOGRAPHIC SURVEY



BASIS OF BEARINGS:
BEARINGS SHOWN HEREON BASED ON ILLINOIS STATE PLANE COORDINATES, EDR3 EAST, NAD 1983

LEGAL DESCRIPTION

THAT PART OF LOT 57 IN ASSESSOR'S SUBDIVISION OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT THE QUARTER SECTION CORNER BETWEEN 7 AND 8 IN SAID TOWNSHIP, AND RUNNING THENCE SOUTH ON SECTION LINE 80 FEET; THENCE EAST PARALLEL WITH QUARTER SECTION LINE AND IN THE SOUTH LINE OF GILBERT AVENUE 428.72 FEET FOR A PLACE OF BEGINNING; THENCE SOUTH 8 DEGREES 18 MINUTES WEST 24.6 FEET TO AN IRON STAKE; THENCE SOUTH 84 DEGREES 20 MINUTES EAST 128.88 FEET TO AN IRON STAKE ON THE WEST LINE OF FOREST AVENUE; THENCE NORTH 9 DEGREES 30 MINUTES EAST ALONG THE WEST LINE OF FOREST AVENUE 87.6 FEET TO AN IRON STAKE IN THE SOUTH LINE OF GILBERT AVENUE; THENCE WEST ALONG THE SOUTH LINE OF GILBERT AVENUE 130 FEET TO THE PLACE OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

PERMANENT INDEX NUMBER: 09-08-301-008
ADDRESS: 5112 FOREST AVENUE, DOWNERS GROVE, IL 60515

PART OF LOT 57 OF THE ASSESSOR'S SUBDIVISION OF PART OF SECTION 8, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED BY COMMENCING AT A POINT IN THE SOUTH LINE OF GILBERT AVENUE, 428.72 FEET EAST OF THE WEST LINE OF SECTION 8; THENCE SOUTH 8 DEGREES, 18 MINUTES WEST 24.6 FEET; THENCE SOUTH 84 DEGREES 20 MINUTES EAST, 28.85 FEET FOR A PLACE OF BEGINNING; THENCE EAST ON THE SAME COURSE, 100 FEET TO THE WEST LINE OF FOREST AVENUE TO AN IRON STAKE; THENCE SOUTH 9 DEGREES 30 MINUTES WEST ALONG THE WEST LINE OF FOREST AVENUE, 85.9 FEET; THENCE NORTH 84 DEGREES WEST 100 FEET; THENCE NORTHERLY 84.98 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS.

PERMANENT INDEX NUMBER: 09-08-301-009
ADDRESS: 5114 FOREST AVENUE, DOWNERS GROVE, IL 60515

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

PERMANENT INDEX NUMBER: 09-08-301-030
ADDRESS: 5116 FOREST AVENUE, DOWNERS GROVE, IL 60515

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

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

PERMANENT INDEX NUMBER: 09-08-301-031
ADDRESS: 5120 FOREST AVENUE, DOWNERS GROVE, IL 60515

STATE OF ILLINOIS }
COUNTY OF DEKALB } SS

WE, REGIONAL LAND SERVICES, LLC, ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-007868-0010, DO HEREBY DECLARE THAT WE HAVE SURVEYED THE TRACT OF LAND SHOWN HEREON AND THE PLAT IS A CORRECT REPRESENTATION OF SAID TRACT.

GIVEN UNDER MY HAND AND SEAL THIS 18TH DAY OF FEBRUARY, A.D. 2025, AT ROCHELLE, ILLINOIS.

RUDY P. DIXON — ILLINOIS PROFESSIONAL LAND SURVEYOR
LICENSE NO. 035-003632 — LICENSE EXPIRES: NOVEMBER 30, 2026

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY.

RUDY P. DIXON 035-003632 ROCHELLE ILLINOIS PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS

LEGEND

EXISTING SIGN
EXISTING CLEAN OUT
EXISTING LIGHT POLE
EXISTING DOWNSPOUT
EXISTING AIR CONDITIONER
EXISTING MAILBOX
EXISTING MANHOLE
EXISTING SPRINKLER CONTROL VALVE
EXISTING SANITARY MANHOLE
EXISTING STORM CATCH BASIN
EXISTING STORM FLARED END SECTION
EXISTING STORM INLET
EXISTING STORM MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER BUFFALO BOX
EXISTING WATER VALVE
EXISTING WATER VALVE & VAULT
EXISTING DECIDUOUS TREE (LEAF TREE)
EXISTING COMMERCIAL TREE (NON LEAF TREE)
EXISTING PHONE POLE
EXISTING GUY WIRE
EXISTING ELECTRIC HANDHOLE
EXISTING ELECTRIC METER
EXISTING GAS METER
EXISTING ELECTRIC TRANSFORMER
EXISTING ELECTRIC MANHOLE
PARCEL LIMITS
CENTER LINE OR RIGHT OF WAY
EXISTING SANITARY LINE
EXISTING STORM LINE
EXISTING WATERMAIN LINE
EXISTING OVER-HEAD WIRES
EXISTING WOOD FENCE
EXISTING CHAIN LINK FENCE
EXISTING WROUGHT IRON FENCE
EXISTING EDGE OF TREES
EXISTING CONTOUR MAJOR 5 FOOT
EXISTING CONTOUR MINOR 1 FOOT
EXISTING BUILDING
EXISTING CONCRETE PAVEMENT
EXISTING ASPHALT PAVEMENT

SURVEYORS NOTES:
1. ALL PROPERTY CORNERS ARE SET 5/8" REBAR WITH YELLOW PLASTIC CAP STAMPED "REGIONAL LAND SERVICES" UNLESS OTHERWISE NOTED.
2. BEARINGS SHOWN HEREON ARE BASED ON ILLINOIS STATE PLANE COORDINATES, EDR3 EAST, NAD 1983.
3. DIMENSIONS SHOWN ARE MEASURED UNLESS OTHERWISE NOTED.
4. ONLY VISIBLE, ABOVE GROUND, SURFACE UTILITIES ARE SHOWN HEREON. UNDERGROUND UTILITIES MAY EXIST. CONTACT J.U.L.I.E. AT 811 OR 1-800-892-0123 FOR UTILITY LOCATIONS.
5. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES SO CLAIM THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

NOTE
EXISTING TOPOGRAPHIC SURVEY & BOUNDARY PREPARED BY: REGIONAL LAND SERVICES.

BENCHMARK: DK 3312
ELEVATION: 718.53
DESCRIPTION:
BRASS DISC IN CONCRETE LOCATED AT THE NORTHEAST CORNER OF THE WASHINGTON STREET AND WARREN AVE.

BENCHMARK: DK 3311
ELEVATION: 714.08
DESCRIPTION:
BRASS DISC IN CONCRETE AT THE NORTHEAST CORNER OF CURTISS STREET AND MACKIE PLACE

UTILITY STATEMENT
THE UNDERSIGNED UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES SO CLAIM THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES

811 Know what's below. Call before you dig. — J.U.L.I.E. (ILLINOIS JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) CALL 48 HOURS (2 WORKING DAYS) BEFORE YOU DIG 811 OR 1-800-892-0123

CLIENT:
ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17, LEMONT, IL 60439
PHONE: (630) 243-2467

REGIONAL LAND SERVICES
9512 FOWLER ROAD
ROCHELLE, ILLINOIS 61068
PHONE: (618) 559-2268

PROJECT NUMBER: 250109
DATE: 02/12/2025
SHEET: 1 OF 1
DRAWING NUMBER: PLAT

DRAWN BY: RYAN
CHECKED BY: RPD
DATE: 02/12/2025
SCALE: 1" = 20'
DEPARTMENT: SURVEY
FIELD WORK COMPLETED ON: 02/12/2025
PROPERTY ADDRESS: 5112-20 FOREST AVE. DOWNERS GROVE, IL 60515

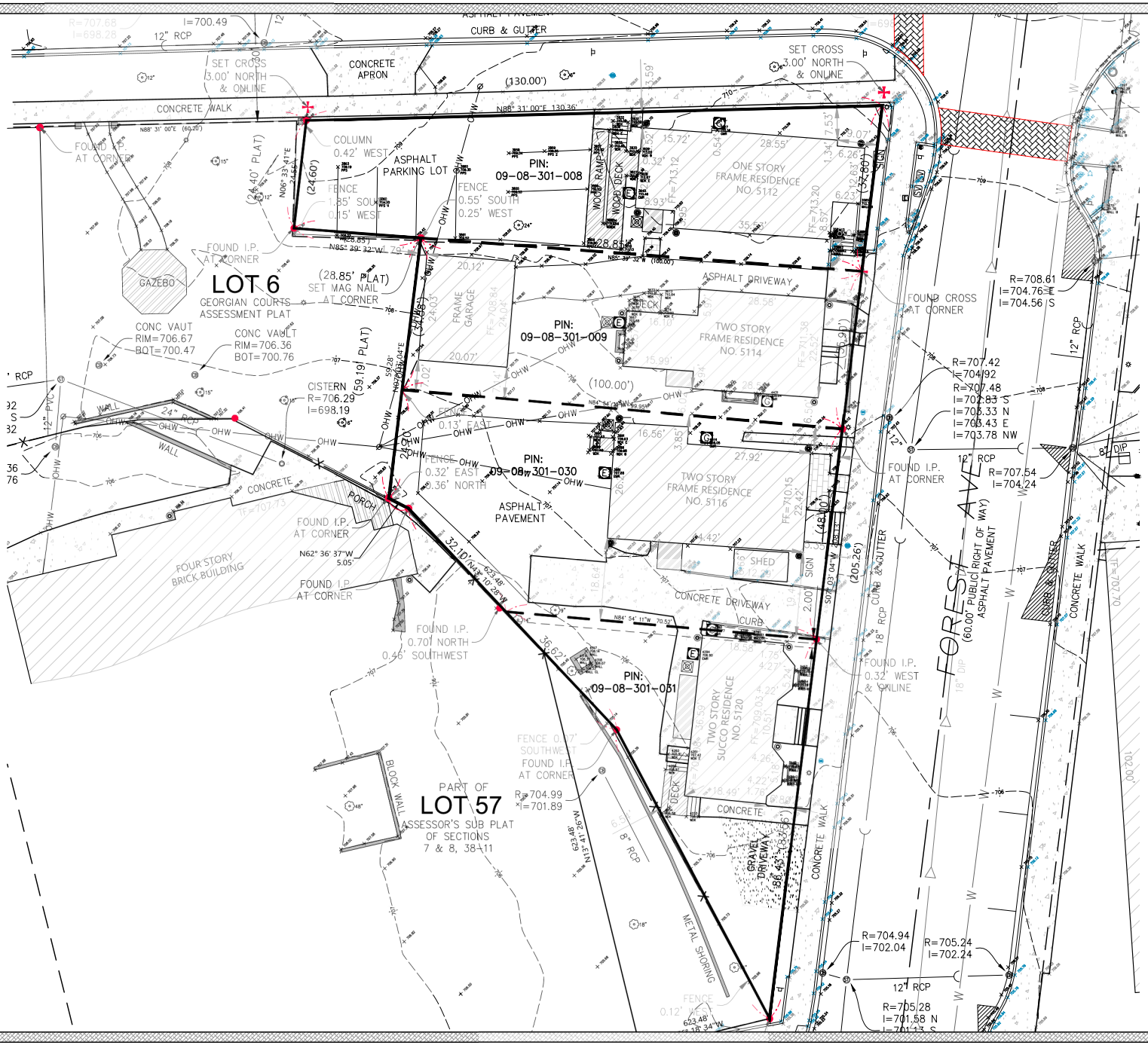
NO.	DATE	REVISION DESCRIPTION	BY
1.	11/26/2025	REVISED PER KLAGE	
2.	01/02/2026	REVISED PER KLAGE	
3.	01/16/2026	REVISED PER KLAGE	

ADVANTAGE CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17 - LEMONT, IL 60439
630-243-2467
www.dreamgo.us

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

BROWNSTONE HOMES LTD
708-284-5428
KELLY CASSON

OCTOBER 17, 2025
JOB: 25-010
SHEET:
EX1
3 OF 19



NOTE
EXISTING TOPOGRAPHIC SURVEY & BOUNDARY PREPARED BY: REGIONAL LAND SERVICES.

BENCHMARK: DK 3312
ELEVATION: 718.53
DESCRIPTION:
BRASS DISC IN CONCRETE LOCATED AT THE NORTHEAST CORNER OF THE WASHINGTON STREET AND WARREN AVE.

BENCHMARK: DK 3311
ELEVATION: 714.08
DESCRIPTION:
BRASS DISK IN CONCRETE AT THE NORTHEAST CORNER OF CURTISS STREET AND MACKIE PLACE

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

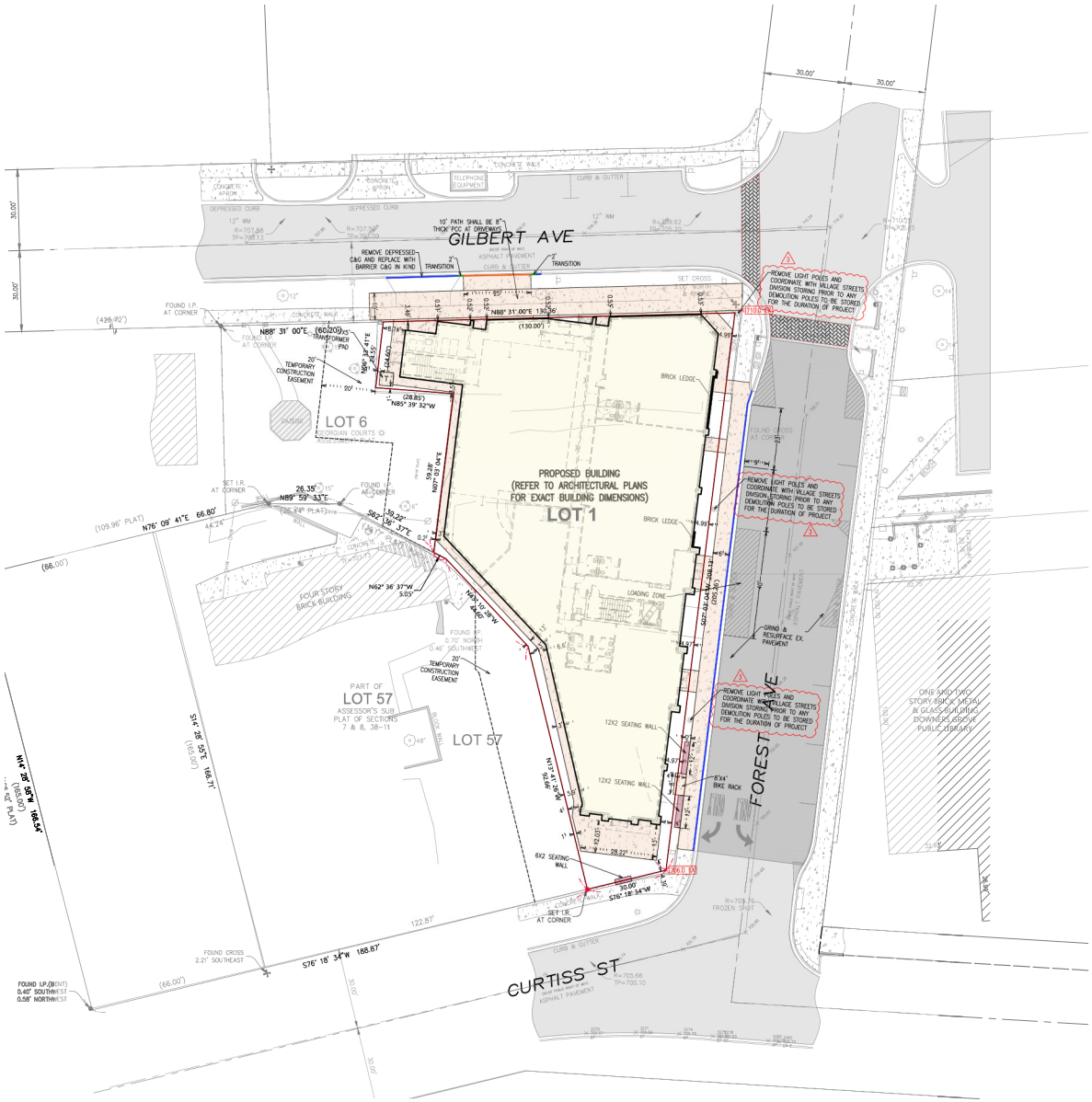
ADVANTAGE
CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17 - LEMONT, IL 60439
630-427-2467
www.aceng.us

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

BROWNSTONE HOMES LTD
708-284-5428
KELLY CASSON

OCTOBER 17, 2025
JOB: 25-010

SHEET:
EX2
4 OF 19



CURB LEGEND (COLOR CODED):

- BK:12 CURB & GUTTER
- DEPRESSED C &G OR CURB OPENING
- TRANSITION C & G
- EOP LINE @ REGULAR PITCH GUTTER
- EOP LINE @ REVERSE PITCH GUTTER

NOTES:

1. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL BE LICENSED BY THE VILLAGE OF DOWNERS GROVE.
2. ALL ELECTRICAL CONDUITS MUST BE AT LEAST 30" BELOW FINAL GRADE.
3. ELECTRIC WIRING FOR LIGHT POLES SHALL BE IN EITHER ¾" RIGID STEEL CONDUIT OR 1" HIGH DENSITY POLYETHYLENE.
4. RESTRIPE EXISTING STALLS TO MATCH EXISTING AFTER GRINDING & RESURFACING OPERATIONS.
5. GRIND 1.5" AND RESURFACE.
6. ALL DISTURBED AREA TO BE GRADED AND PREPARED WITH 4" MINIMUM TOPSOIL AND SOD OR SEEDING.
7. SEE LANDSCAPE PLAN FOR BIKE RACK AND SHORT STONE WALL DETAILS.
8. THE CONTRACTOR SHALL PROTECT THE EXISTING LIGHT POLE FOUNDATIONS THROUGHOUT THE CONSTRUCTION OF THIS DEVELOPMENT – THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE FOUNDATIONS.

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

ADVANTAGE
CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17 - LEMONT, IL 60439
630-420-2467
www.aceng.us

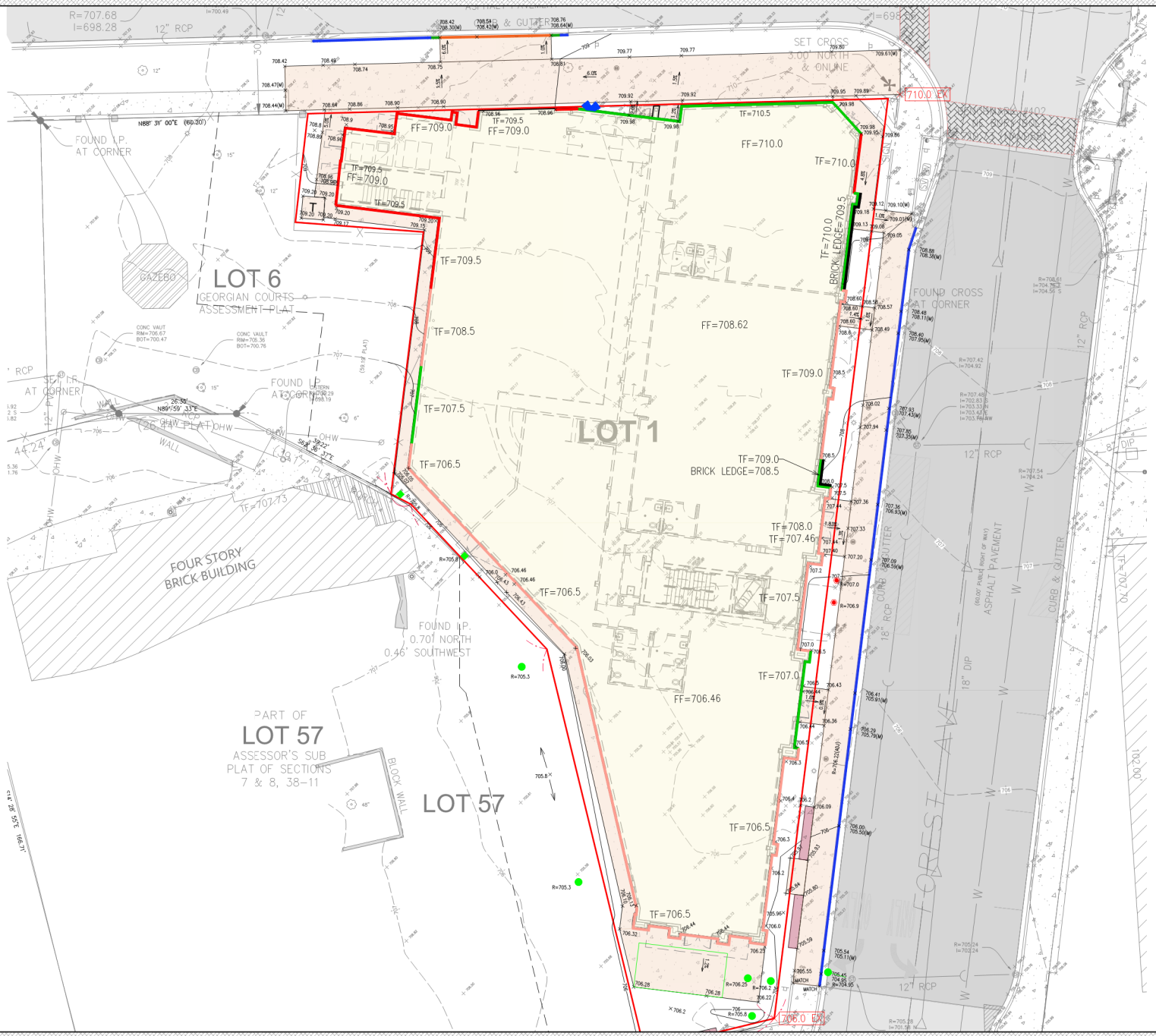
CONCEPT SITE PLAN

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

BROWNSTONE HOMES LTD
708-284-5428
KELLY CASSON

OCTOBER 17, 2025
JOB: 25-010

SHEET:
L1
6 OF 19



GRADING NOTES

1. ALL SPOT ELEVATIONS SHOWN AT CURB ARE TOP OF CURB ELEVATIONS.
2. ALL ELEVATIONS SHOWN ON PLANS ARE FINISHED GRADE ELEVATIONS.
3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN PLACE PRIOR TO START OF CONSTRUCTION.
4. CONTRACTOR SHALL MAINTAIN POSITIVE SITE DRAINAGE DURING CONSTRUCTION.
5. ALL PROPOSED GRADES SHALL MATCH EXISTING GRADES AT THE PROPERTY LINE.
6. SEE SPECIFICATIONS FOR SUBGRADE AND STRUCTURAL FILL COMPACTION REQUIREMENTS.
7. THE CROSS SLOPE ON ALL SIDEWALKS SHALL NOT EXCEED 1.5%.
8. ALL WORK SHALL CONFORM TO THE 2018 EDITION OF THE STATE OF ILLINOIS ACCESSIBILITY CODE AND/OR THE 2010 EDITION OF THE AMERICANS WITH DISABILITY ACT (ADA) WHICHEVER IS MORE RESTRICTIVE.

ENTIRE SHEET

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

ADVANTAGE
CONSULTING ENGINEERS
80 MAIN STREET - SUITE 17 - LEMONT, IL 60439
630-520-2467
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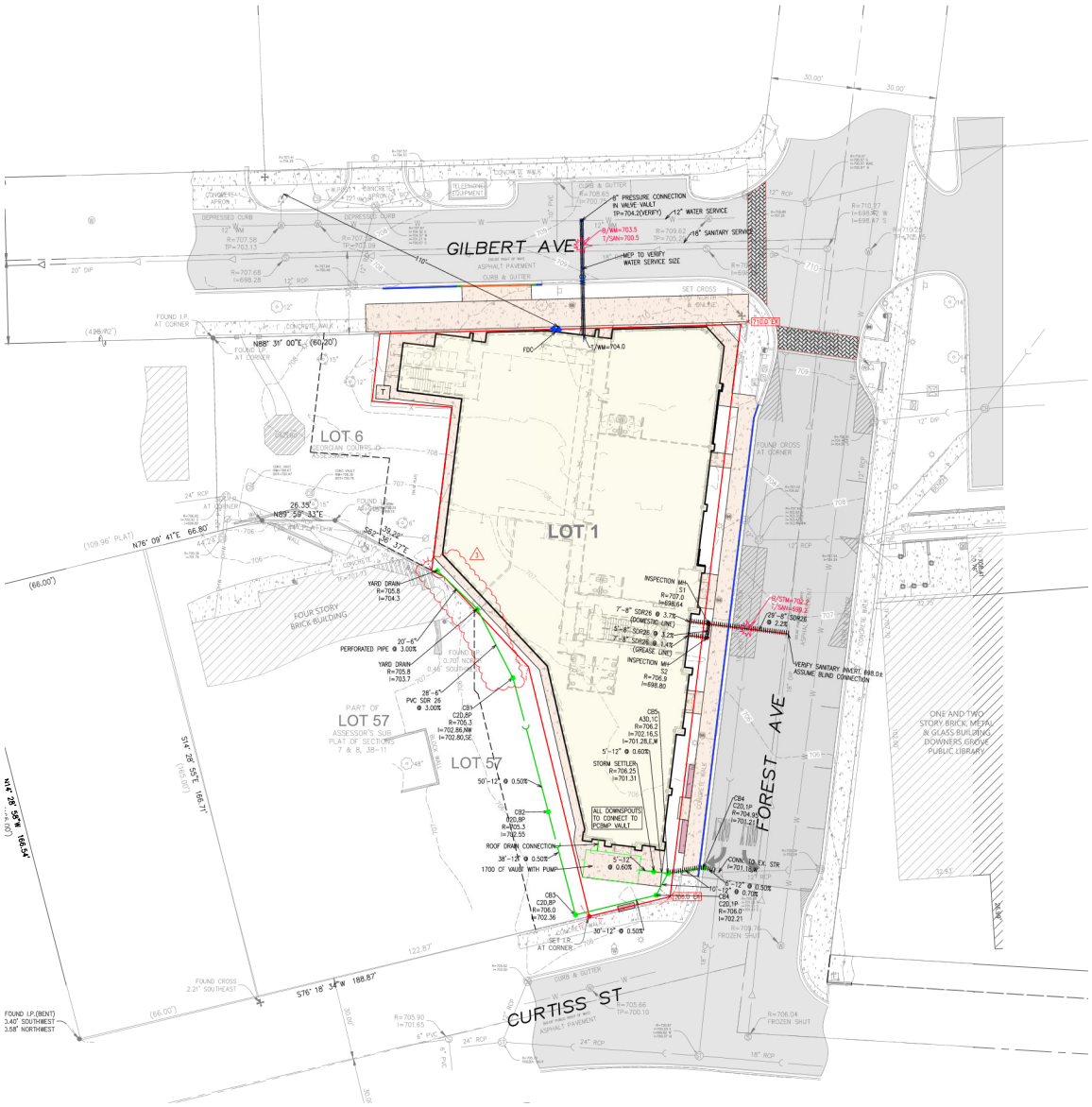
GRADING PLAN

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

BROWNSTONE HOMES LTD
708-284-5428
KELLY CASSON

OCTOBER 17, 2025
JOB: 25-010

SHEET:
G1
7 OF 19



GRAPHIC SCALE 1"= 20'

0 10' 20' 40'

NOTES FOR OVERALL UTILITY PLAN:

1. ALL STORM SEWERS SHALL BE RCP STORM SEWERS TO BE CLASS 4; DIP STORM SEWERS TO BE PC CL 350; PVC STORM SEWERS TO BE SDR 26.
2. ALL SANITARY SEWER SHALL BE PVC SDR 26 UNLESS NOTED OTHERWISE.
3. ALL WATER MAIN SHALL BE D.I.P. CLASS 52 UNLESS NOTED OTHERWISE.
4. THE UNDERDRAIN SHALL BE PERFORATED PVC SDR 26 OR ADS N-12.
5. THE FRAME & GRATE/LID FOR STORM STRUCTURES SHALL BE AS FOLLOWS:

   1P: NEENAH R-1713, TYPE D OPEN GRATE
   1C: NEENAH R-1713, TYPE B CLOSED LID
   8P: NEENAH R-4340-B GRATE
6. UTILITY STRUCTURE SYMBOL LEGEND:

   M36: MANHOLE, STRUCTURE # 36
   I: INLET
   CB: CATCH BASIN
   M: MANHOLE
   E: FLARED END SECTION WITH RIP RAP
   S: SANITARY MANHOLE
   NP: NYLOPLAST
   FH: FIRE HYDRANT
   Vc: VALVE VAULT
   PC: PRESSURE CONNECTION
   CO: CLEAN OUT
   UD: PERFORATED UNDERDRAIN
   A40,1P: TYPE A, 4' DIA., TYPE OF FRAME AND GRATE/LID.
7. CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING UTILITIES FOR CONNECTION OF PROPOSED UTILITIES.
8. CONTRACTOR SHALL COORDINATE ANY ROAD CLOSURES FOR OPEN CUT UTILITY WORK WITH THE APPROPRIATE AUTHORITIES.
9. = TRENCH BACKFILL
10. 1-6" PVC SCH 40 CONDUIT FOR GAS
11. 3-4" PVC SCH 40 CONDUITS FOR COMED, AMERITECH, CABLE
12. ALL CONDUITS SHALL BE 30" BELOW FINISHED GRADE.
13. PIPE CROSSING

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

ADVANTAGE
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630-243-2467
www.aceng.us

UTILITY PLAN

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

BROWNSTONE HOMES LTD
708-284-5428
KELLY CASSON

OCTOBER 17, 2025
JOB: 25-010

SHEET:
U1
8 OF 19

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

CONSULTANTS:

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

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

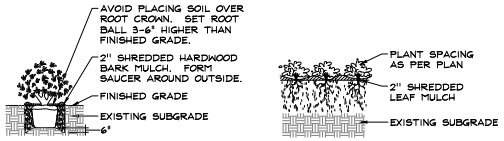
LOCATION MAP
SCALE: 1"=50'

INDEX OF PLAN SHEETS

PLANT LIST

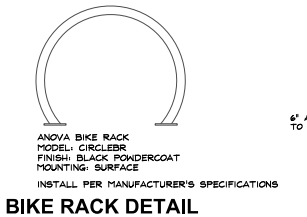
Key	Qty	Botanical/Common Name	Size	Remarks
		DECIDUOUS SHRUBS		
CS	4	Cornus sericea 'Bailey' BAILEY'S REDTWIG DOGWOOD	36" Tall	5' O.C., SALT TOLERANT
IV	5	Itea virginica 'Sprich' LITTLE HENRY VIRGINIA SWEETSPIRE	24" Tall	3' O.C., SALT TOLERANT
SA	14	Spiraea alba WHITE MEADOWSWEET	24" Tall	3' O.C., SALT TOLERANT
VA	5	Viburnum acerifolium MAPLELEAF VIBURNUM	30" Tall	4' O.C., NON-SALT TOL.
		EVERGREEN SHRUBS		
BG	6	Buxus 'Glencoe' CHICAGOLAND GREEN BOXWOOD	24" Wide	3' O.C., NON-SALT TOL.
		ORNAMENTAL GRASSES		
PV	10	Panicum virgatum 'Northwind' NORTHWIND SWITCHGRASS	#1	30" O.C., SALT TOLERANT
PL	11	Panicum virgatum 'Heavy Metal' HEAVY METAL SWITCHGRASS	#1	24" O.C., SALT TOLERANT
SS	18	Schizachyrium scoparium 'Twilight Zone' TWILIGHT LITTLE BLUESTEM	#1	24" O.C., SALT TOLERANT
SH	35	Sporobolus heterolepis PRAIRIE DROPSEED	#1	24" O.C., SALT TOLERANT
		PERENNIALS		
EP	38	Echinacea purpurea PURPLE CONEFLOWER	#1	18" O.C., SALT TOLERANT
MF	25	Monarda Fistulosa WILD BERGAMOT	#1	18" O.C., SALT TOLERANT
RG	73	Rudbeckia fulgida 'Goldsturm' GOLDSTURM BLACK-EYED SUSAN	#1	18" O.C., SALT TOLERANT
		GROUNDCOVERS		
CP	55	Carex pensylvanica COMMON OAK SEDGE	#SP4	12" O.C., NON-SALT TOL.
		EVERGREEN GROUNDCOVER		
JH	10	Juniperus horizontalis CREEPING JUNIPER	24" Wide	3' O.C., SALT TOLERANT
		MISC. MATERIALS		
	17	SHREDDED HARDWOOD MULCH	C.Y.	
	735	SOD	S.F.	
	26	10' STEEL EDGING	L.F.	
	4	PEA GRAVEL	C.F.	

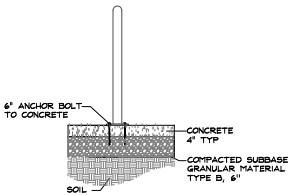
PLANTING DETAILS



DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE

PERENNIALS AND GROUNDCOVERS
NOT TO SCALE

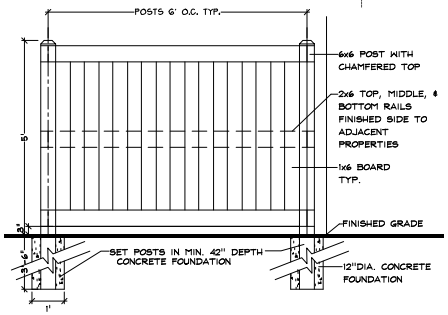




BIKE RACK DETAIL
NOT TO SCALE

STEEL EDGING
NOT TO SCALE

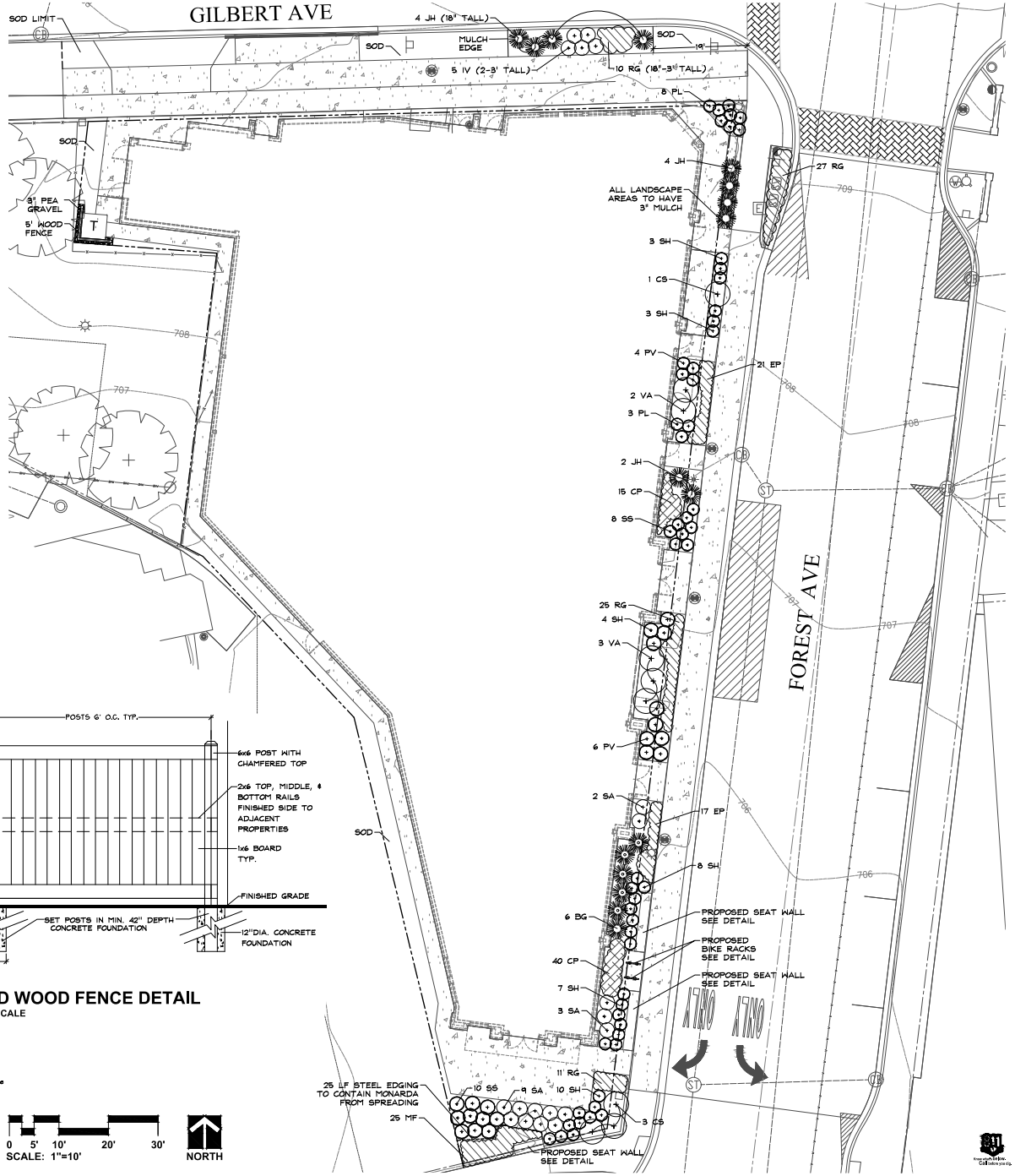
SEAT WALL DETAIL
NOT TO SCALE (SPECS PROVIDED AT PERMIT)



SOLID WOOD FENCE DETAIL
NOT TO SCALE

GENERAL LANDSCAPE NOTES

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



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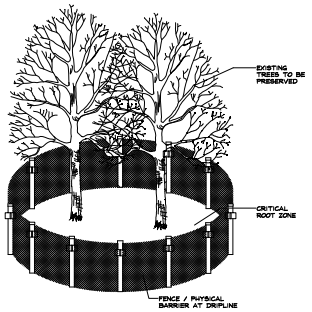
FOREST POINTE MIXED USE
DOWNERS GROVE, ILLINOIS
FINAL LANDSCAPE PLAN

LANDSCAPE PLAN

LICENSED LANDSCAPE ARCHITECT
SUSAN ROHNER
157.001278
STATE OF ILLINOIS
EXPIRES: 06/31/2027

REVISION	DATE
1	2025.01.18

DATE	2026.01.02
PROJECT NO.	AC25172
DRAWN	TRC
CHECKED	SJR
SHEET NO.	L1.1

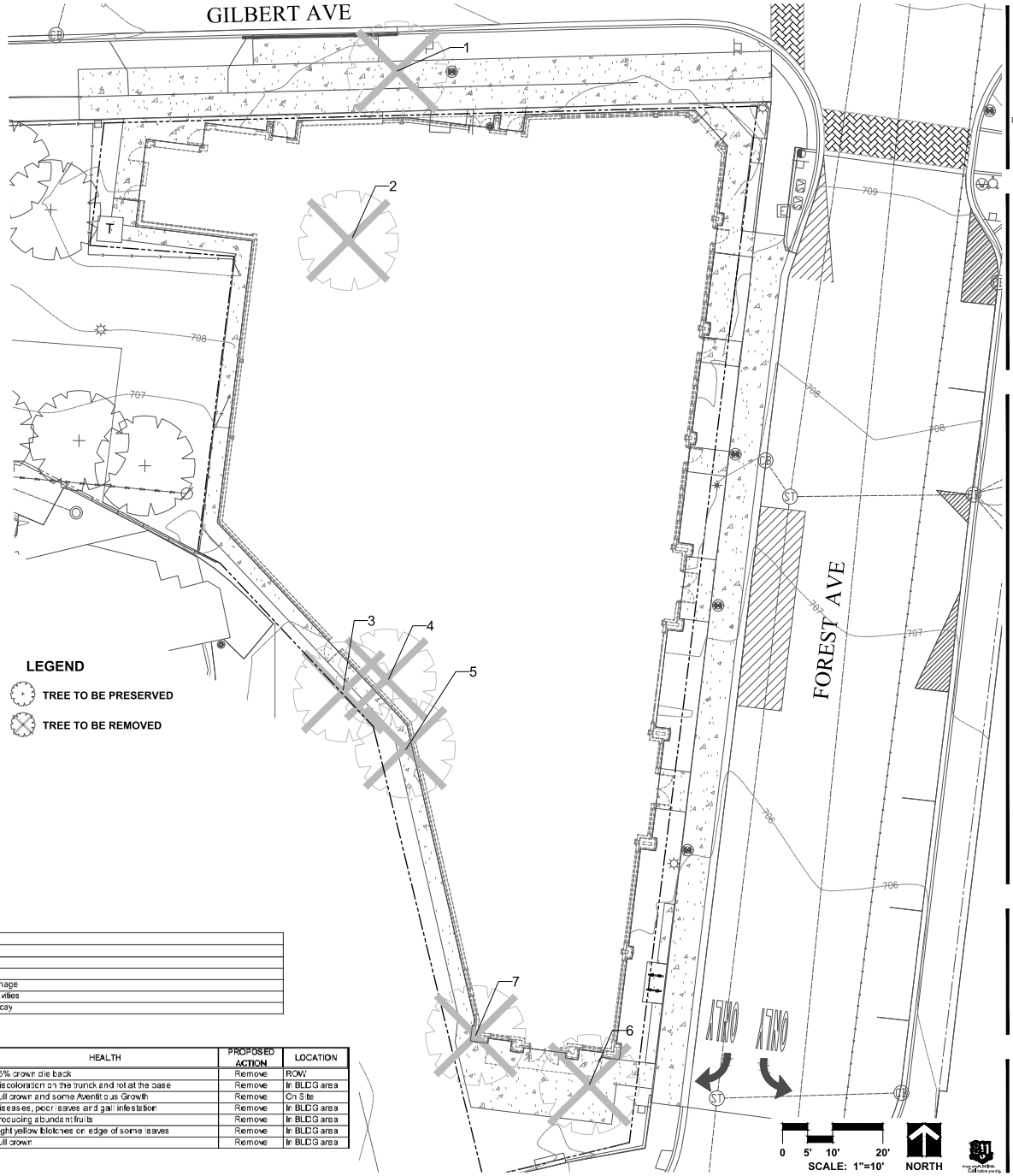


TREE PRESERVATION DETAIL

(NOT TO SCALE)
SEE NOTES

TREE PRESERVATION NOTES

1. Property line shall be located and staked by a professional land surveyor prior to tree removal.
2. 48" high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
3. Contractor shall take extreme care to protect the root system of existing trees. Should root pruning be necessary it shall not exceed 25% of the tree's root system and shall be done in accordance with recognized horticulture practices under the supervision of a professional arborists, Landscape Architect or Horticulturist.
4. All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
5. Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
6. Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
7. Contractors shall protect trees and vegetation against spills or discharge of fuels, lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
8. When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.



TREE INVENTORY

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

RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 8" DBH and above tagged per the Aurora City Ordinance
3) Dead trees and invasive shrubs were not tagged
4) Health Rating:

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

TOTAL TREE COUNT: 33

TAG NO.	SCIENTIFIC NAME	COMMON NAME	DBH (inches)	CONDITION	STRUCTURE	HEALTH	PROPOSED ACTION	LOCATION
1	*Acer rubrum*	Red Maple	6	2 - Good	Some branches cut off	15% crown die back	Remove	ROW
2	*Acer rubrum*	Red Maple	24	5 - Poor	Lacking full crown, multiple lg branches cut off	Discoloration on the trunck and rot at the base	Remove	In BLDG area
3	*Acer negundo*	Boxelder	14	4 - Fair to Poor	Leaning a a sharp angle and weak wooded	Full crown and some Aventitious Growth	Remove	On Site
4	*Celtis occidentalis*	Hackberry	9	5 - Poor	Lacking full crown	Diseases, poor leaves and gall infestation	Remove	In BLDG area
5	*Juglans nigra*	Walnut	24	2 - Good	Full Crown and upright solid structure	Producing abundant fruits	Remove	In BLDG area
6	*Aesculus hippocastanum*	Horsechestnut	15	2 - Good	Fine form and solid trunk	Light yellow blotches on edge of some leaves	Remove	In BLDG area
7	*Acer platanoides*	Norway Maple	16	2 - Good	Full Crown and upright solid structure	Full crown	Remove	In BLDG area

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FOREST POINTE MIXED USE

DOWNERS GROVE, ILLINOIS
FINAL LANDSCAPE PLAN
TREE PRESERVATION PLAN

LICENSED LANDSCAPE ARCHITECT
SUSAN ROHNER
157.001278
STATE OF ILLINOIS
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DRAWN	TRC
CHECKED	SJR
SHEET NO.	L1.2

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

Memorandum

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

From: Tim Doron
Senior Transportation Consultant
Fish Transportation Group

Date: October 18, 2025
Revised January 21, 2026

Re: Forest Pointe Development
Downers Grove, Illinois

Introduction

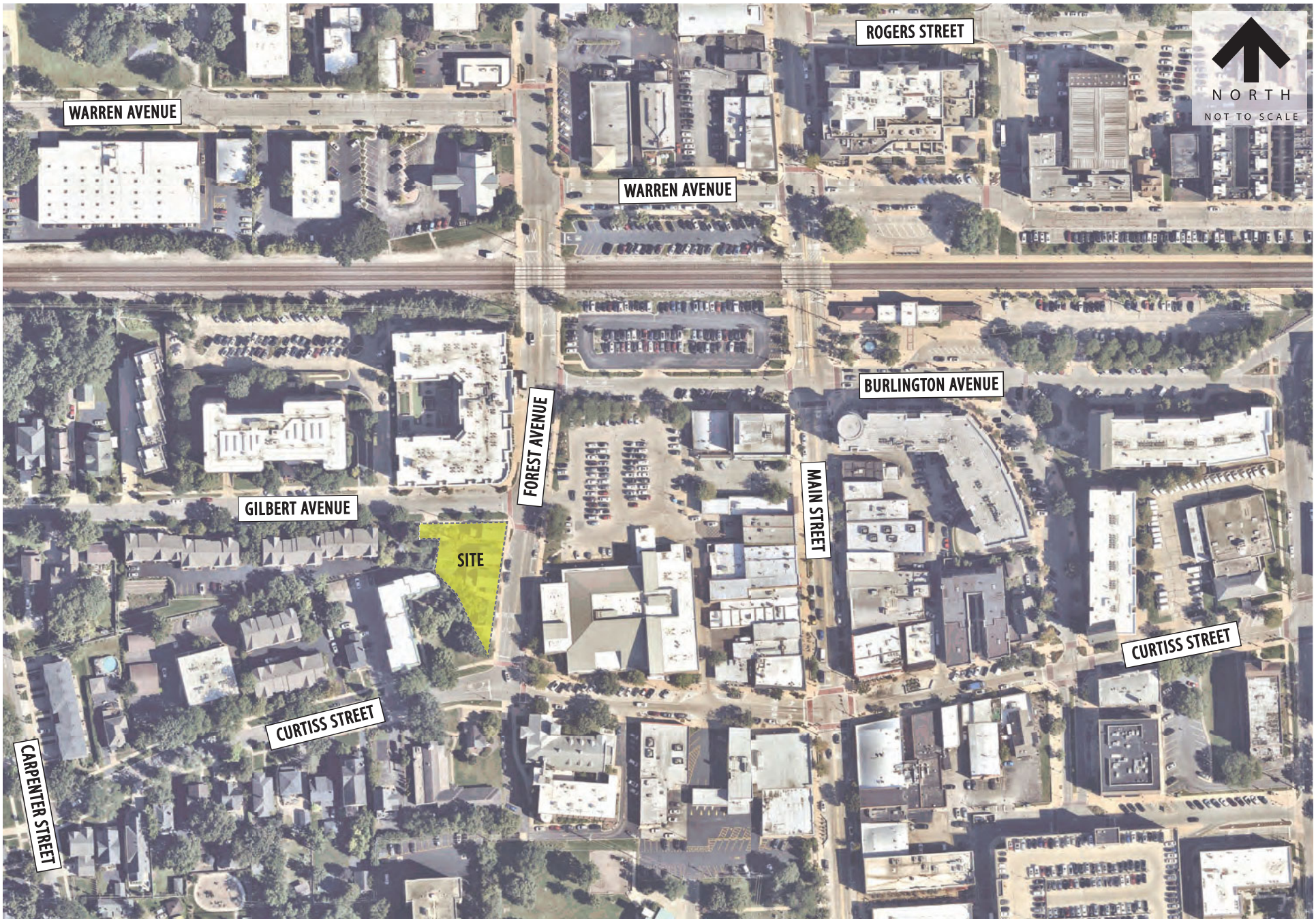
Fish Transportation Group (FTG), in conjunction with Kimley-Horn, has performed a Traffic Impact Study (TIS) for a proposed mixed-use development located on the southwest corner of Forest Avenue and Gilbert Avenue (Site) in downtown Downers Grove, Illinois. As proposed, the development will have three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

Existing Conditions

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

Site Area Context

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



ftg fish transportation group

FIGURE 1

SITE LOCATION MAP

Existing Roadway and Parking Characteristics

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

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

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

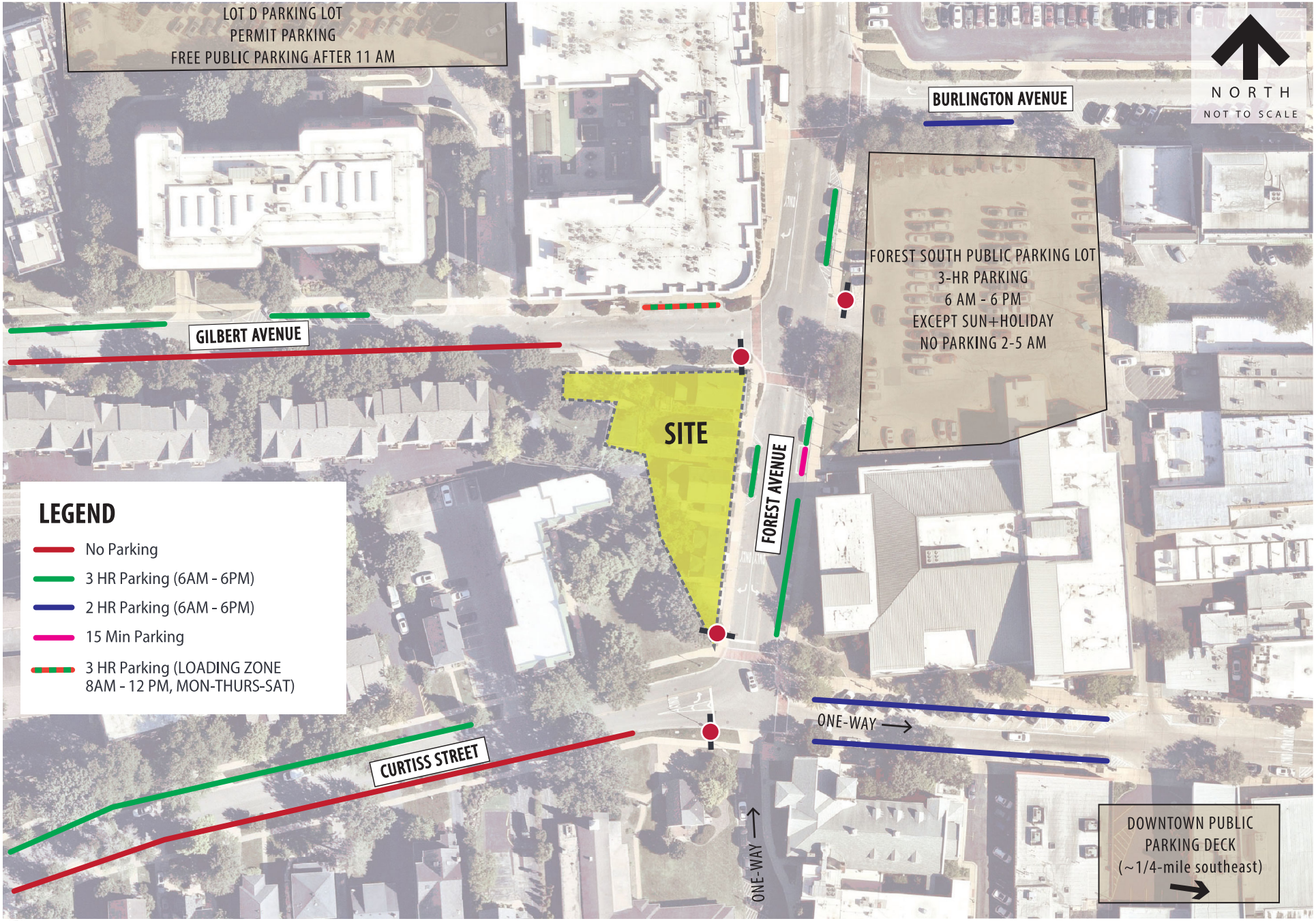
- *Gilbert Avenue* is an east-west two-lane roadway designated as a Collector bordering the Site on the north and is under the jurisdiction of the Village of Downers Grove. Gilbert Avenue provides one travel lane in each direction with 3-hour on-street parking allowed on the north side of the street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

- *Curtiss Street* is an east-west two-lane roadway designated as a Collector bordering the Site on the south and is under the jurisdiction of the Village of Downers Grove. East of Forest Avenue it becomes one-way eastbound. The west leg provides a separate left turn lane and combination through/right lane. A marked, brick crosswalk is provided on the east leg of the intersection. The posted speed limit is 25 miles per hour. Per the IDOT website, www.gettingaroundillinois.com, the 2024 AADT is 2,350 vehicles per day.

ftg fish transportation group

FIGURE 2A

EXISTING TRAFFIC CHARACTERISTICS



fish transportation group

FIGURE 2B

EXISTING PARKING CHARACTERISTICS

Pedestrian & Bicycle Facilities

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

Public Transportation

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

Existing Traffic Volumes

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

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

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

Table 1 Peak Hours for Both Locations

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

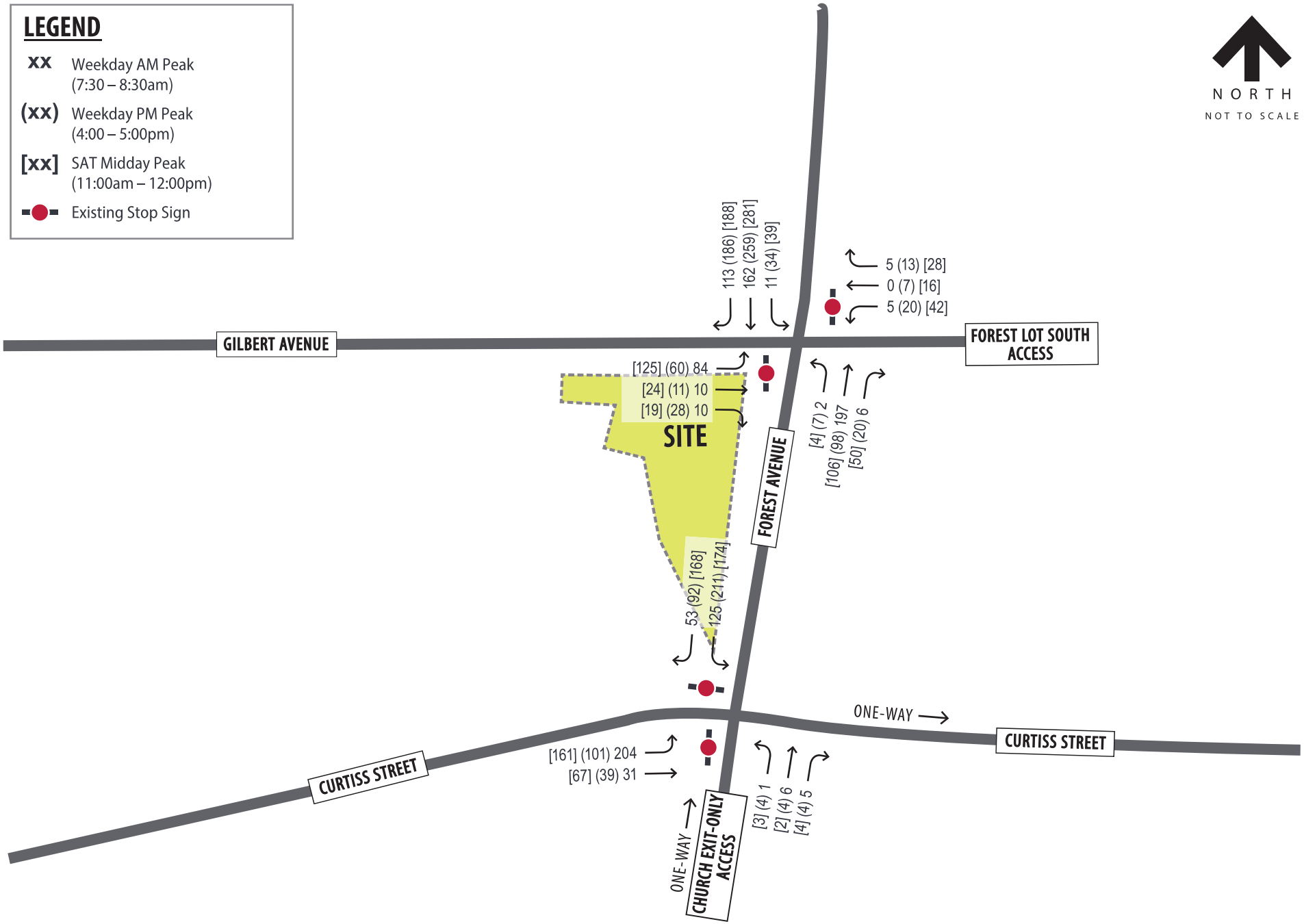


FIGURE 3
EXISTING (2025) TRAFFIC VOLUMES

Existing Capacity Analysis

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

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

Table 2. Level of Service Grading Descriptions[1]

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

[1]Highway Capacity Manual, 7th Edition.

Table 3. Level of Service Grading Criteria

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

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

Existing 2025 LOS Summary

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

Table 4. Existing (2025) Levels of Service

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

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

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

Proposed Development Plan

Site Trip Generation

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

Table 5. ITE Trip Generation Formula Data

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

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

Table 6. Site-Generated Traffic Projections

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

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

Traffic Analysis

Directional Distribution

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

Table 7. Estimated Trip Distribution

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

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

Future (2032) No-Build Traffic Projections without Development

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

Table 8. CMAP Projected Growth Rates

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

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

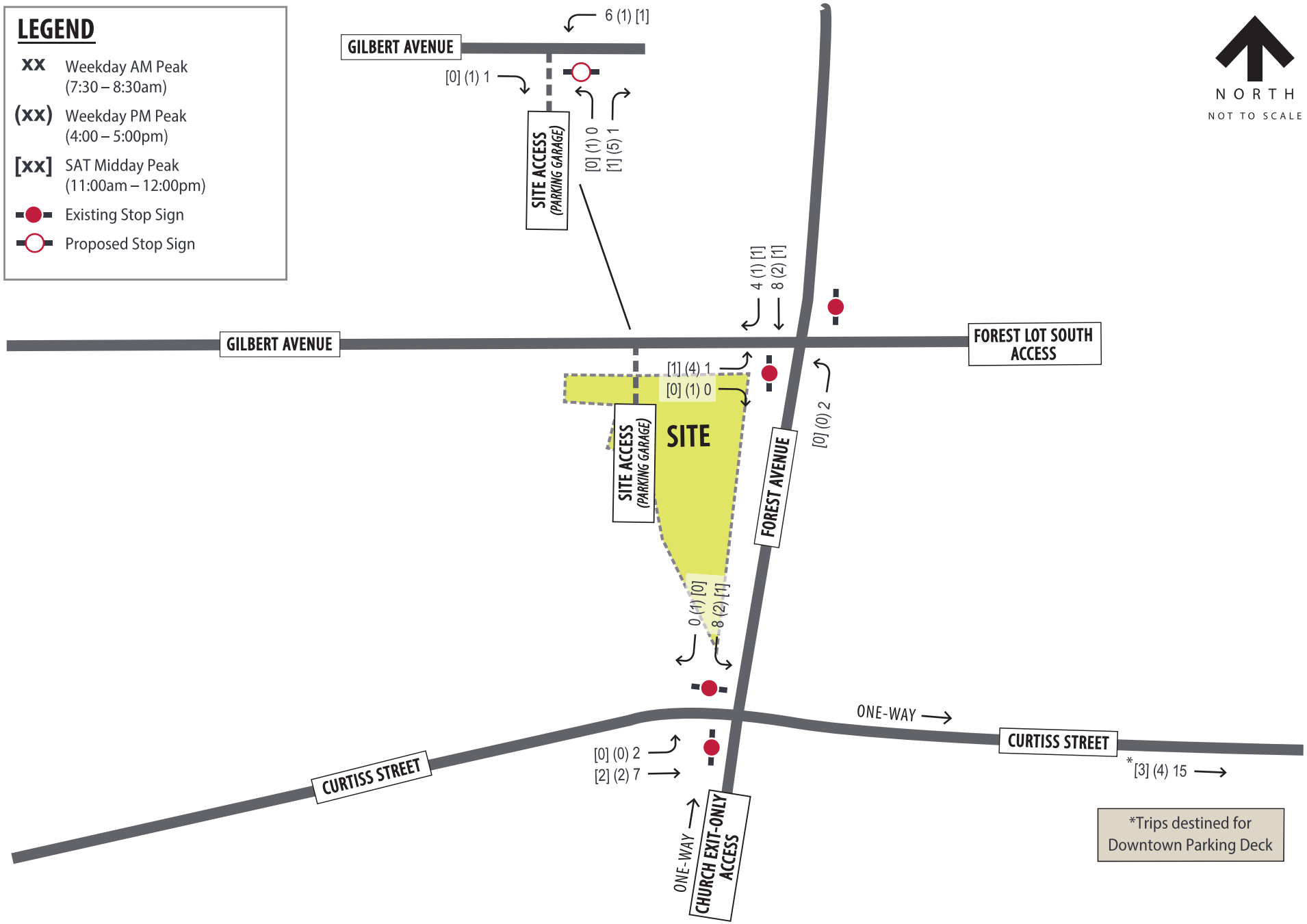


FIGURE 4A

SITE TRIP ASSIGNMENT - OFFICE

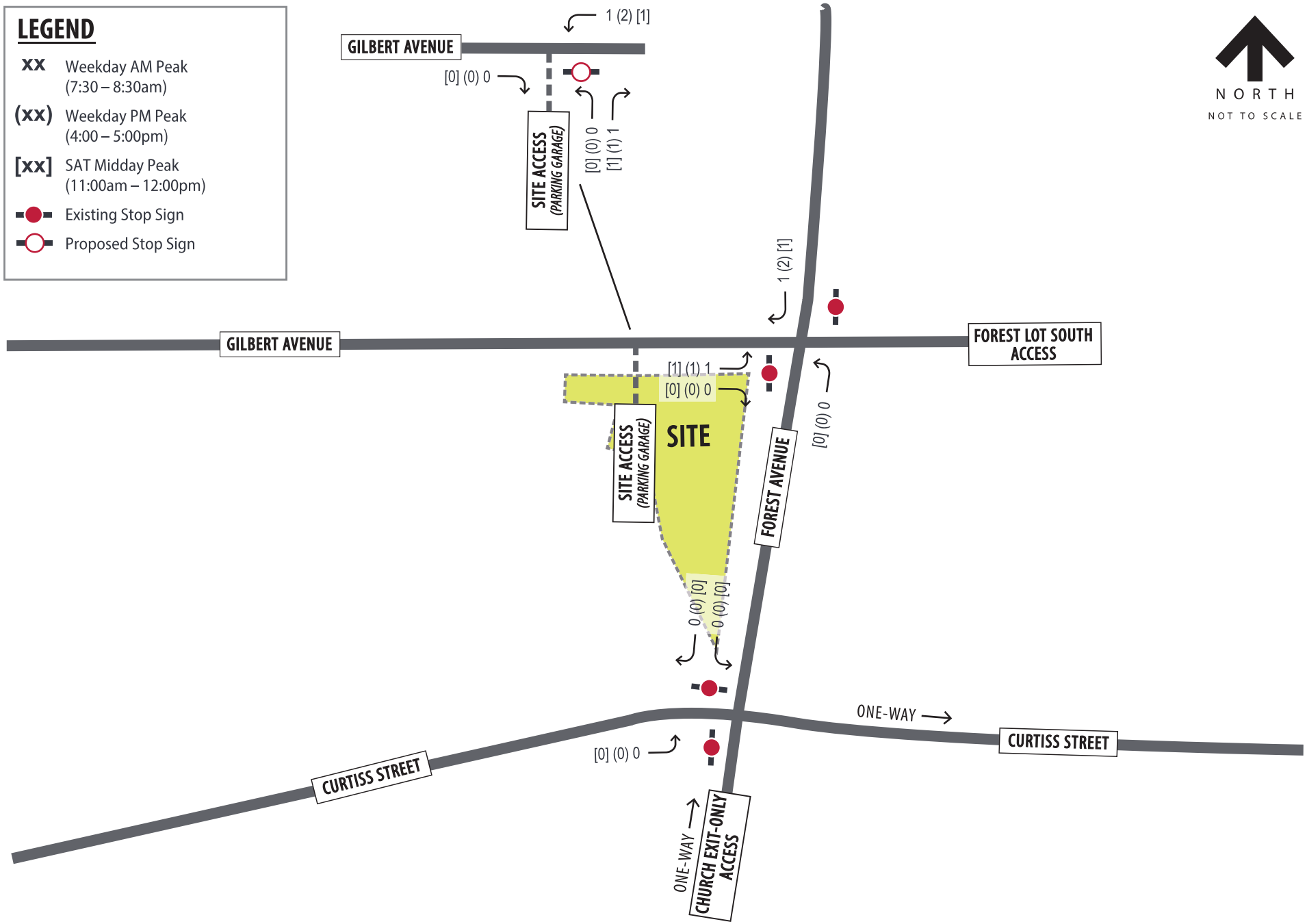


FIGURE 4B

SITE TRIP ASSIGNMENT - RESIDENTIAL

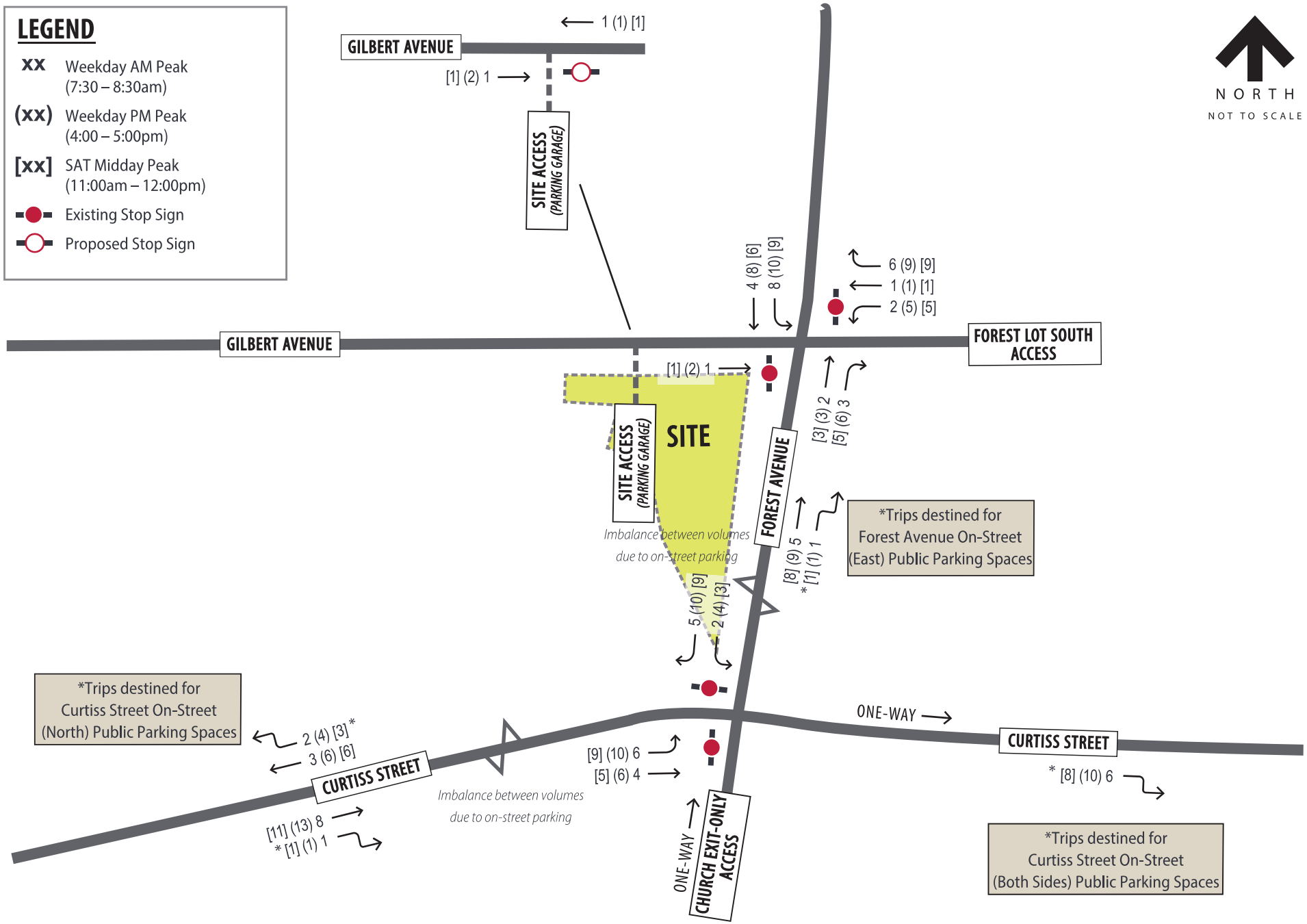
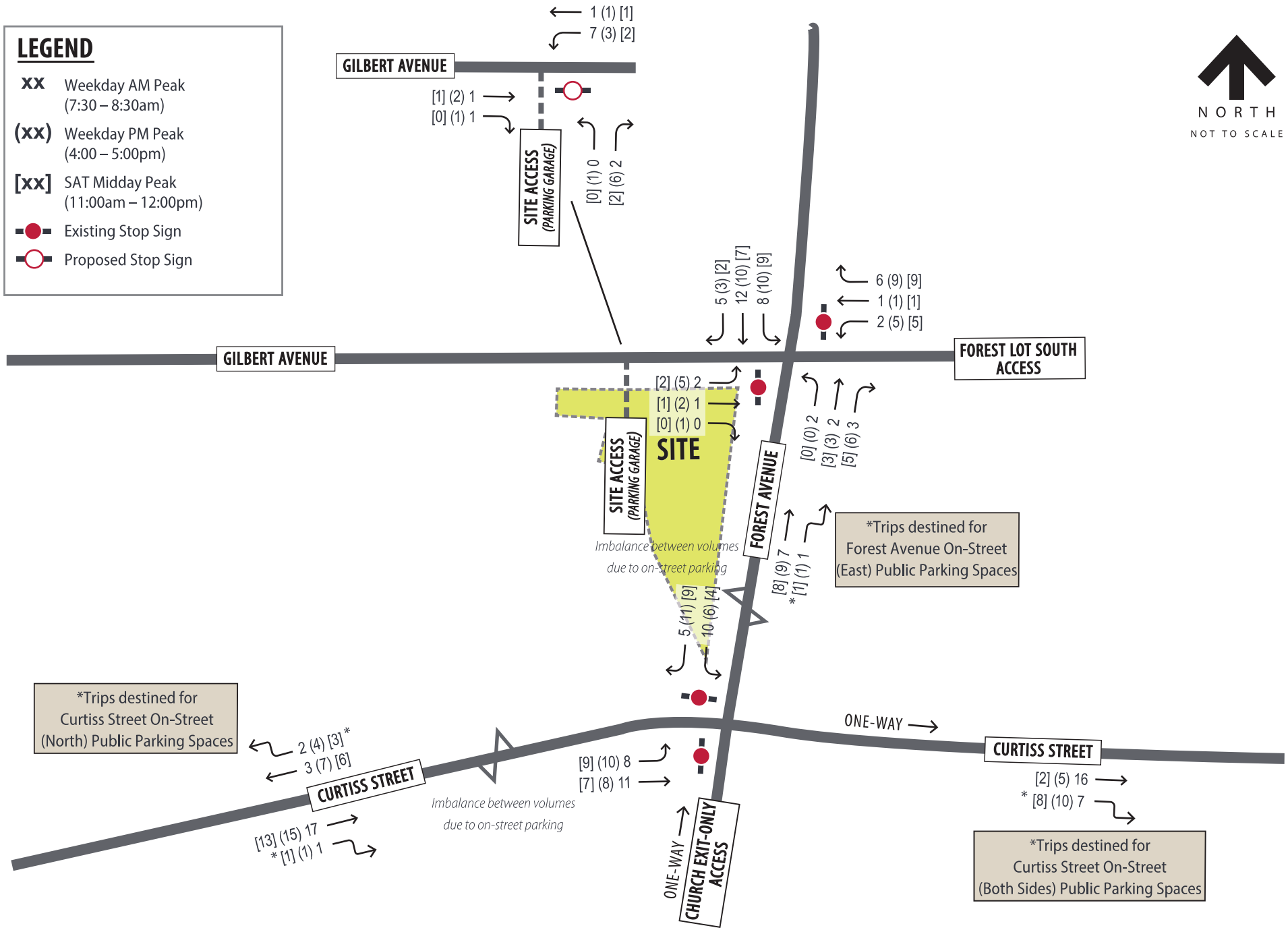


FIGURE 4C

SITE TRIP ASSIGNMENT - RESTAURANT/COMMERCIAL



fish transportation group

FIGURE 4D

SITE TRIP ASSIGNMENT - TOTAL

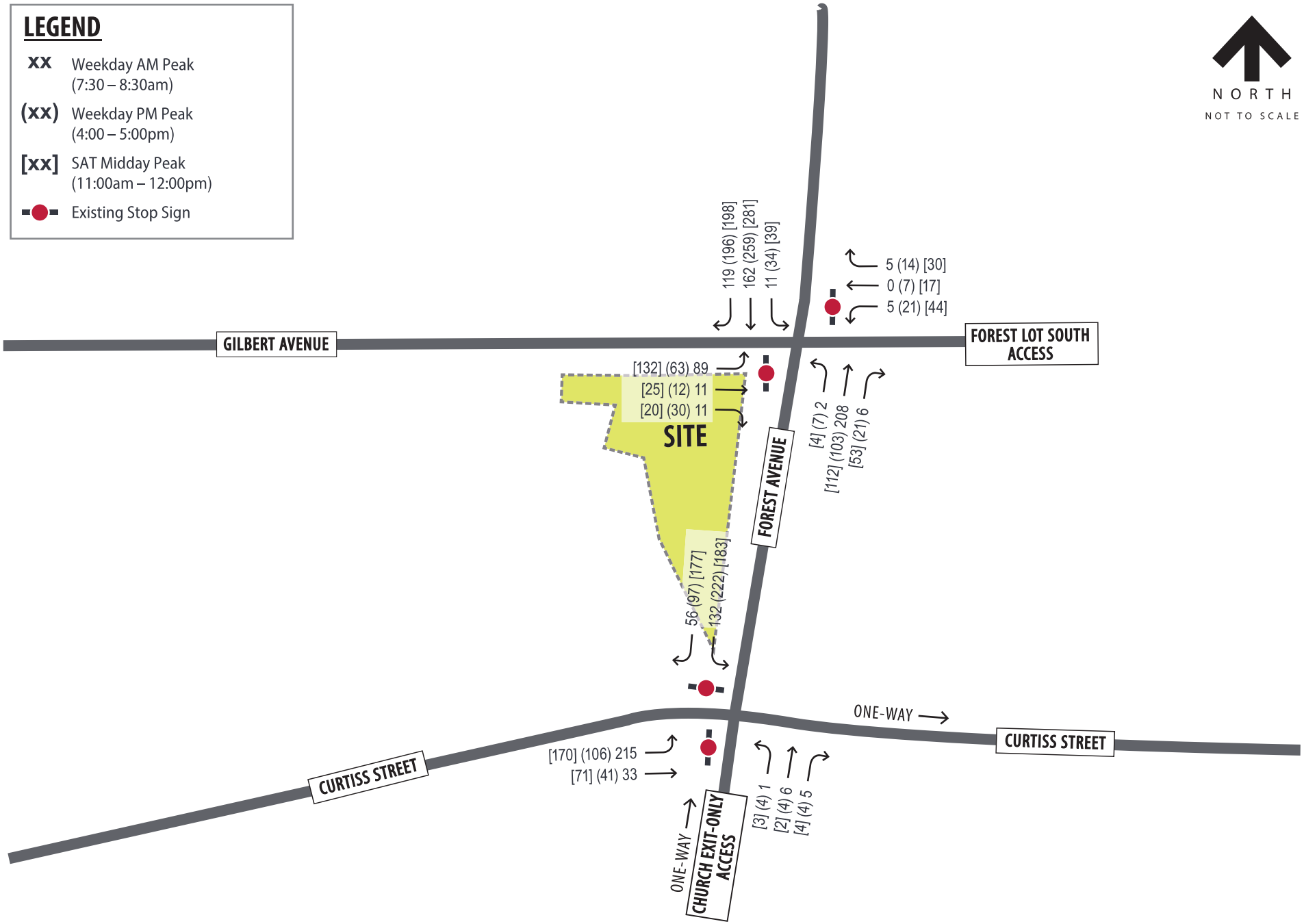


FIGURE 5
NO-BUILD (2032) TRAFFIC PROJECTIONS

Future (2032) No-Build LOS Summary

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

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

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

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

Future (2032) Build Traffic Projections with Development

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

Table10. Future (2032) Build Levels of Service

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

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

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

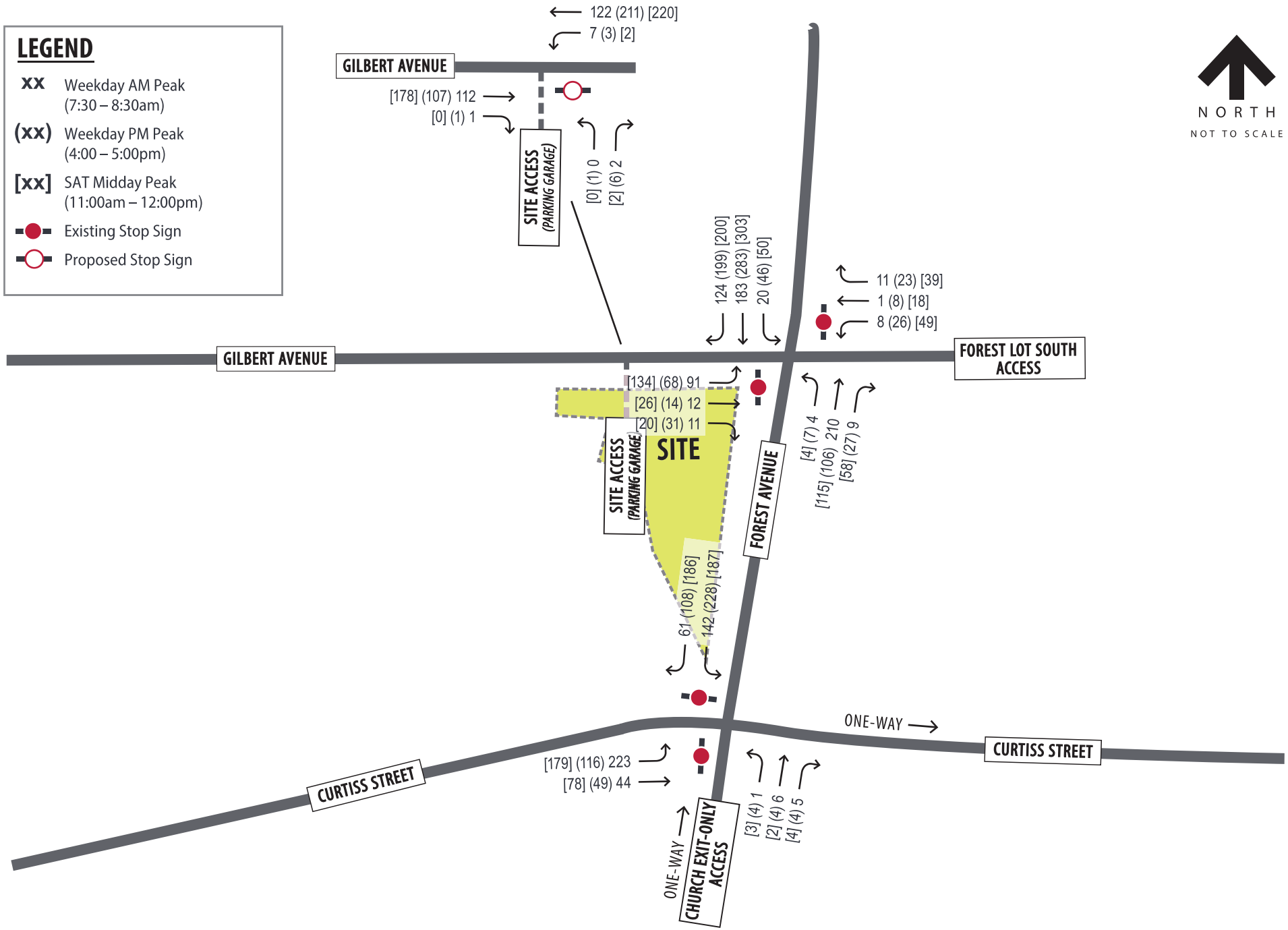


FIGURE 6
BUILD (2032) TRAFFIC PROJECTIONS

Parking

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

Recommendations and Conclusion

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

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

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

Appendix

Photo Inventory

Site plan

Traffic counts

Capacity analysis worksheets 2025 Existing Conditions AM and PM

ITE Trip Generation Manual 12th Edition Excerpts

CMAP Correspondence

Capacity analysis worksheets 2032 No-Build Conditions AM and PM

Capacity analysis worksheets 2032 Build Conditions AM and PM

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Photo Inventory

Forest Avenue & Gilbert Avenue - West Leg, looking south

Forest Avenue & Gilbert Aveneue - Library Driveway, looking east

Forest Avenue & Gilbert Avenue - South Leg, looking east

Forest Avenue & Gilbert Avenue intersection, looking north

APPENDIX – SITE PHOTOS: Forest Avenue & Gilbert Avenue

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Forest Avenue & Curtiss Street
Intersection, looking north

Forest Avenue & Curtiss Street -
East Leg, looking north

Forest Avenue & Curtiss Street -
North Leg, looking west

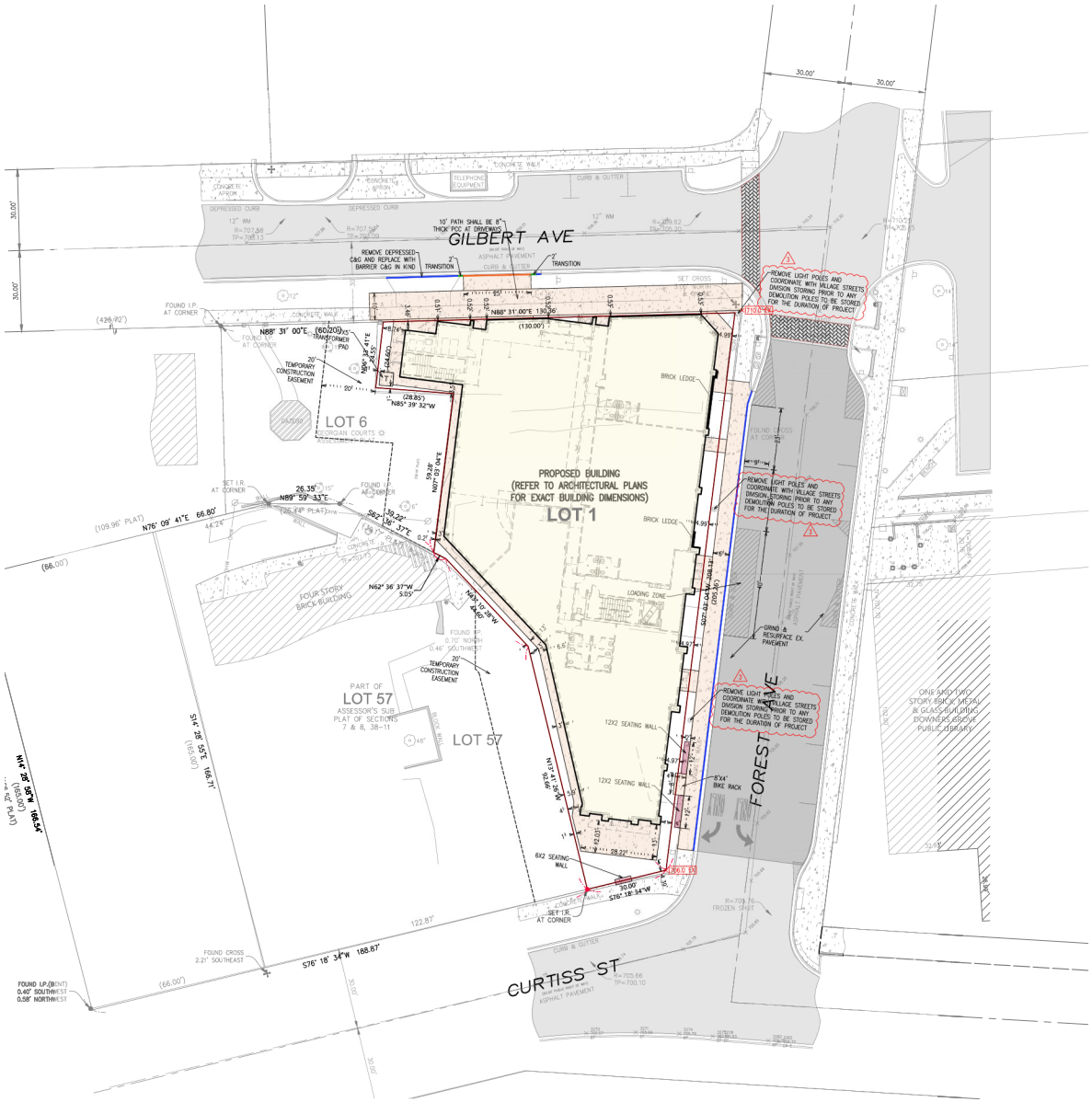
Forest Avenue & Curtiss Street -
East leg, looking south

APPENDIX – SITE PHOTOS: Forest Avenue & Curtiss Street

ftg fish transportation group

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Site Plan



CURB LEGEND (COLOR CODED):

- BK:12 CURB & GUTTER
- DEPRESSED C &G OR CURB OPENING
- TRANSITION C & G
- EOP LINE @ REGULAR PITCH GUTTER
- EOP LINE @ REVERSE PITCH GUTTER

NOTES:

1. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL BE LICENSED BY THE VILLAGE OF DOWNERS GROVE.
2. ALL ELECTRICAL CONDUITS MUST BE AT LEAST 30" BELOW FINAL GRADE.
3. ELECTRIC WIRING FOR LIGHT POLES SHALL BE IN EITHER ¾" RIGID STEEL CONDUIT OR 1" HIGH DENSITY POLYETHYLENE.
4. RESTRIPE EXISTING STALLS TO MATCH EXISTING AFTER GRINDING & RESURFACING OPERATIONS.
5. GRIND 1.5" AND RESURFACE.
6. ALL DISTURBED AREA TO BE GRADED AND PREPARED WITH 4" MINIMUM TOPSOIL AND SOD OR SEEDING.
7. SEE LANDSCAPE PLAN FOR BIKE RACK AND SHORT STONE WALL DETAILS.
8. THE CONTRACTOR SHALL PROTECT THE EXISTING LIGHT POLE FOUNDATIONS THROUGHOUT THE CONSTRUCTION OF THIS DEVELOPMENT – THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE FOUNDATIONS.

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

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CONCEPT SITE PLAN

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

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KELLY CASSON

OCTOBER 17, 2025
JOB: 25-010

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6 OF 19

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Traffic Counts

Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

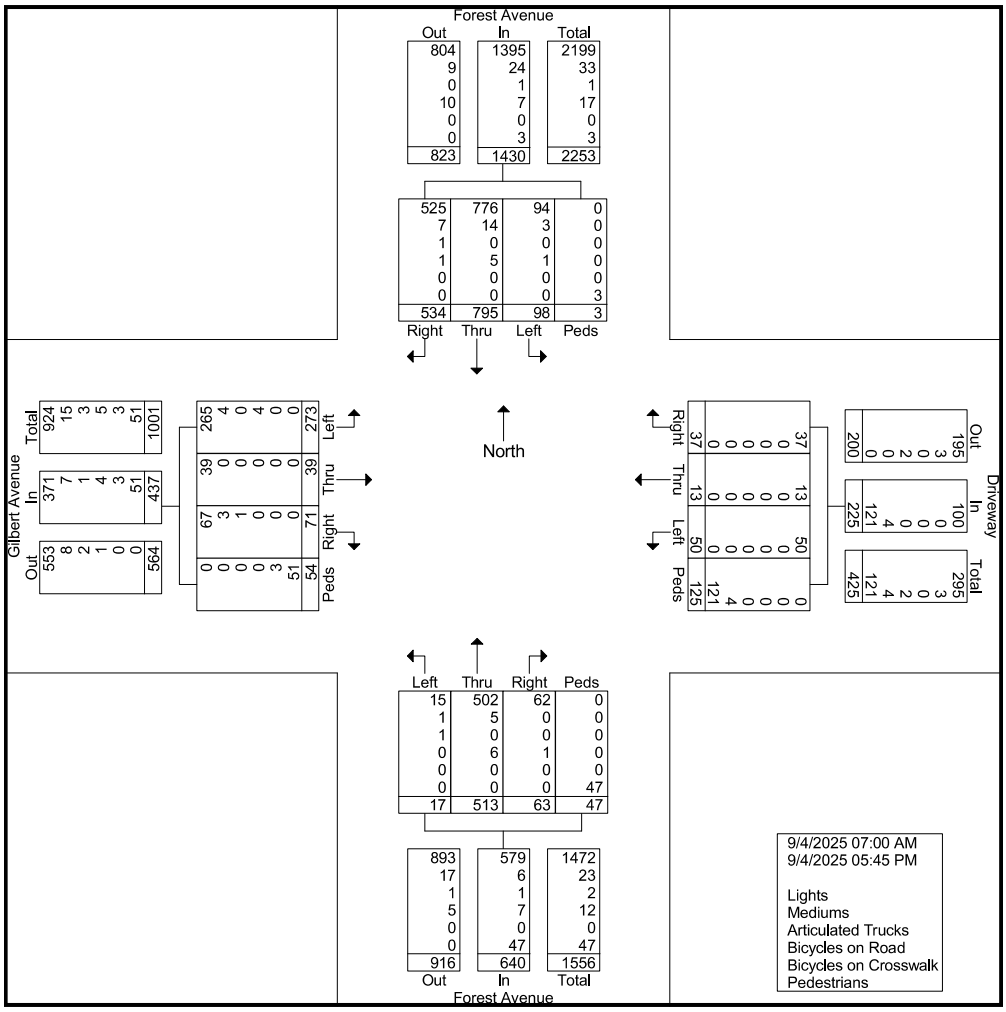
Downers Grove
Forest Avenue & Gilbert Avenue
09-04-25 Thursday

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

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

Fish Transportation Group

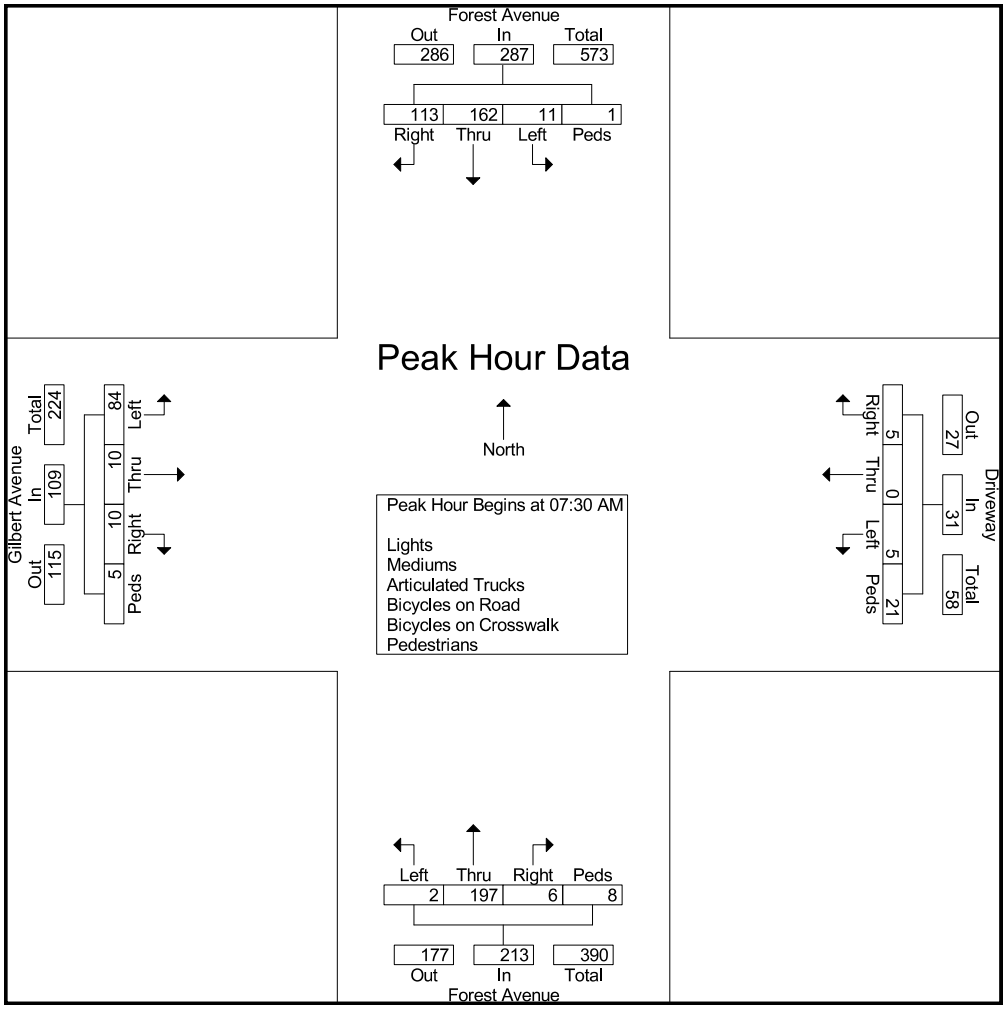
1950 N Washington Street
Suite 211
Naperville, Illinois 60563



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

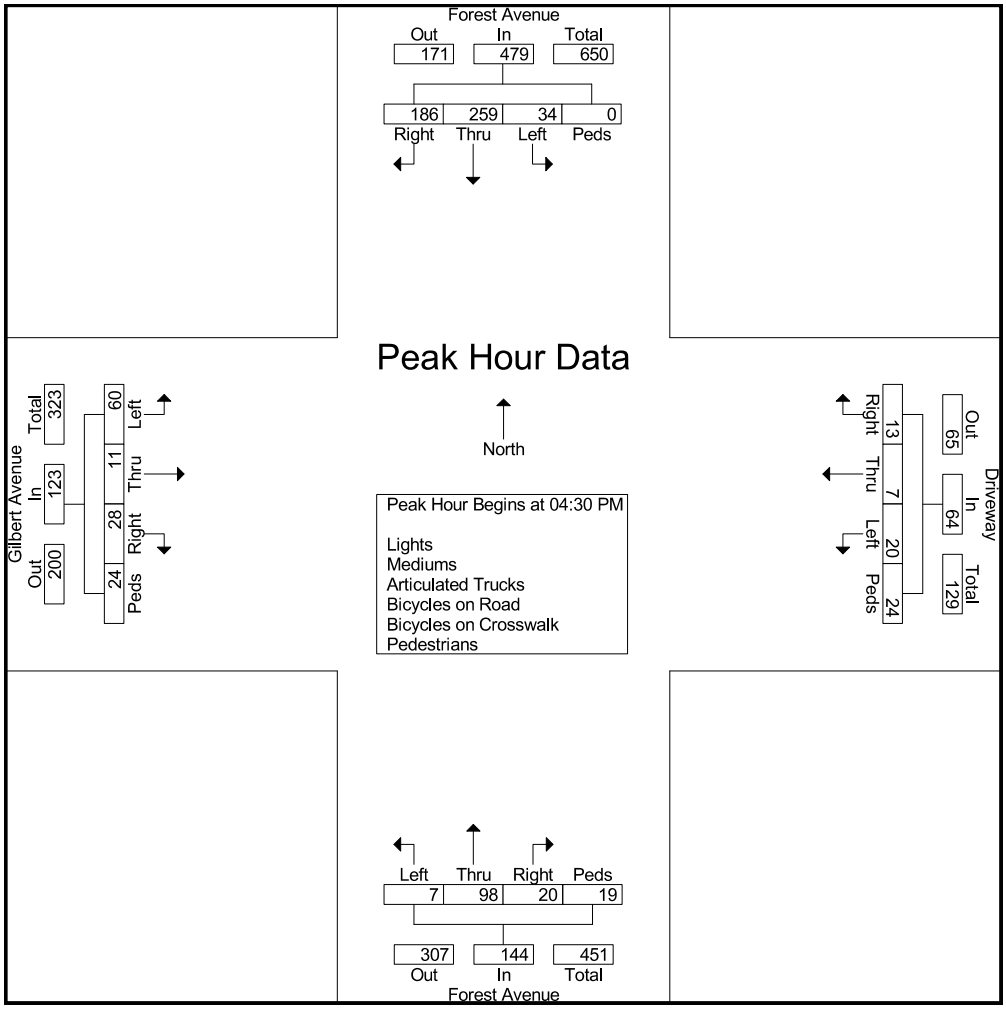
	Forest Avenue From North					Driveway From East					Forest Avenue From South					Gilbert Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30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



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

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



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

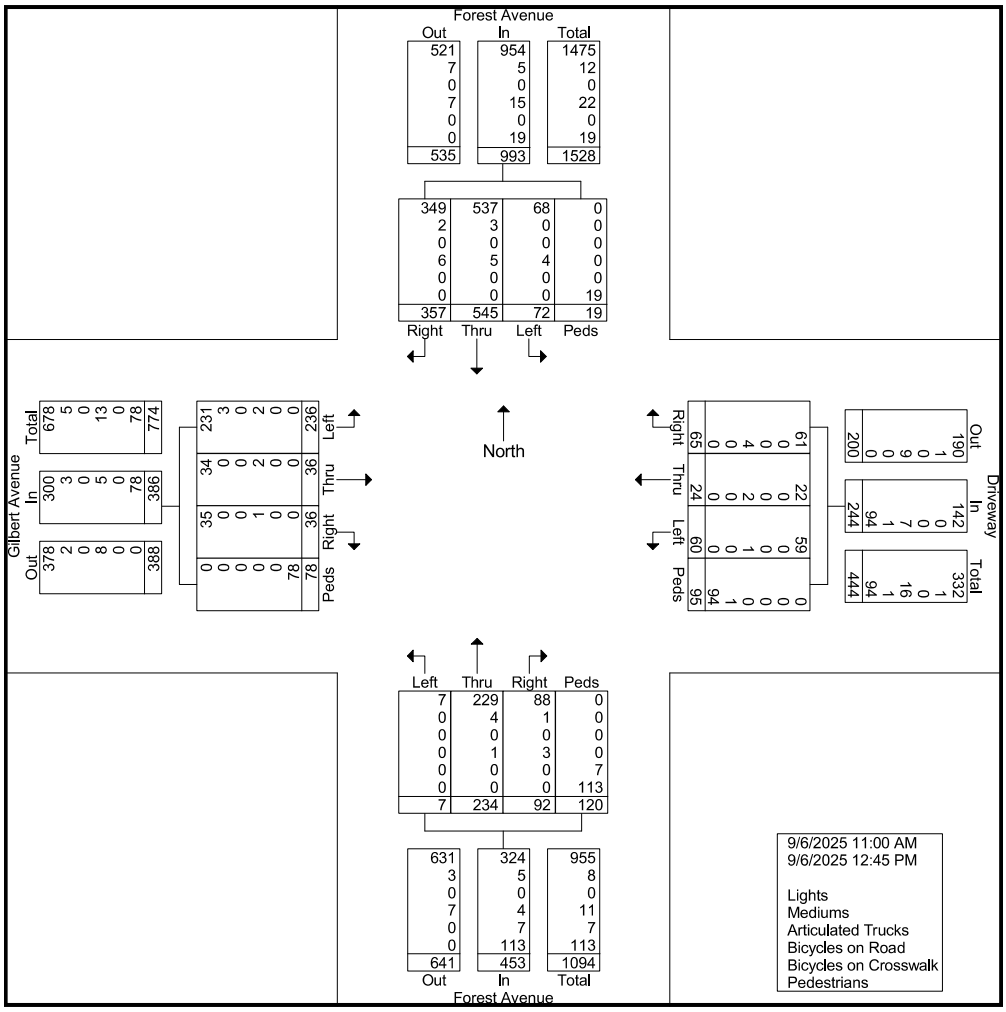
Downers Grove
Forest Avenue & Gilbert Avenue
09-06-25 Saturday

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

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

Fish Transportation Group

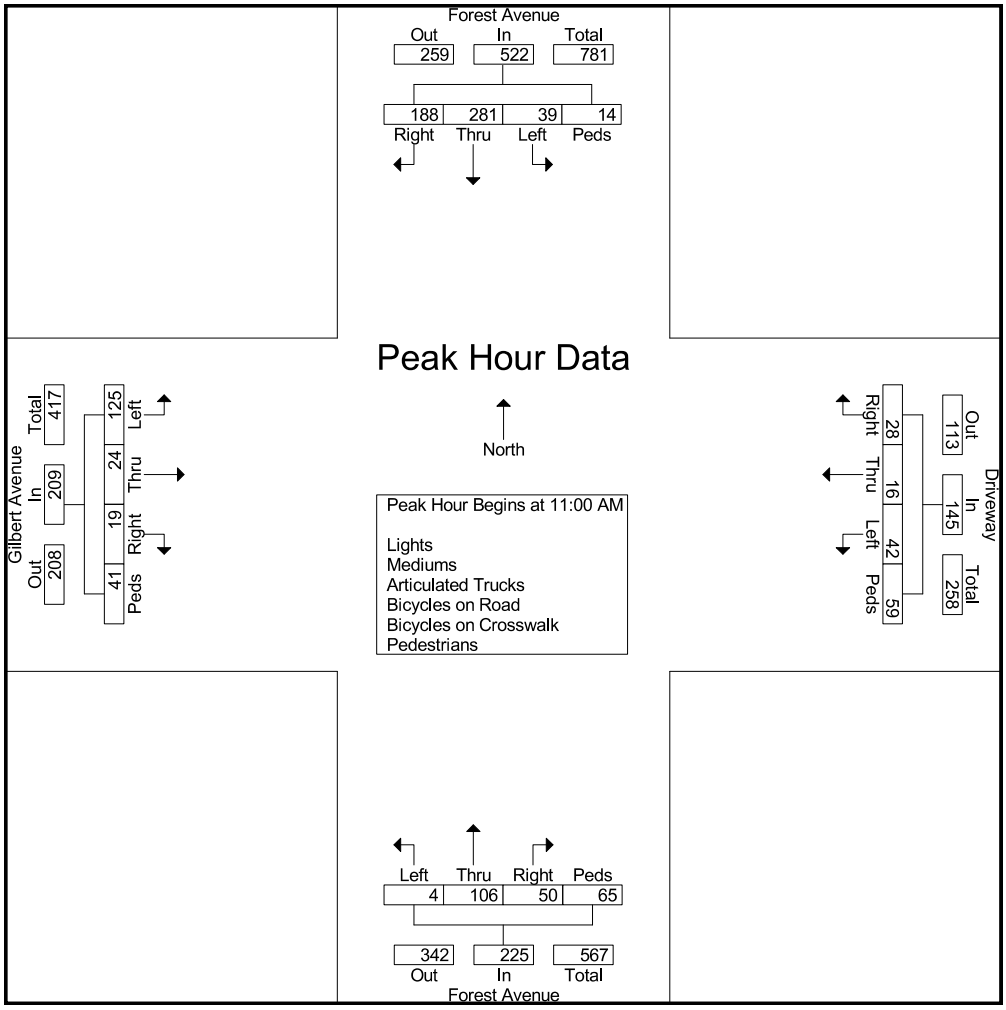
1950 N Washington Street
Suite 211
Naperville, Illinois 60563



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

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



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

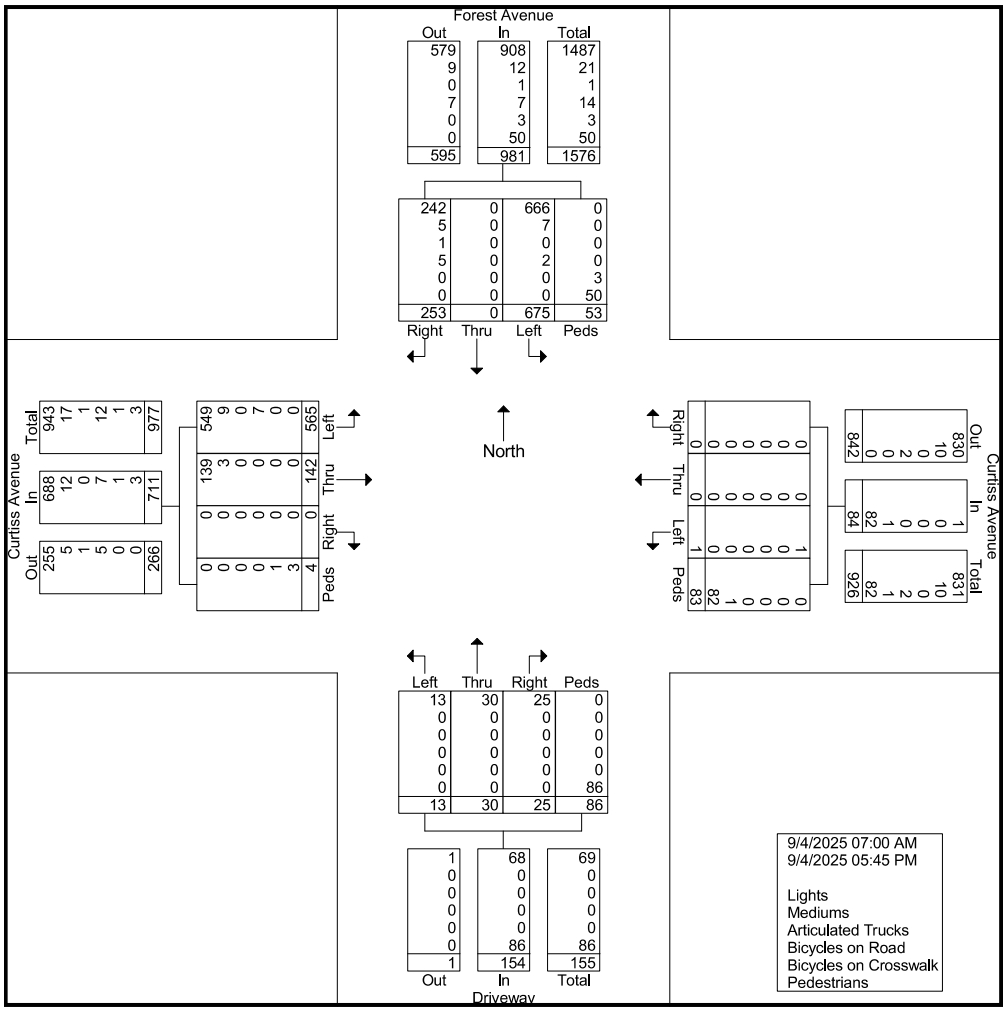
Downers Grove
Forest Avenue & Curtiss Avenue
09-04-25 Thursday

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

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

Fish Transportation Group

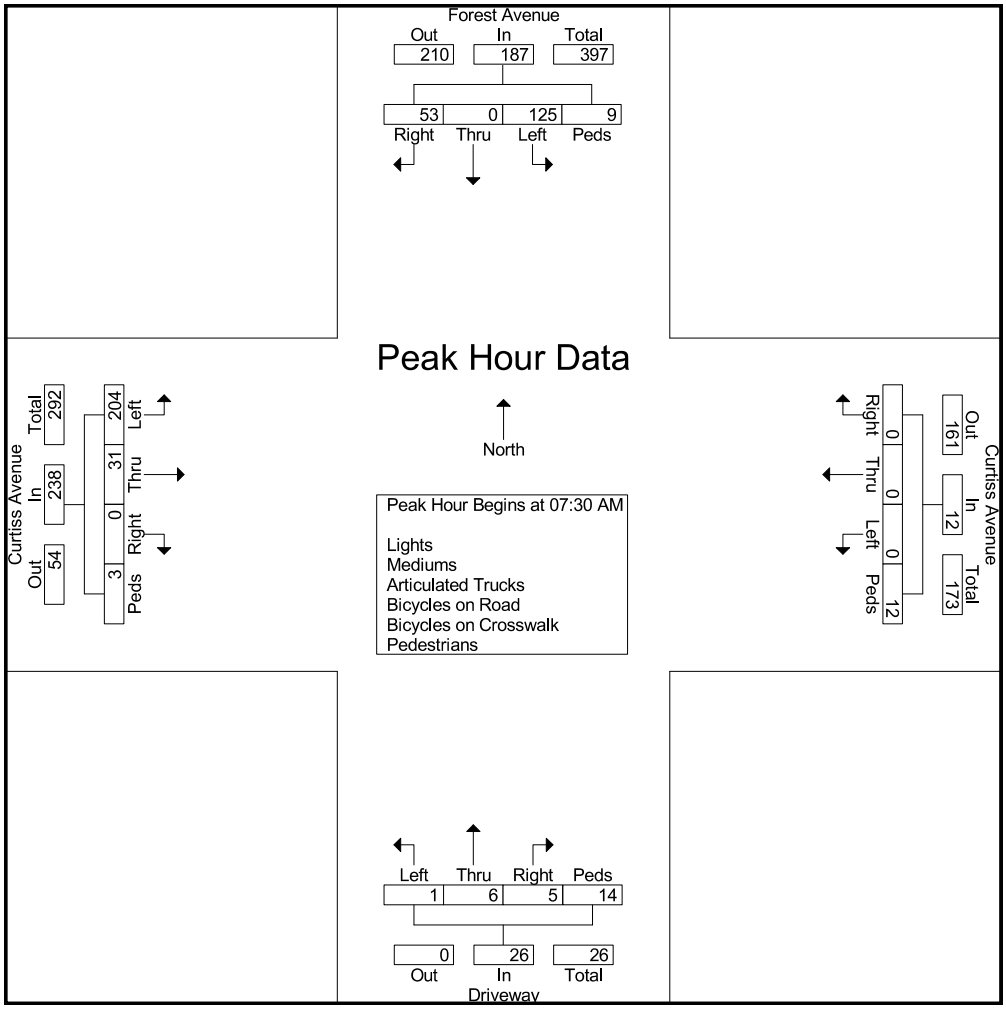
1950 N Washington Street
Suite 211
Naperville, Illinois 60563



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

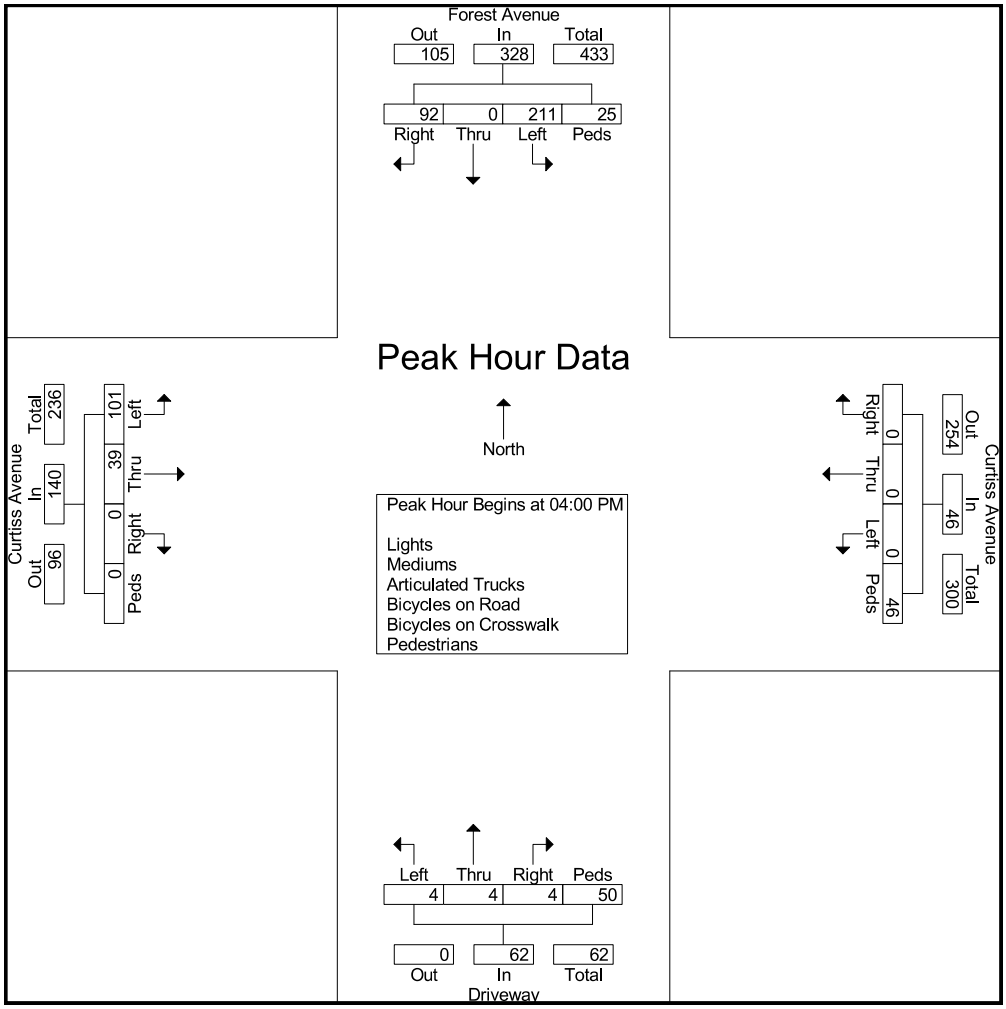
	Forest Avenue From North					Curtiss Avenue From East					Driveway From South					Curtiss Avenue From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 12:30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



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

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



Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

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

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

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

Fish Transportation Group

1950 N Washington Street
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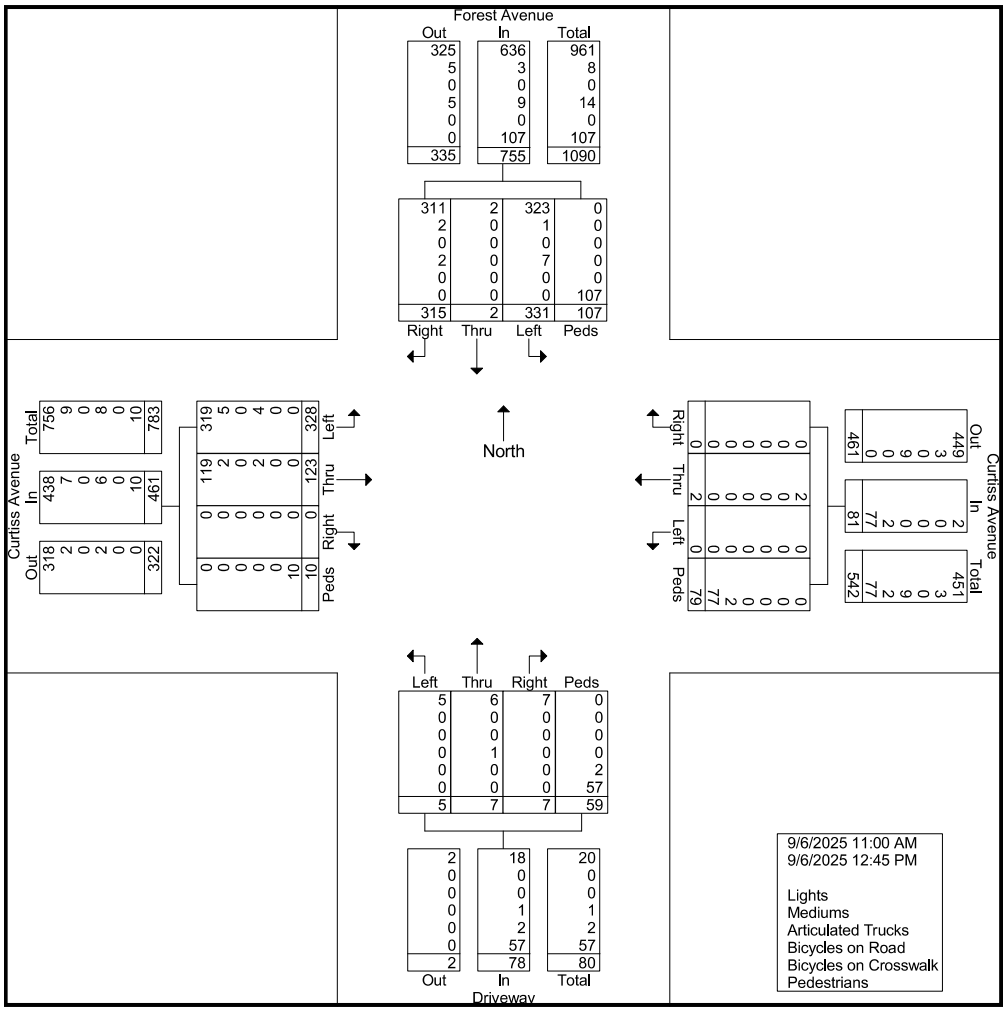
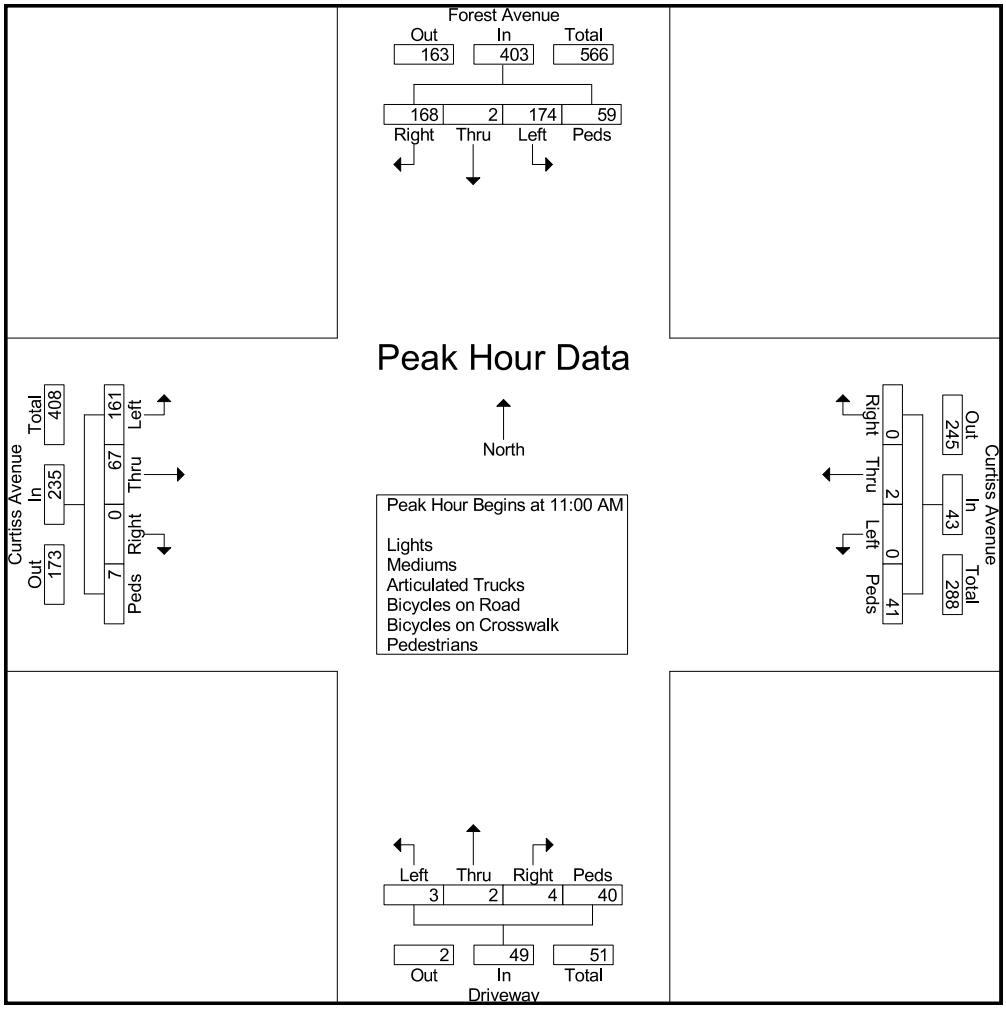


Fish Transportation Group

1950 N Washington Street
Suite 211
Naperville, Illinois 60563

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



Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Capacity analysis worksheets 2025 Existing Conditions AM and PM

Intersection	
Int Delay, s/veh	2.6

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

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

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

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

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	204	31	0	0	0	0	1	6	5	125	0	53
Future Vol, veh/h	204	31	0	0	0	0	1	6	5	125	0	53
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	224	34	0	0	0	0	1	7	5	137	0	58
Number of Lanes	1	1	0	0	1	0	0	1	0	1	0	1

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

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

Intersection	
Int Delay, s/veh	3.4

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	16.19	14.82	0.49	0.55
HCM LOS	C	B		

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

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

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

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

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

Intersection	
Int Delay, s/veh	7.3

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	27.59	20.39	0.22	0.61
HCM LOS	D	C		

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

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	161	67	0	0	0	0	3	2	4	174	0	168
Future Vol, veh/h	161	67	0	0	0	0	3	2	4	174	0	168
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	179	74	0	0	0	0	3	2	4	193	0	187
Number of Lanes	1	1	0	0	1	0	0	1	0	1	0	1

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

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

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

ITE Trip Generation Manual 12th Edition Excerpts

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

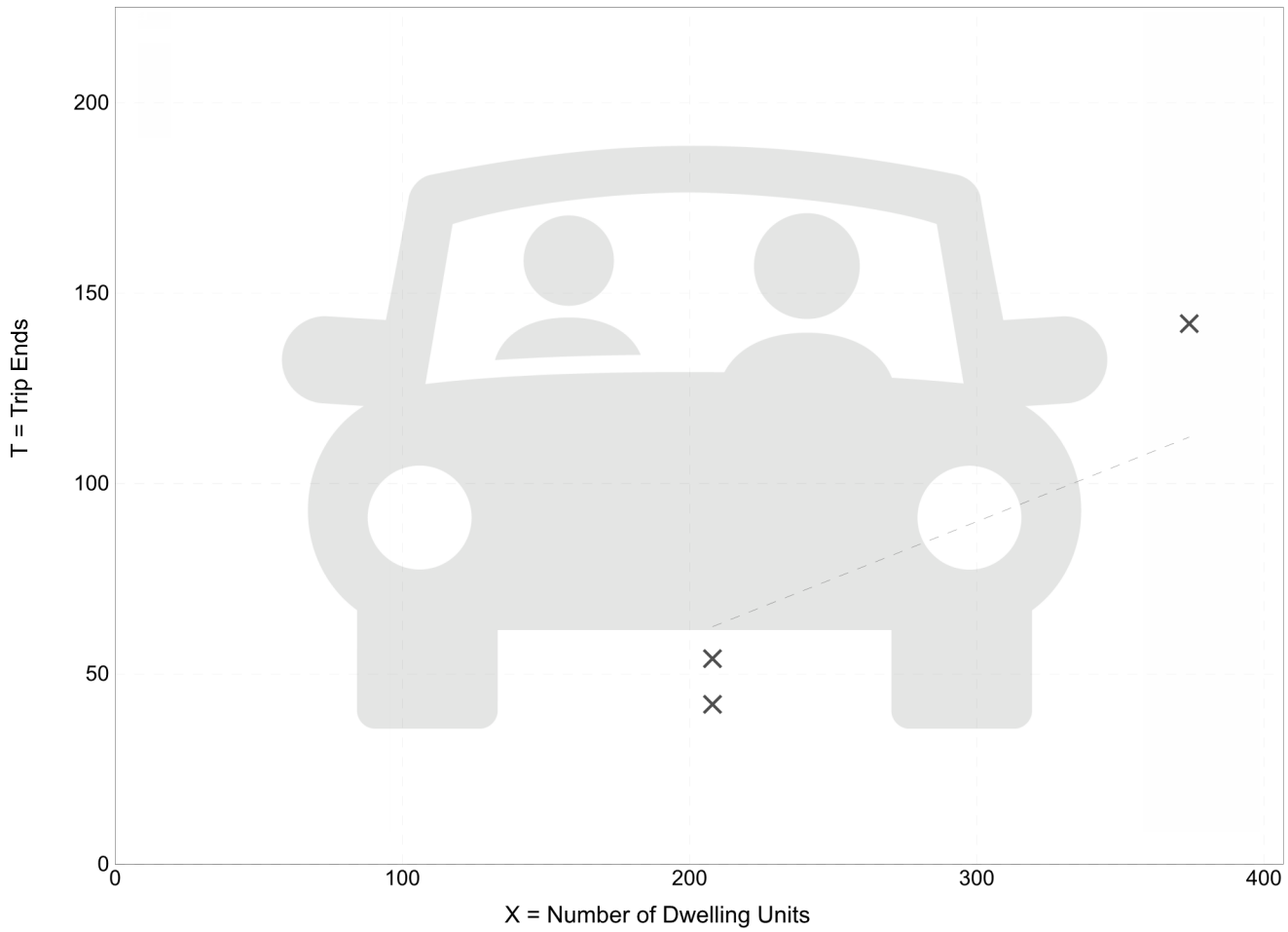
Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	3
Avg. Num. of Dwelling Units:	263
Directional Distribution:	29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

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

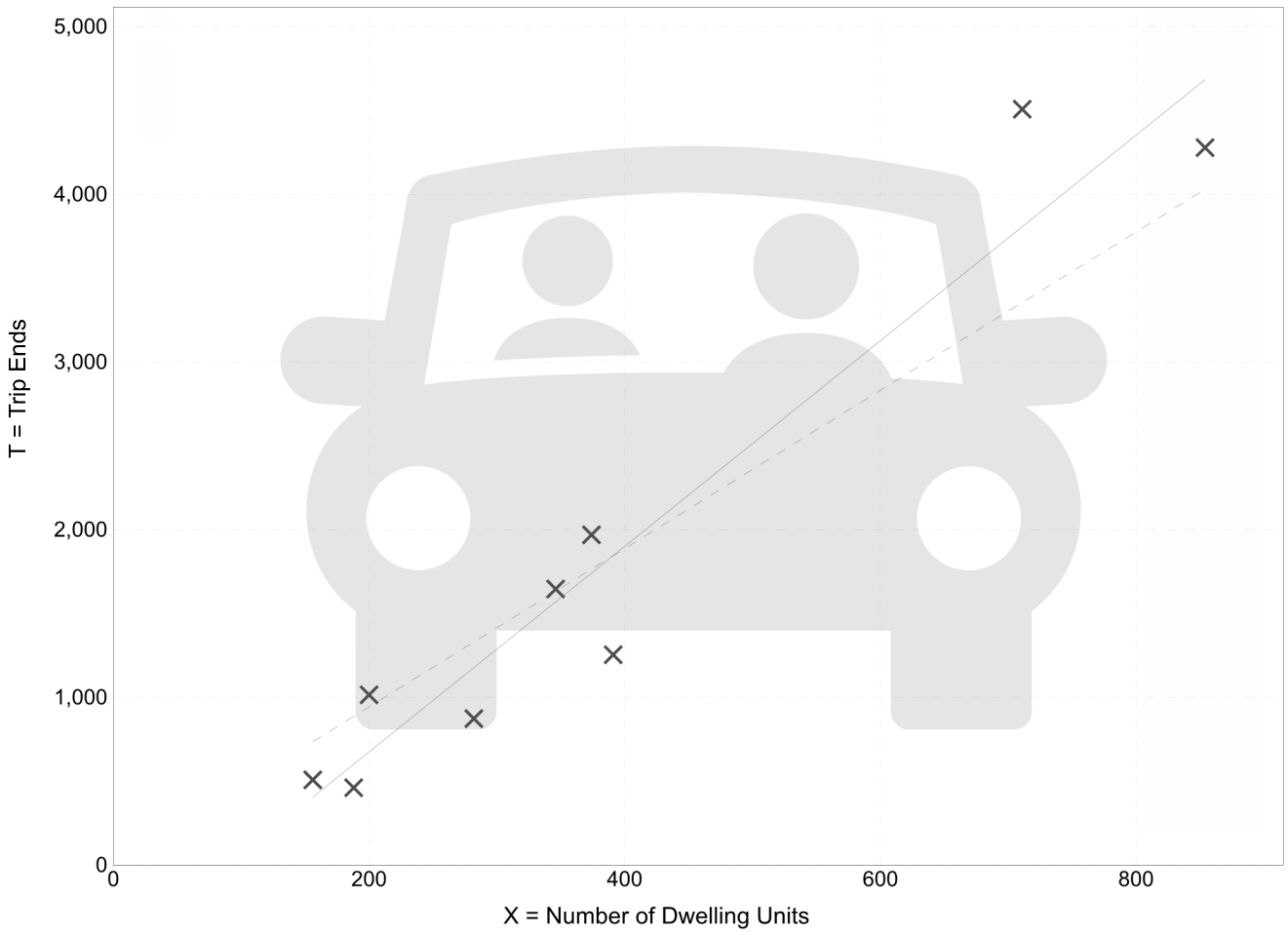
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 6.13(X) - 550.73

R^2= 0.93

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

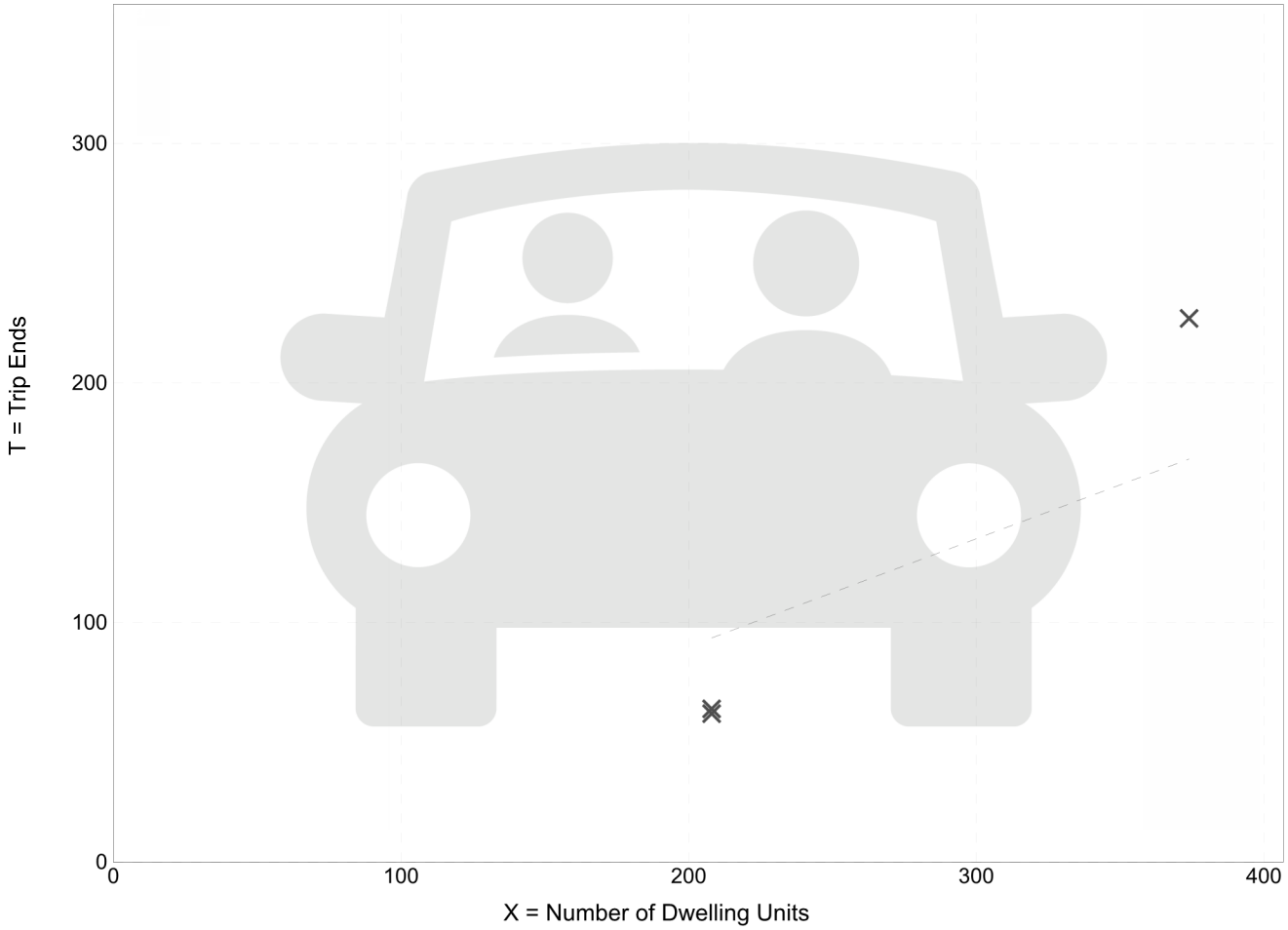
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 3
Avg. Num. of Dwelling Units: 263
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

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

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

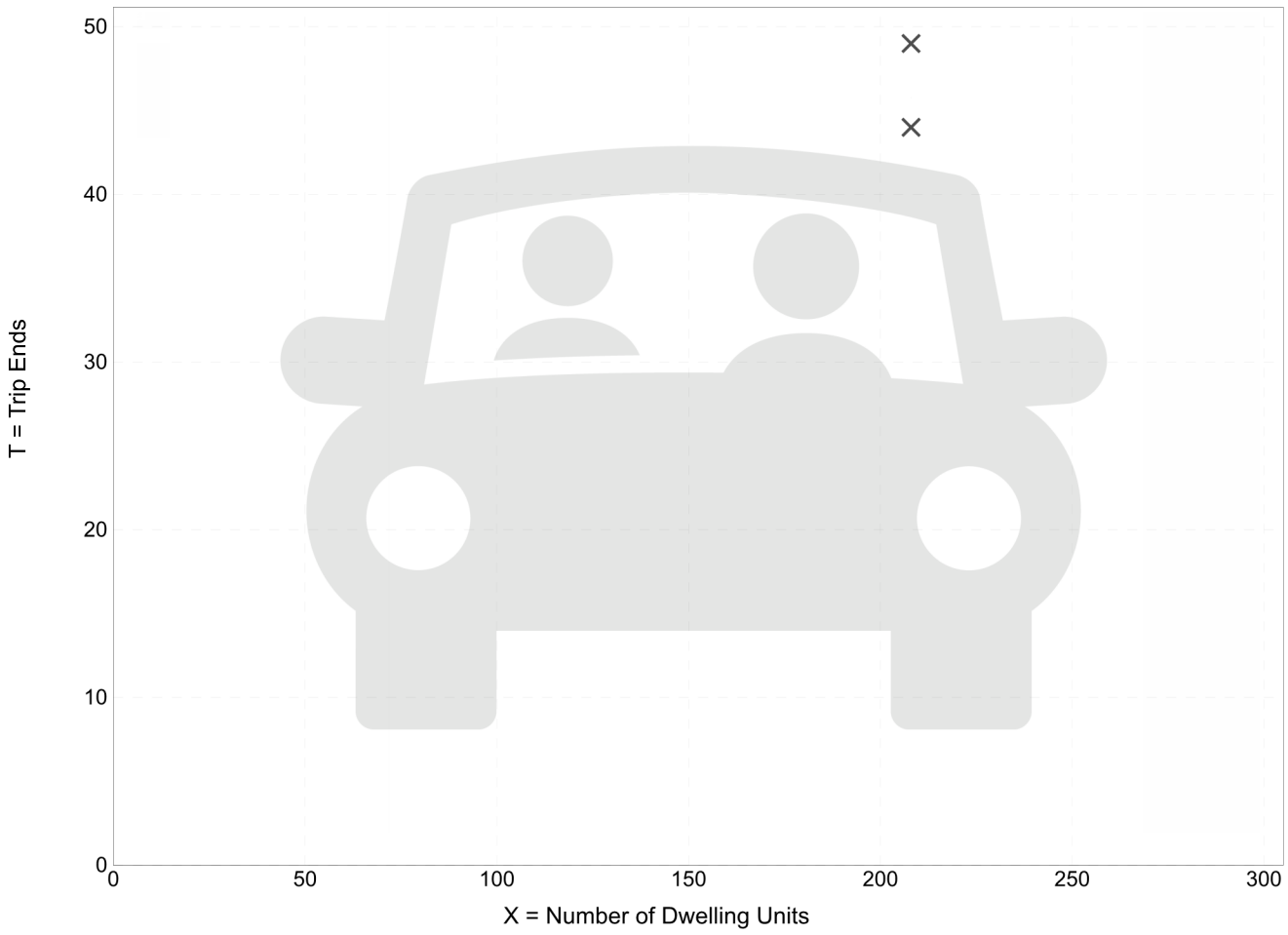
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Dwelling Units: 208
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

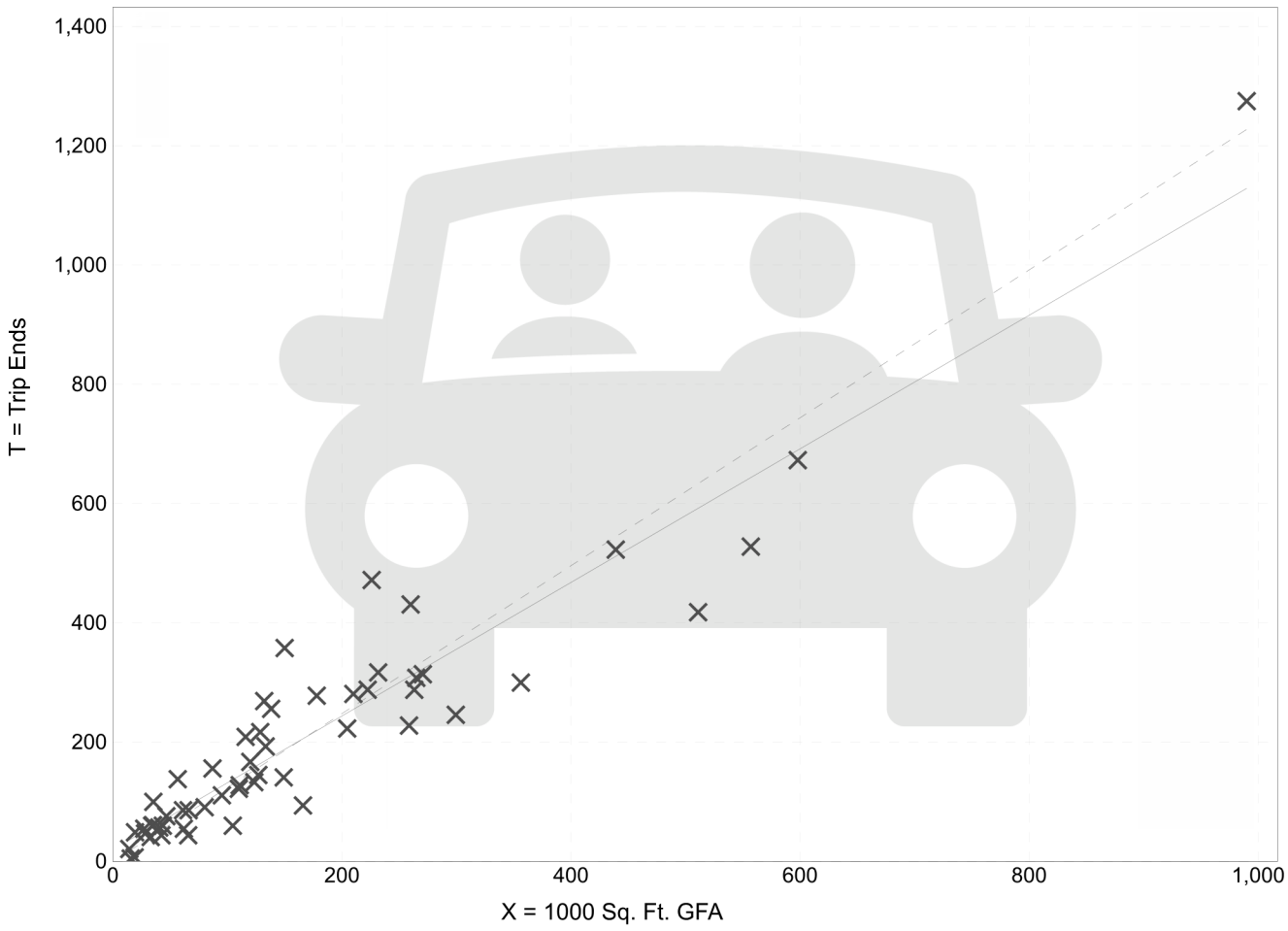
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 54
Avg. 1000 Sq. Ft. GFA: 170
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Fitted Curve Equation: T = 1.12(X) + 19.95

R^2= 0.89

General Office Building
(710)

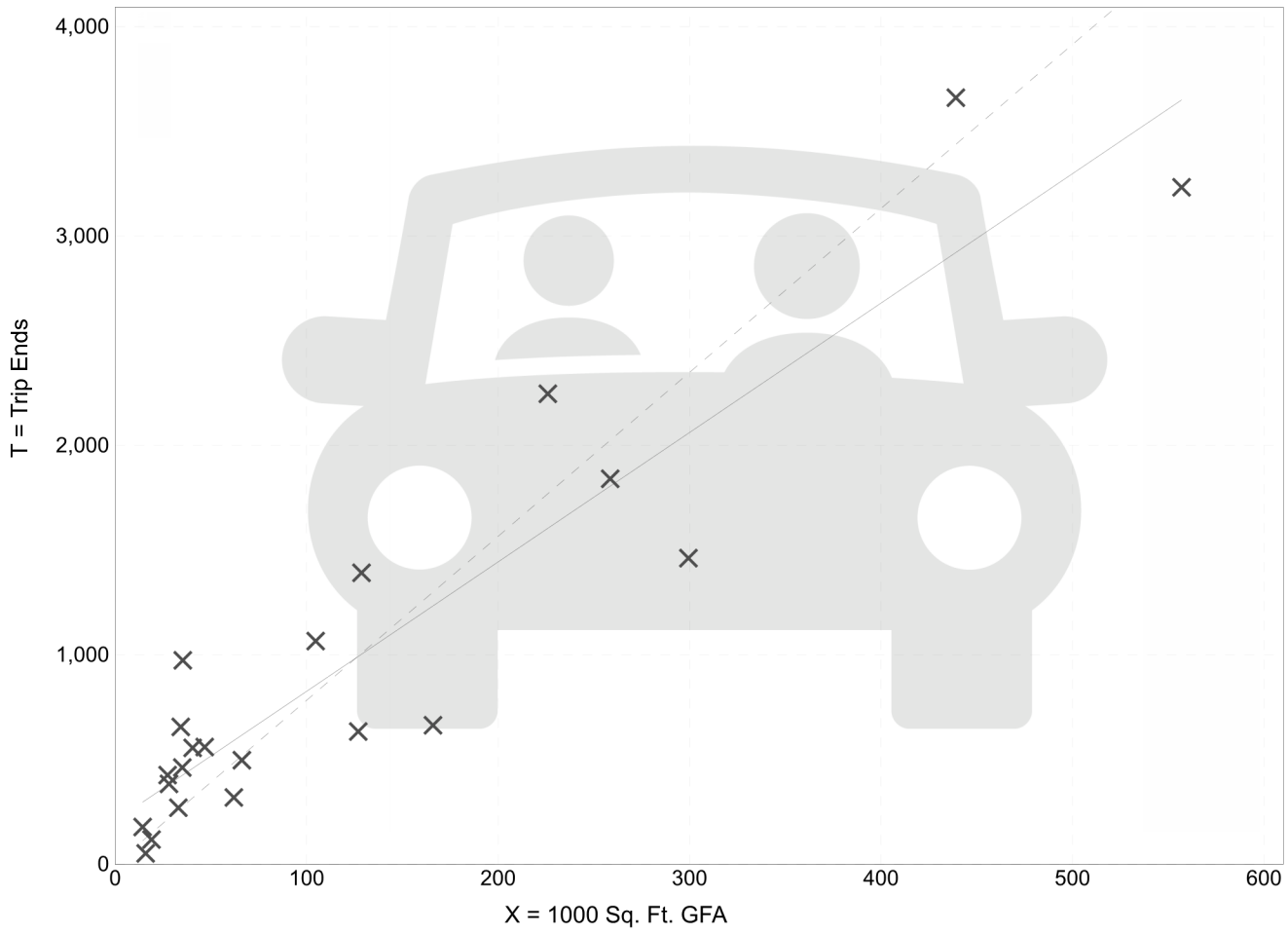
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Fitted Curve Equation: T = 6.18(X) + 207.96

R^2= 0.86

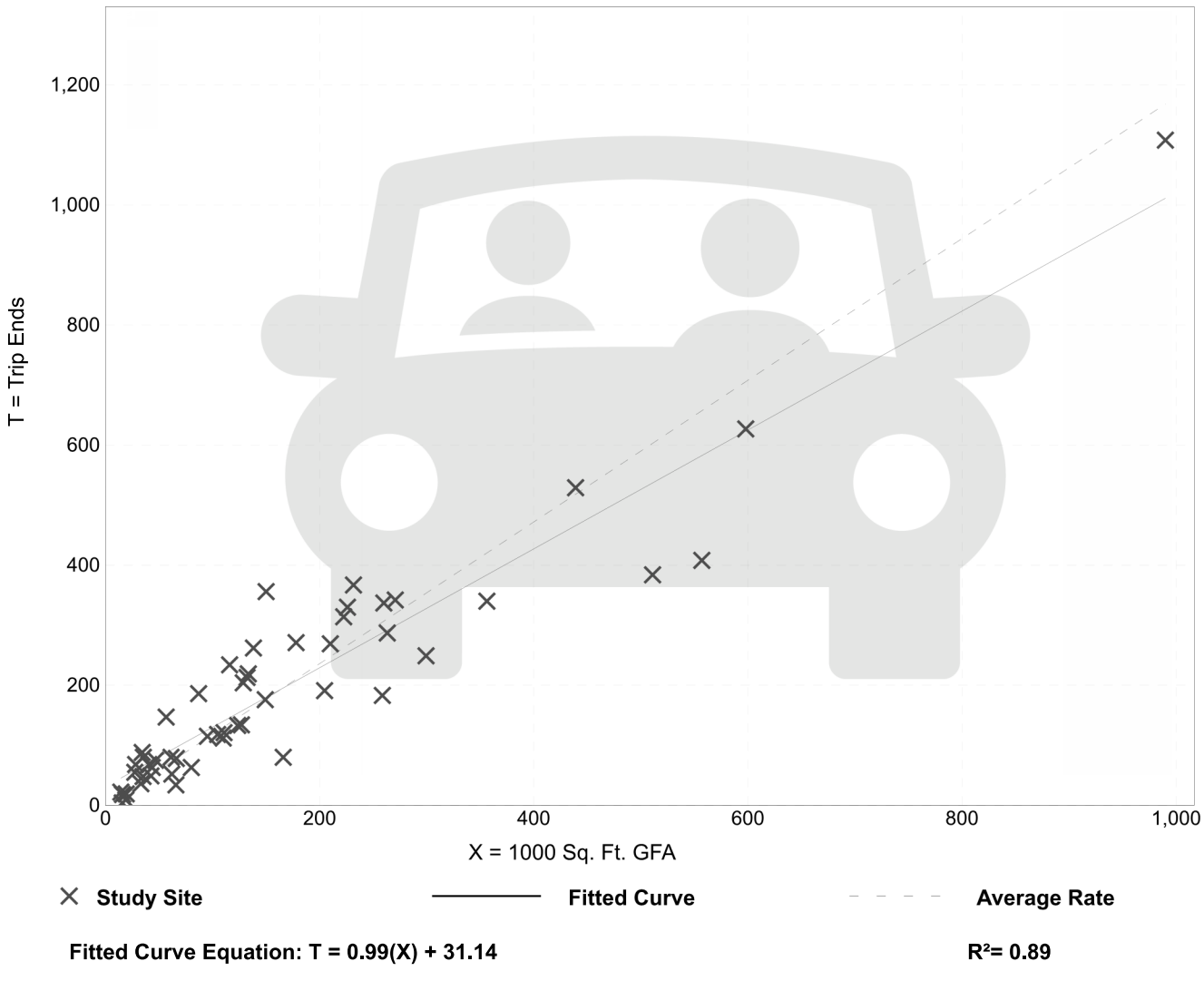
General Office Building
(710)

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Fitted Curve Equation: T = 0.99(X) + 31.14

R^2= 0.89

General Office Building
(710)

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

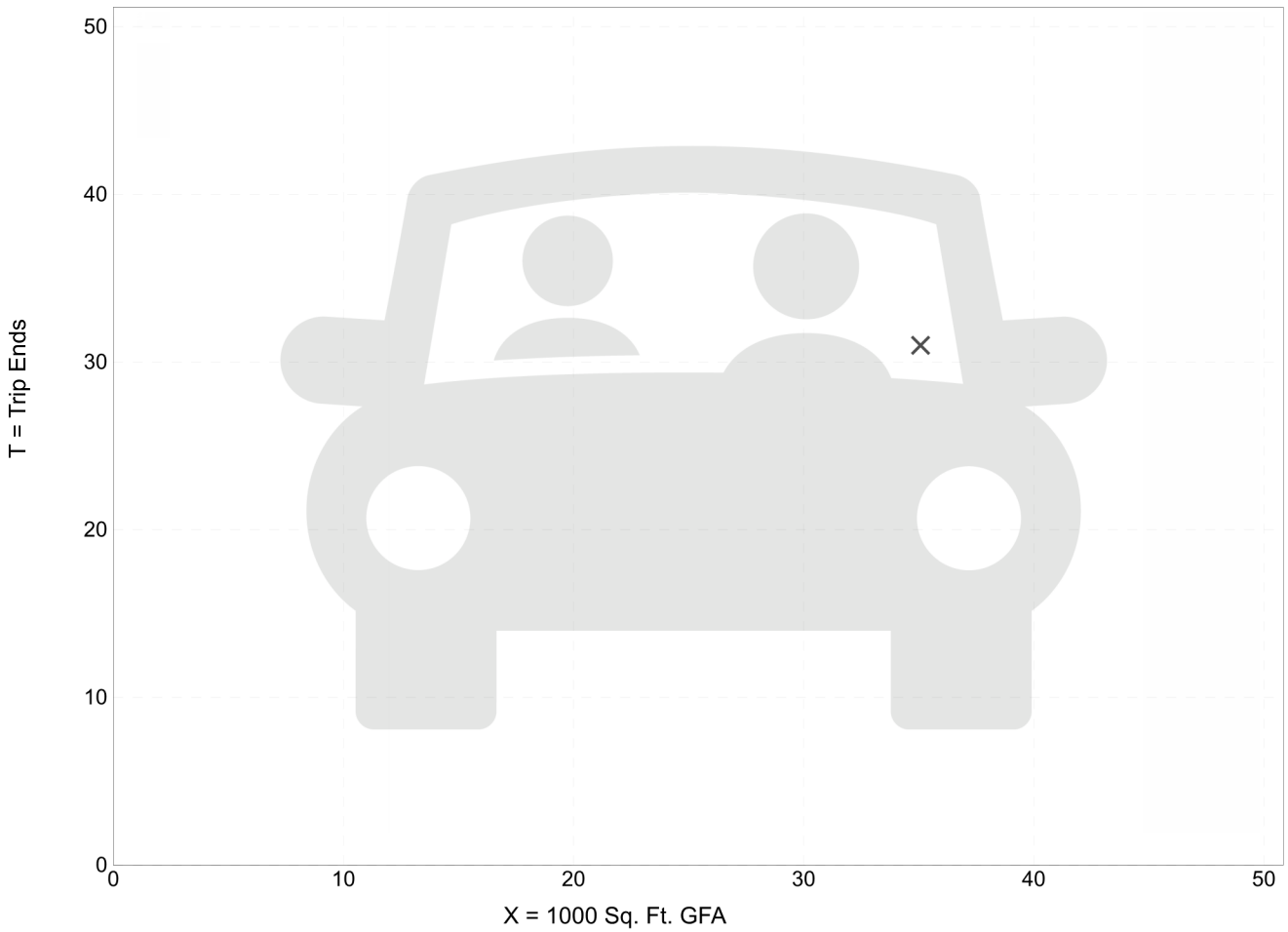
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 35
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.88	0.88 - 0.88	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= **

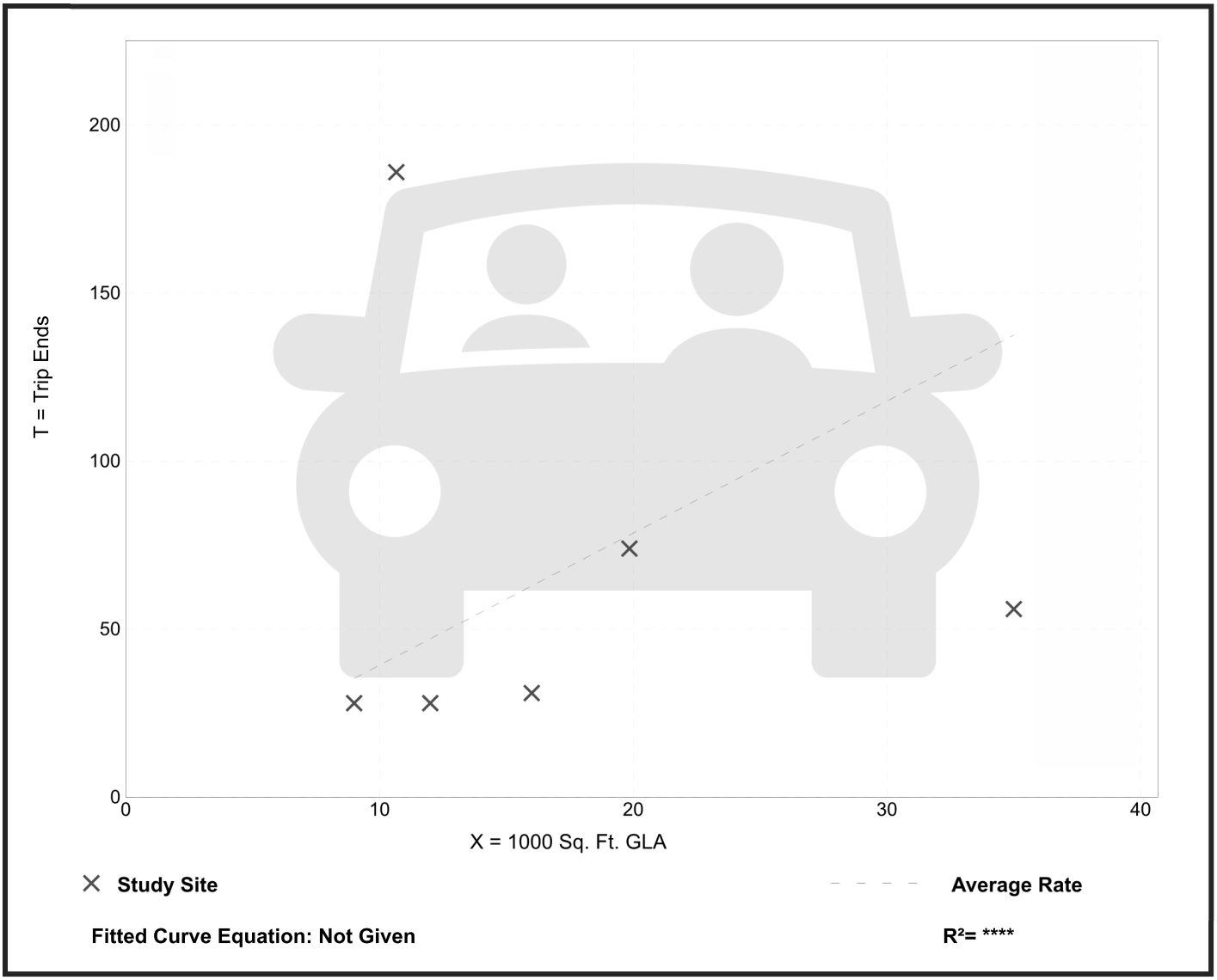
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 17
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.93	1.60 - 17.44	5.12

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

Strip Retail Plaza (<40k)
(822)

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

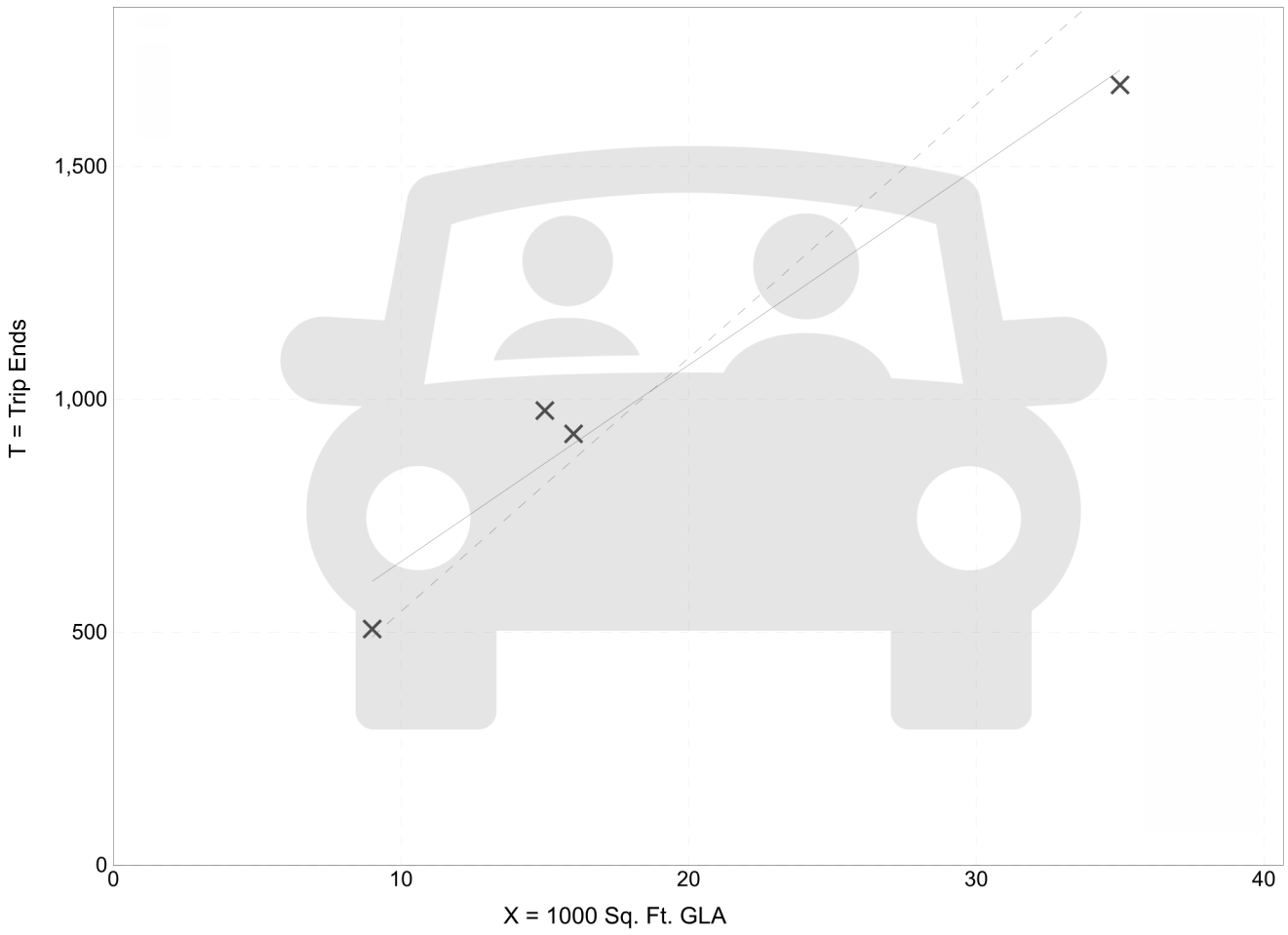
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

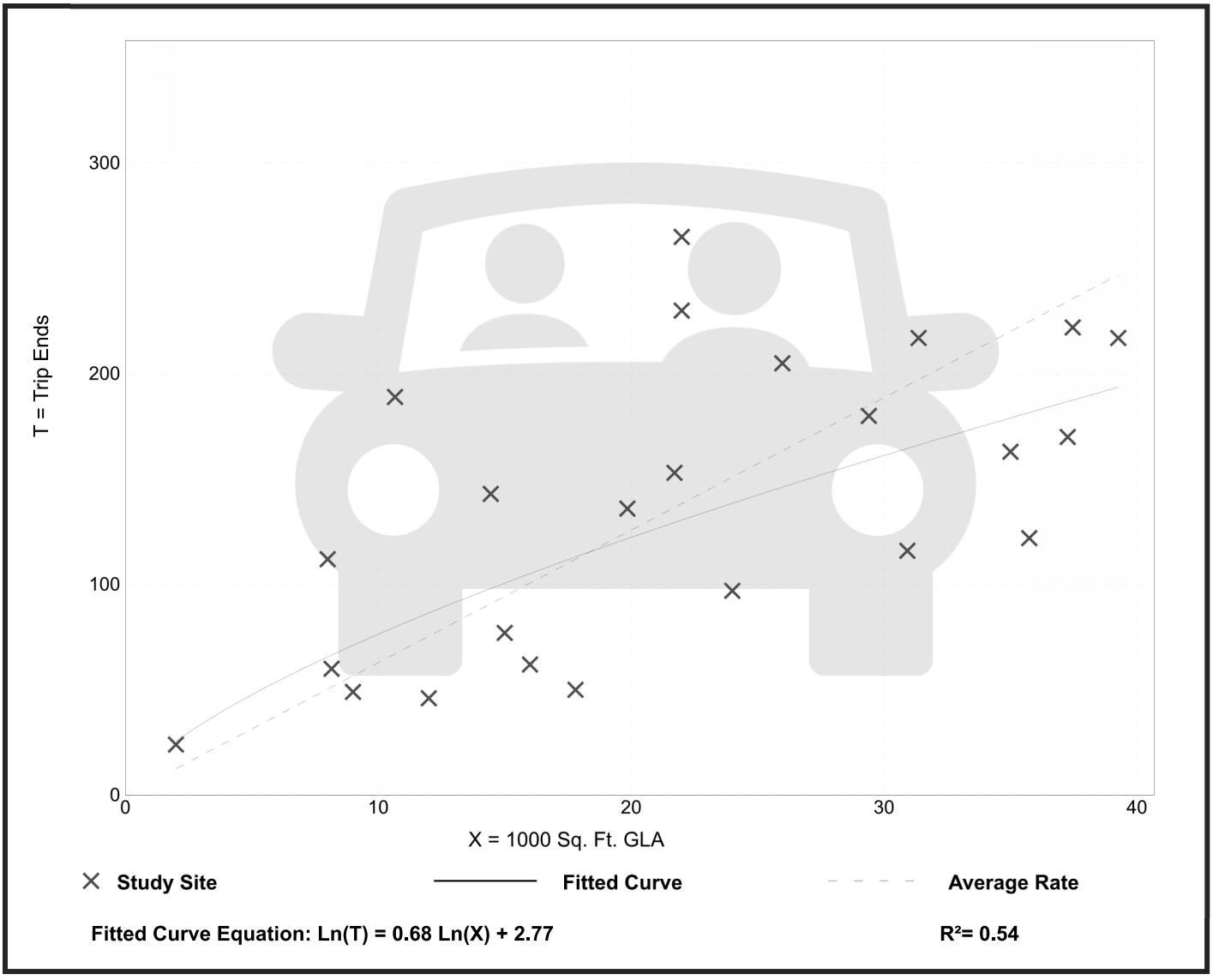
Strip Retail Plaza (<40k)
(822)

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 2.77

R^2= 0.54

Strip Retail Plaza (<40k)
(822)

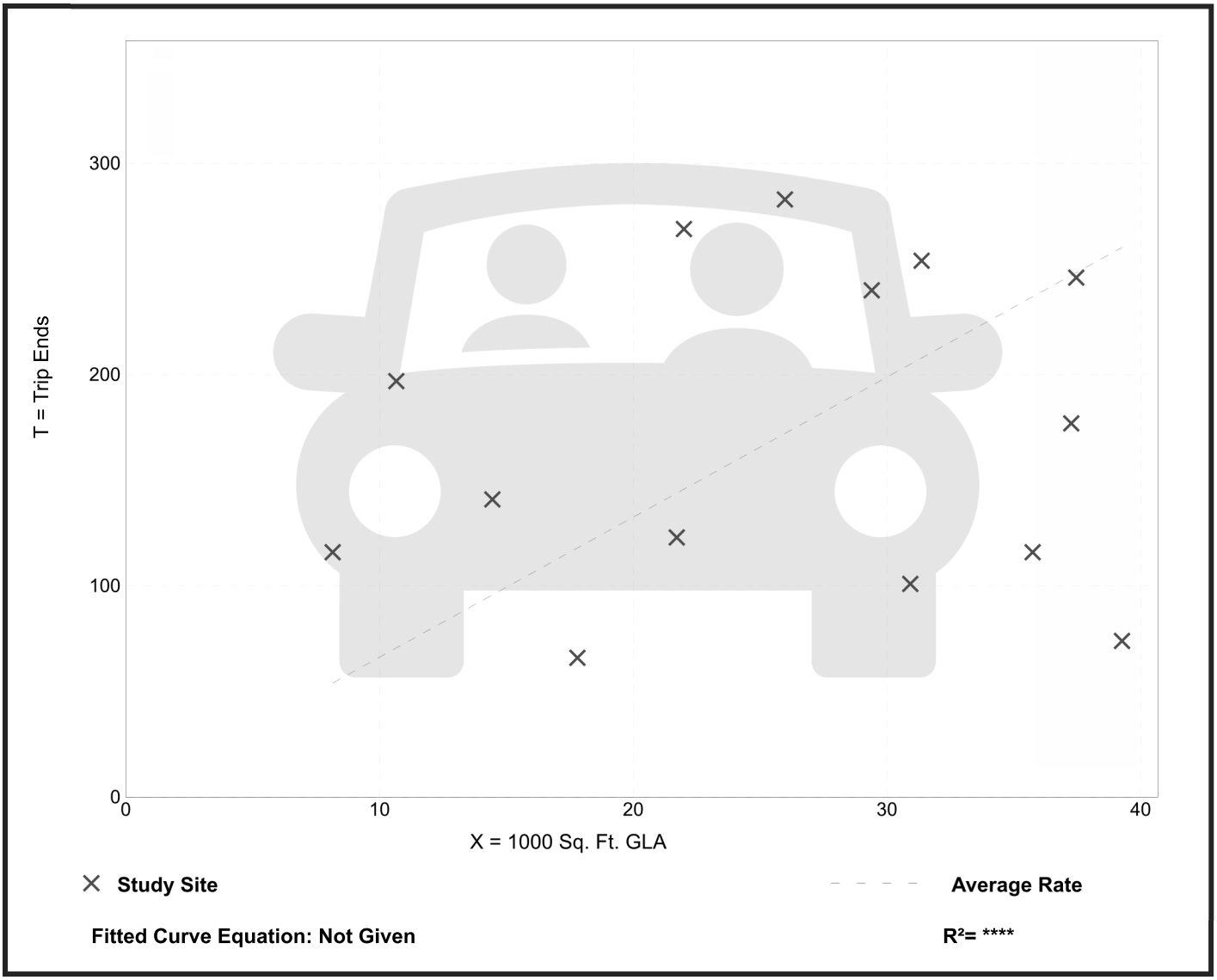
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Saturday, Peak Hour of Generator**

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

Vehicle Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

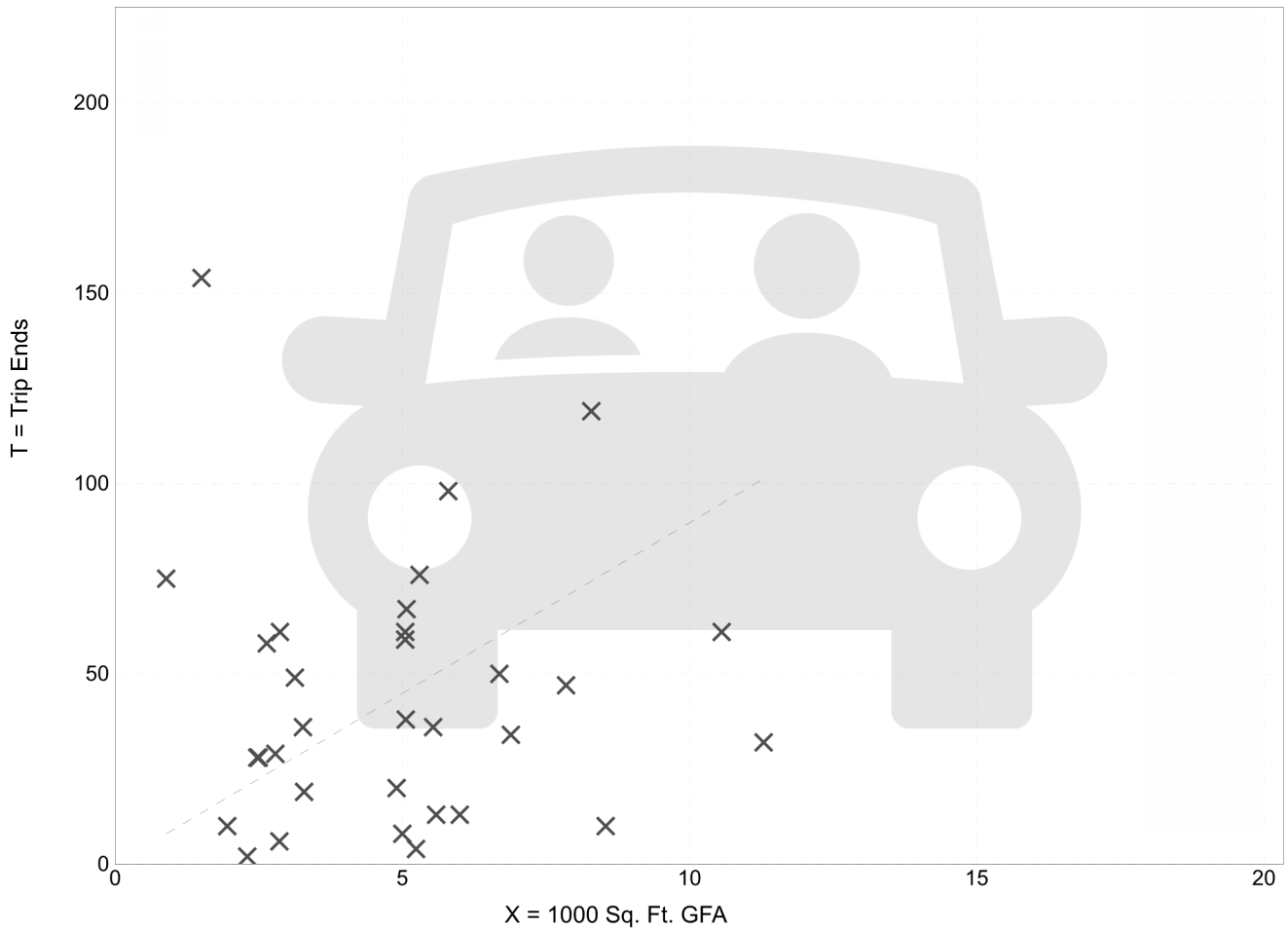
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	32
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

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

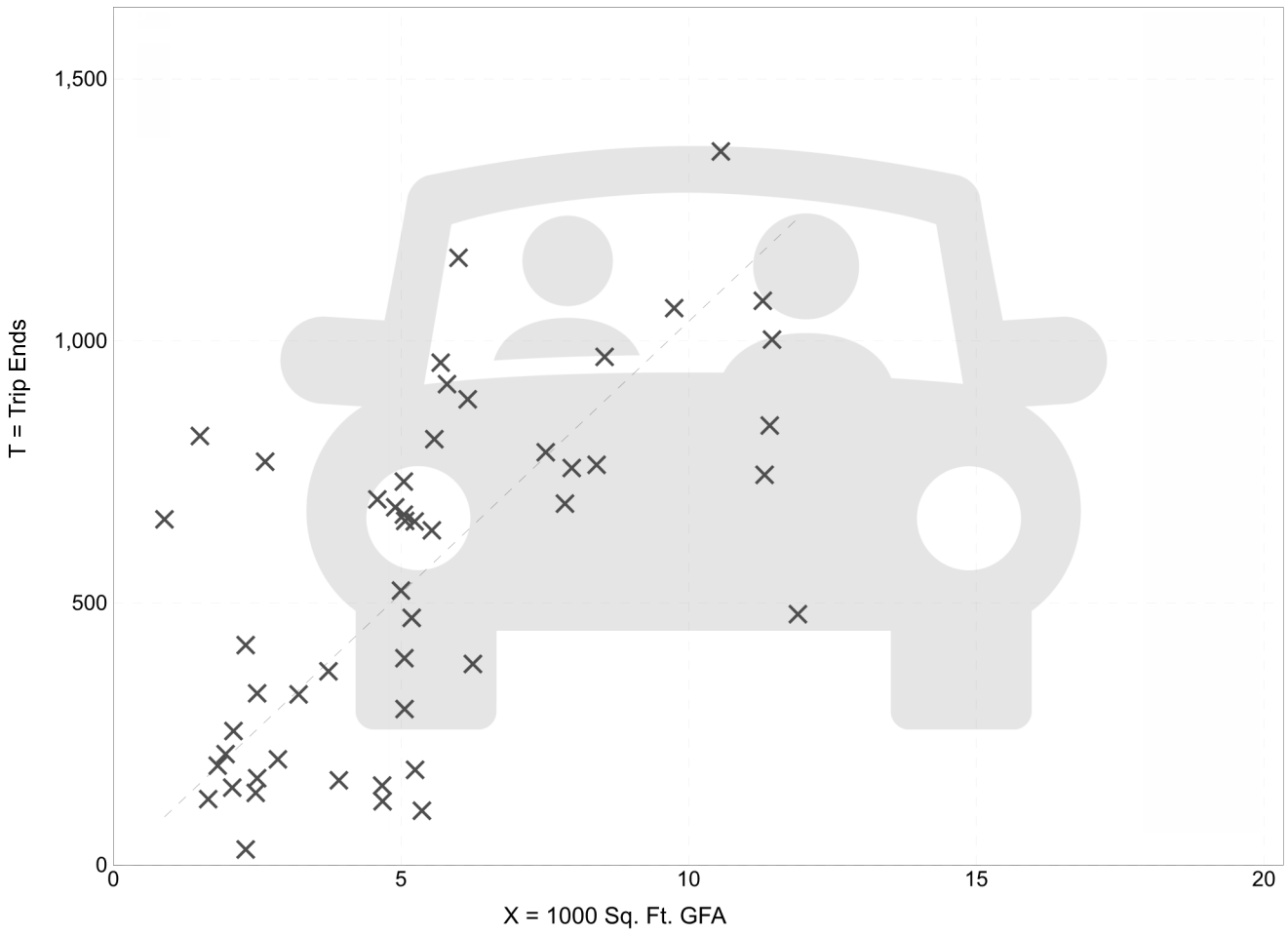
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

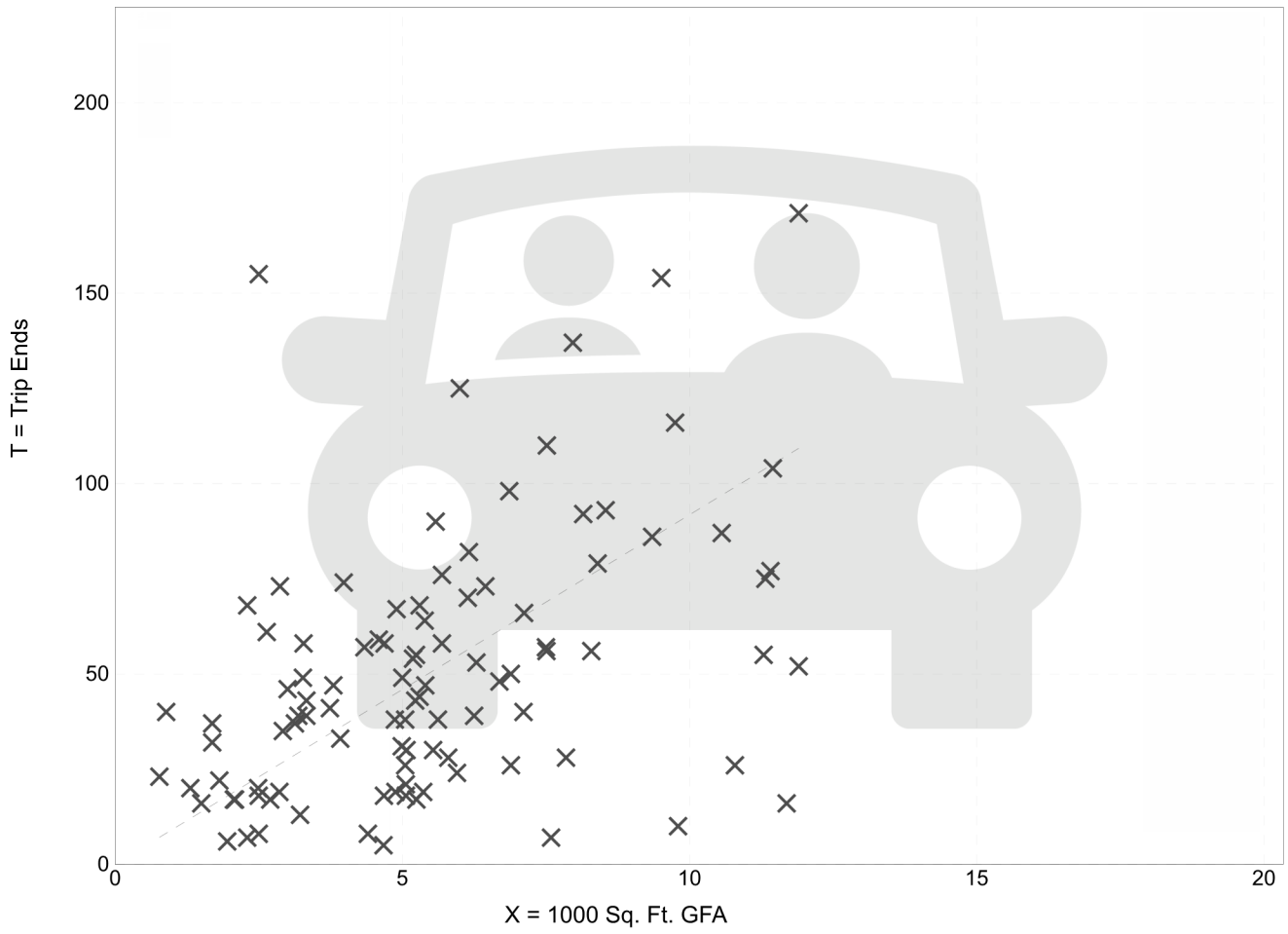
High-Turnover (Sit-Down) Restaurant
(932)

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

Vehicle Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

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

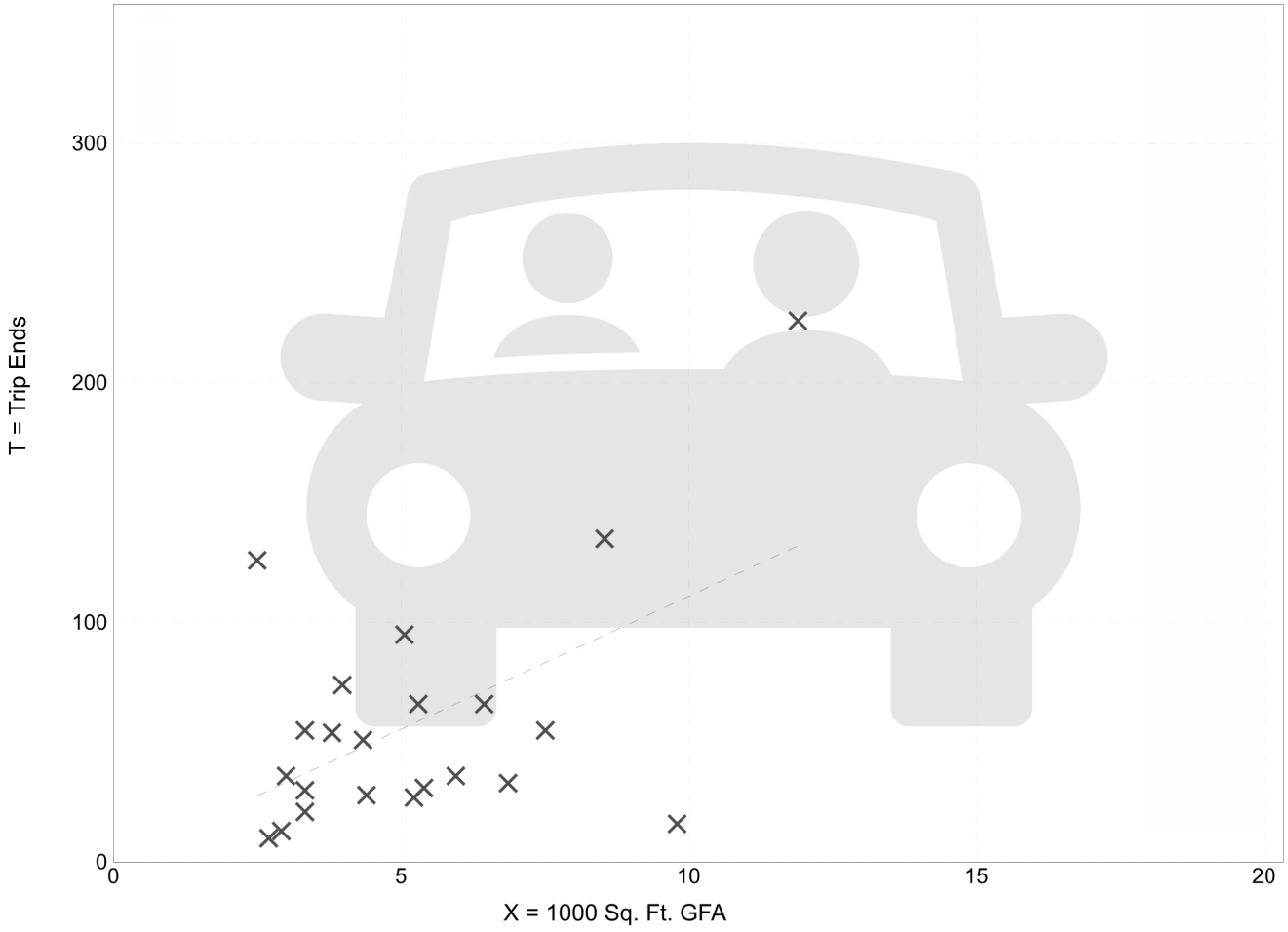
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.10	1.63 - 50.40	8.34

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

CMAP Correspondence

Chicago Metropolitan Agency for Planning

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

September 22, 2025

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

Subject: Forest Avenue - Gilbert Avenue - Curtiss Street
IDOT

Dear Mr. Opitz:

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

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

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

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

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

cc: Rios (IDOT)
\2025_trafficForecasts\DownersGrove\du-49-25\du-49-25.docx

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Capacity analysis worksheets 2032 No-Build Conditions AM and PM

Intersection	
Int Delay, s/veh	2.7

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

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

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

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

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

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

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

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

Intersection	
Int Delay, s/veh	3.6

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	17.15	15.37	0.47	0.55
HCM LOS	C	C		

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

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

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

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

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

Intersection	
Int Delay, s/veh	8.3

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

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

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	32.29	22	0.21	0.61
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	326	314	219	-	-
HCM Lane V/C Ratio	0.005	-	-	0.617	0.329	0.037	-	-
HCM Control Delay (s/veh)	8.8	0	-	32.3	22	8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	3.9	1.4	0.1	-	-

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

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

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

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

Proposed Mixed Use Development
Forest Pointe
Downers Grove, Illinois

Capacity analysis worksheets 2032 Build Conditions AM and PM

Intersection	
Int Delay, s/veh	3

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

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

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

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

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

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

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

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

Intersection	
Int Delay, s/veh	0.3

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	270	122
Stage 1	-	-	-	-	122	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	719	929
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1464	-	715	929
Mov Cap-2 Maneuver	-	-	-	-	715	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	875	-

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

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

Intersection	
Int Delay, s/veh	4.2

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

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

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

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

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

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

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

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

Intersection	
Int Delay, s/veh	0.3

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

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

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

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

Intersection	
Int Delay, s/veh	9.9

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

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

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

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

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	179	78	0	0	0	0	3	2	4	187	0	186
Future Vol, veh/h	179	78	0	0	0	0	3	2	4	187	0	186
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	199	87	0	0	0	0	3	2	4	208	0	207
Number of Lanes	1	1	0	0	1	0	0	1	0	1	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay, s/veh	11.1	0	8.8	10.4
HCM LOS	B	-	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	33%	100%	0%	0%	100%	0%
Vol Thru, %	22%	0%	100%	100%	0%	0%
Vol Right, %	44%	0%	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	179	78	0	187	186
LT Vol	3	179	0	0	187	0
Through Vol	2	0	78	0	0	0
RT Vol	4	0	0	0	0	186
Lane Flow Rate	10	199	87	0	208	207
Geometry Grp	4b	5	5	4b	5	5
Degree of Util (X)	0.016	0.335	0.134	0	0.339	0.267
Departure Headway (Hd)	5.619	6.066	5.563	5.941	5.867	4.659
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	632	591	641	0	611	767
Service Time	3.695	3.831	3.328	4.028	3.616	2.408
HCM Lane V/C Ratio	0.016	0.337	0.136	0	0.34	0.27
HCM Control Delay, s/veh	8.8	11.9	9.2	9	11.6	9.1
HCM Lane LOS	A	B	A	N	B	A
HCM 95th-tile Q	0	1.5	0.5	0	1.5	1.1

Intersection	
Int Delay, s/veh	0.1

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	193	0	437	193
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1380	-	577	848
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	576	848
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	796	-

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

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

DEPARTMENT OF COMMUNITY DEVELOPMENT
MEMO

To: Planning and Zoning Commission
From: Stan Popovich, AICP
Director of Community Development
File # **26-PZC-0002**
Zoning Ordinance Update
Date: February 2, 2026

Background

In 2025, the Village adopted the Guiding DG plans, including the Active Transportation Plan (ATP), the Comprehensive Plan (CP), and the Environmental Sustainability Plan (ESP). The CP included an implementation chapter that identified updating the Zoning, Building and Subdivision Ordinance as a key item to be completed. The Zoning Ordinance is the primary regulatory tool that is used to implement the vision of the Guiding DG plans.

The ATP, CP and ESP included a variety of recommendations that can be considered when updating the Zoning Ordinance. At the February 2, 2026 meeting, staff will review the recommendations from the Guiding DG plans that are relevant to the Zoning Ordinance update as shown below and will review the anticipated schedule.

Guiding DG Plan	Guiding DG Chapter	Planning Concept
Housing		
CP	4, 7	Consider allowing Accessory Dwelling Units (ADUs) in single family residential zoning districts
CP	5,7	Consider introducing duplexes, small-scale multiple family to single family residential zoning districts
CP	5	Consider offering density bonuses for attainable-housing projects
CP	9	Consider offering density bonuses that encourage restoration and adaptive reuse of heritage structures
Mixed-Use Development		
CP	4,7	Encourage mix of retail, service, office and multi-family in neighborhood commercial areas
CP	5,6,7	Review Zoning Ordinance to ensure shops, restaurants, entertainment and high-density housing are allowed in mixed-use developments
CP	4,7	Review Zoning Ordinance to ensure mixed-use developments are allowed in the following areas:
		o Downtown o Fairview
		o 75th Street o Belmont Road Focus Area
		o Ogden Avenue o Esplanade
		o Butterfield Road
CP	7	Examine use list to promote entertainment uses in the Downtown

Guiding DG Plan	Guiding DG Chapter	Planning Concept
Environmental		
CP ESP	5 2,5	Consider updating the outdoor lighting code to a dark sky lighting code
CP	5	Consider encouraging bird friendly glass in multi-family buildings
ATP CP	4 7,8,9, 10	Consider updating EV charging regulations, including charging areas and parking areas
CP ESP	7,8,9, 10 3	Consider updating landscaping requirements to require native plantings
ESP	5	Examine regulations related to solar, geothermal and small scale wind
ESP	2	Examine solar canopy location regulations
Parking		
CP	6,7	Re-examine shared parking agreement regulations
CP	6,7	Examine parking requirements to encourage outlot redevelopment
CP ESP	6,7 3,4	Examine parking requirements to encourage additional green space
CP	8	Examine micromobility and bike parking requirements

Schedule