Village of Downers Grove

Planning and Zoning Commission – Agenda

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

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

Call to Order.

Roll Call.

Approval of Minutes.

- April 27, 2026
- May 4, 2026.

Public Hearing.

26-PZC-0021:

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

Old Business.

Zoning Ordinance Text Amendment Project:

Continued discussion regarding the updates to the Village of Downers Grove Zoning Ordinance as outlined in the Comprehensive Plan and Guiding DG Plans. The topic for this meeting will focus on parking regulations and minor clarifications and modifications to the Zoning Ordinance.

Public Comments.

Adjournment.

Village of Downers Grove

Planning and Zoning Commission – Minutes

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Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	April 27, 2026 at 7:00 PM

Call to Order.

Roll Call.

Approval of Minutes.

A. April 6, 2026.

Motion to approve the minutes by Commissioner Frankovic. Seconded by Commissioner Reyes.

A voice vote followed and the motion passed. Commissioner Eberhardt abstained, as she was not present.

New Business

Attainable Housing Study Introduction

Flora Leon, Senior Planner, voiced as part of the 2025-2027 Long Range Plan, conducting an Attainable Housing Study was listed as a priority action item, and the Village Council identified the Planning and Zoning Commission as the Advisory Group for that study. She explained the Metropolitan Mayor's Caucus

has been engaged to complete the study as part of their Homes for Changing Region Program.

Ben Schnelle, Manager of Housing and Community Development Initiatives for the Metropolitan Mayor's Caucus, Nancy Firfer, Senior Advisor with the Metropolitan Mayors Caucus, Robin Snyderman and Colin Goss, with BRicK Partners, exchanged introductions with the Planning and Zoning Commission.

Mr. Schnelle expressed the Homes for a Changing Region Program is provided by the Metropolitan Mayor's Caucus, along with BRicK Partners, and they have worked with over sixty-five (65) suburban municipalities since it started in 2005, with the mission to help municipalities understand strategies to achieve a balanced and healthy housing stock. He explained the Metropolitan Mayor's Caucus is a nonprofit and nonpartisan membership organization representing and serving municipalities across the Chicago region. He voiced their process in Downers Grove is guided by questioning what the top housing issues or goals are from the community's perspective and what strategies the community can use to address those issues or work towards those goals. He stated they are using this kickoff meeting to understand learn what the issues and goals are from the Planning and Zoning Commission's perspectives, and will be having a similar conversation with focus groups in May with stakeholders in the community, as well as an eight (8) week survey beginning next week for anyone living or working in Downers Grove. He stated after that, they should have a sense of the top issues and goals to focus on in the expert panel meeting, where they will hear directly from individuals who implemented different housing policies and strategies in their communities and how they did it, how it worked, and what lessons they learned. He said the final report of digestible and clear information they plan to be presented to the Village Council the third week of August.

Commissioner Reyes asked if they would be sharing the results of the survey and focus groups with the Planning and Zoning Commission. Mr. Schnelle answered they will share a summary at the expert panel meeting.

Commissioner Barry inquired how they are reaching people in regard to the community survey. Mr. Schnelle responded via social media, newsletter, individual one on one engagement with school districts, and encouraging those participating in the focus group to share within their circles.

Ms. Leon added they also discussed working with the Downers Grove Economic Development Corporation to make sure the survey is pushed out, as well as with Downtown Management. Mr. Zawila noted newsletters will get delivered on May 11th, and they will make sure people know paper copies of the survey will also be available.

Mr. Schnelle went over some of the high level and relevant trends in Downers Grove. In regard to aging, Downers Grove gained over three thousand (3,000) residents sixty-five (65) or older since 2000 and seen a decline in younger age groups. He asked if they are hearing from residents how the senior populations housing needs are being met and if there are certain types of housing in demand among seniors.

Commissioner Eberhardt commented the Downers Grove Comprehensive Plan is a good place to start, as there were a lot of disparities about the average household income versus average house costs when they were going through that, and a lot of residents were concerned that they were able to afford housing when they moved here but now their kids cannot and have to move to other places. She added a lack of entry housing was also mentioned.

Chairman Rickard voiced he also heard the older population is having a hard time finding smaller scale housing at a reasonable price after their kids are gone and they are wanting to downsize.

Commissioner Barry added young families are also having a hard time finding affordable housing.

Commissioner Frankovic agreed there is not any specific senior community for people to transition to if they do not want to move into another full size home.

She was interested in finding out exactly how many younger people have moved back to Downers Grove, as there are probably a lot who were born and raised here who would like to move back that have not been able to.

Mr. Schnelle expressed the community survey has open-ended prompts for people to fill in comments, and they will be looking at senior housing needs from different angles. The next trend they looked at were the types of households in Downers Grove, broken down into categories of households with children, households without children, and single person households. He shared Downers Grove has seen a shift over the past decade with adding more couples without kids and more single person households and a slight decrease in those with kids.

Commissioner Wolf asked if that was seen across other communities or just Downers Grove.

Mr. Schnelle answered it was a county and region-wide trend.

Commissioner Frankovic felt that spoke to the fact that people in the older age bracket, pre-70s, tend to have more money to invest in property compared to the younger generation.

Commissioner Barry shared he was not surprised at all by that trend.

Commissioner Reyes added he used to live in a neighborhood where all the houses had children, but now it is more half and half.

Commissioner Eberhardt stated a lot of empty nesters cannot afford to move, and the blocks are losing the kids and schools are getting depleted.

Chairman Rickard noticed a trend of households without children and single people living together. He was curious to learn if that was a direct relation to the cost of housing or type of house available.

Commissioner Patel asked if there was any data showing trends if joint family households are increasing, staying the same, or decreasing.

Mr. Schnelle responded they can look into what percentage of the community have multigenerational families living together and compare it to previous years.

Commissioner Frankovic added she would like find out not just how many older parents are moving in with their kids but also how many kids are not able to move out and staying with their parents for longer.

Mr. Schnelle said the Census Bureau is not exactly asking that question but they would see if there was another way they could get to that question.

Mr. Schnelle stated they also looked at a mix of housing types and competitiveness of housing in Downers Grove. He said the mix of housing types were broken down by single family homes, townhomes, small multifamily buildings, and large multifamily buildings. He said in many ways Downers Grove resembles the larger Chicago region in terms of single-family homes being around half of homes and multifamily homes being about twenty seven percent (27%) of homes. They also looked at the competitiveness of housing Downers Grove and falling vacancy rates, including homeowner housing and rental housing. He expressed that a healthy or stable homeowner vacancy rate is about one to two percent (1-2%) and five to eight percent (5-8%) for rental vacancy rate, and the rental vacancy rate in Downers Grove fell below the healthy level, which pushes prices upwards through competition.

Commissioner Frankovic agreed that was pretty accurate from her experience, as there has been a housing shortage in Downers Grove and it has been difficult to find property for rent or sale.

Chairman Rickard was not surprised by the numbers.

Commissioner Wolf commented there have been a number of multifamily buildings open recently, especially downtown.

Mr. Schnelle expressed most of the multifamily buildings were rentals, and it was somewhat surprising to them that the rental vacancy rate continued to decrease amid the increase production over the past decade. However, they found a lot more people are renting instead of buying a home or downsizing from home ownership to rental.

Commissioner Frankovic voiced there have also been people renting temporarily before closing on properties. She asked if staff knew what the jump in 2021 was related to. Ms. Leon answered Maple and Washington, as well as Oak Trace.

Commissioner Wolf added there was some discomfort in the community about a large structure like that opening, and what curious if those came through.

Commissioner Patel said it would be interesting to see data showing what the profile of the owners looked like for the landlords and if they live in Downers Grove, big corporations outside of Downers Grove, or if ownership is US based. Mr. Schneller responded there is data available about purchase of homes by corporations or LLCs through the years for Downers Grove and communities across the Chicago region.

Mr. Schnelle stated they really want to focus on homeowners in Downers Grove, renters in Downers Grove, and those who commute into Downers Grove and how well each of those groups housing needs are being met. He started with homeowners in Downers Grove, where they compared the median sale price of homes through the years paired with the median income of households through the years. He noted the rule of thumb in the housing world is that a household can afford to buy a home three times their annual income, and that three to one (3:1) ratio is something Homes for a Changing Region uses. The data showed the median household income was close to that three to one (3:1) ratio in 2012, but by 2024 it was past four to one (4:1), meaning a household would need about one hundred and fifty thousand dollars ($150,000) to afford the median home sale price in Downers Grove. He added those numbers were similar for DuPage County and the Chicago region as well.

Commissioner Frankovic stated it was no secret people are not getting wage increases to match the cost of things and starting to experience stress from that.

Commissioner Barry voiced it did not surprise him at all.

Chairman Rickard added it seems no matter the price of housing, it goes quick, as a lot of them are sold before they are even listed, especially smaller homes.

Commissioner Frankovic shared anything listed under four hundred thousand dollars ($400,000) is usually taken up pretty quickly, and anything listed privately tends to go faster.

Mr. Schnelle then looked at all homeowner households in the community and whether they are comfortably affording housing, experiencing housing cost burden, which is a household spending more than thirty percent (30%) of their monthly income on housing, or if households are severely cost burden and spending more than fifty percent (50%) of their income on housing. He noted one (1) in five (5) homeowner household in Downers Grove are cost burden, particularly those with income below one hundred thousand dollars ($100,000).

Commissioner Barry commented that by speaking with the community, the seniors seem to be cost-stressed.

Chairman Rickard voiced the graphic seems to point out the higher the income, the less burden and the more broke people are, the more stressed they are. Mr. Schnelle stated they rely on community survey input as much, if not more, than this data, but it is a helpful starting point.

Mr. Schnelle then discussed data looking at who was in the homeowner market and what homes are in the homeowner market, showing there are more homeowner households with incomes below fifty thousand ($50,000) than homes generally affordable to them, which are often senior households with a fixed income. He noted this was a very common trend that is almost universally.

Commissioner Frankovic expressed she has seen builders investing more in building the larger four (4) to five (5) bedroom and three thousand (3,000) plus square foot homes more than investing in smaller units, smaller residential communities, or senior communities, when there is more of a demand for that. However, builders are more inclined to go for the higher money investment.

Ms. Firfer stated they have to also remember the cost and shortage of labor and the cost of materials, which makes the cost of building a house much more expensive.

Commissioner Eberhardt said it is obvious on the slides that the cost of building is so much higher than the wages regular people make. She wondered if maybe incentives could help flip that script.

Commissioner Frankovic added Downers Grove is somewhat limited within their borders, as they do not have large parcels to build a large scale community.

Chairman Rickard pointed out with the cost of regulation and land, builders cannot make money that way. He believed part of the solution is smaller lots, but anytime smaller lots or high density is suggested, people come unglued.

Commissioner Eberhardt expressed if they are talking about single family homes, building a smaller house would still have a similar outset of money to get all the materials and people together compared to a multifamily larger homes. She added that with the Master Plan, they have looked at repurposing some areas, but she did not know if that would help balance things out.

Commissioner Barry felt another issue was a lot of materials are imported and there is a labor shortage, as well as the land value here.

Commissioner Frankovic agreed incentives for villages and the state and some of things the governor is looking at passing right now would give people more options and maybe offset some of the cost and encourage people to redevelop areas and repurpose buildings.

Ms. Firfer shared she saw a number of apartments in southeast Downers Grove when they were driving around that looked to be built in the 60s or 70s. She asked if there were issues on maintenance inside of those apartments or if they are well-managed and kept up so they do not lose any over time or lose to redevelopment that would not be as affordable as they are now.

Commissioner Barry said there are a number of duplexes in town that were probably built in the 60s and 70s, where zoning was not as strict as it is now.

Ms. Firfer inquired if they do any code enforcement here for rentals. Mr. Zawila answered there are some communities that have an annual licensing inspection, but Downers Grove does not offer that. However, they have a code enforcement team that will respond if there is a complaint or something does not meet the property maintenance code.

Mr. Schnelle then discussed looking at the median value of homes and their typical median values in 2014 compared to 2024. He stated they were surprised by the extent values rose in Downers Grove, as the median home value rose by about one hundred thousand dollars ($100,000). He noted it showed trends of overall sale prices going up is not only due to new construction, but the strong desirability for the starter homes and downsizing options built in the 40s, 50s, and 60s.

Commissioner Barry voiced there is not a lot of love for post-war houses, but they are generally smaller and have only one or one and a half bathrooms. He noted that non-resident corporations or entities are buying some of these houses and renting them for probably more than the mortgage would be.

Commissioner Frankovic felt it spoke to the community, as the reason home prices have increased so much is because people want to genuinely be here for the amenities, transportation options, and the hometown feel. She added the competition for homes in the sales market has been so fierce people have been asked to waive inspections and other typical options in a home buying process.

Mr. Schnelle then discussed looking at the rate of residential demolitions in Downers Grove over the past fifteen (15) years, showing about six hundred and seventy (670) residential demolitions per year, and the fastest rate was in the 2010s.

Commissioner Reyes asked if the percentages in demolitions were different in other communities. Ms. Firfer answered it is different in every community.

Commissioner Reyes inquired if there was any relation to when the homes were built that it would make sense to do demolitions. Mr. Schnelle responded it could be any number of reasons.

Chairman Rickard added a lot of times the smaller and older houses are not maintained and fall into disrepair, and as soon as the value of land becomes much more than the value of the structure, it gets torn down.

Commissioner Reyes stated that was okay, but the problem is what goes up after is completely unaffordable to most.

Commissioner Eberhardt commented back in 2017, there were so many tear downs within a mile radius of the train station and the houses being built were dwarfing their neighbors.

Chairman Rickard added in some cases the character of entire blocks has changed, as what used to be smaller scale housing has been replaced with houses three times the size.

Commissioner Frankovic stated people could afford that type of development at that time and builders could afford to build them, but then people started to realize the costs started going up and wanted to know what they could preserve instead of tearing everything out and starting fresh. Mr. Zawila voiced around that time is when they changed their storm water ordinance, which may a reason for the drop.

Mr. Schnelle then discussed the rental side of things, looking at all renter households in the community and breaking them down by different incomes and how easily they can afford the housing they live in. He said just over half of renters are cost burden and spending more than thirty percent (30%) of income on housing,

Commissioner Eberhardt was surprised there was such a difference between renters in the fifty thousand dollars ($50,000) to one hundred thousand dollars ($100,000) income versus homeowners in that range.

Commissioner Frankovic stated rent has gone up faster than mortgages and most people know it's cheaper to buy than rent if they are able. She hears from a lot of younger people that it is almost impossible to transition to a buying position from renting, because they can never save enough money.

Chairman Rickard shared he is always shocked to hear how much people are going to charge for rent when they come with applications to build rental apartments. He added that hears a lot of complaints about the costs of rent.

Mr. Schnelle then looked at what households are spending a month with rental households. He explained the rule of thumb they used is a rental household can afford to spend thirty percent (30%) of their monthly income on housing. They found that more renter households with modest incomes than rental options affordable to them are on the more affordable side of the rental market, and more renter households with higher incomes than higher prices rental units are on the higher household income side.

Commissioner Barry was shocked there was one thousand three hundred (1,300) units available under one thousand, two hundred dollars ($1,200).

Ms. Snyderman expressed even though there are that many homes affordable at the price point, in reality may people who could afford more are occupying those homes, so the gap is probably quite a bit greater.

Mr. Schnelle added this data has some lag to it, as it was pulling from 2020 through 2024 and averaging that, so there are likely fewer rental units below one thousand two hundred and fifty dollars ($1250) a month.

Commissioner Frankovic felt like the amount of units available in the $1250-$2500 range is a little off, as she did not feel there were that many available.

Commissioner Eberhardt felt the $2500-$3500 was more in line with Maple and Washington.

Mr. Schnelle then talked about the median rent prices in buildings rising in percentage per year, as in the 1940s and 1950s, those rose by 5% per year, and apartments built in the 60's rose to 10% per year. He said sometimes these changes can happen due to a purchase of a complex or building and rehab or renovation or sometimes just due to competition.

Commissioner Frankovic expressed there is value to mid-century modern design and aesthetic, and most things built in the 1960-1969 range tend to lean that direction and why landlords seem to charge more for them. She added people want to live in Downers Grove and are willing to pay for that.

Commissioner Barry noted there has been some rehabbing a lot of buildings built in the 60s and 70s.

Chairman Rickard said he was curious why there was a jump in the 60s. Ms. Snyderman expressed Homes for Changing Region Technical Assistance Program has been around for twenty (20) years and are consistently refining their approach, learning, and ensuring communities benefit from the lessons and successes of their peers. She said they have learned that housing affordability and success related to local workers and residents have a meaningful impact on local businesses and institutions. She voiced just as those with housing cost burdens are less able to shop and dine downtown, workers who commute to Downers Grove who shop and dine there contribute to the local economy, which would help a lot more if some workers chose to also live in

town. She noted the different demographics of those commuting into work in Downers Grove and those commuting out, and the overall resident population is eighteen percent (18%) people of color, compared to over thirty eight percent (38%) in the workforce.

Commissioner Eberhardt wondered what types of businesses related to the percentages. Ms. Snyderman answered health care and social assistance is the largest category, and all the other industry groups ranged from two percent (2%) to eight percent (8%) of the total jobs available. She said the trends also showed people need to earn one hundred and fifty-six thousand dollars ($156,000) to afford a median home sales price and closer to sixty thousand dollars ($60,000) to rent. She went over a chart showing different occupations and their likelihood of affording to rent or own. She estimated that dual income households would probably have to pay at least twenty thousand dollars ($20,000) more for transportation.

Commissioner Eberhardt asked where people are commuting in from. Ms. Snyderman displayed a chart showing where they are commuting from, mostly from less than twenty-four (24) miles away.

Commissioner Barry inquired if they had any information on which direction they are commuting from. Mr. Schnelle responded the area where most workers are commuting from is southwest, and ten thousand (10,000) commuting from north, northeast, and east. Chairman Rickard was surprised to learn their daytime population goes up from thirty thousand (30,000) to thirty-five thousand (35,000).

Mr. Schnelle asked the commissioners if there was any trends, issues, or goals they felt were not shown or anything they wanted explored at the expert panel.

Chairman Rickard stated what he has seen looked pretty accurate compared to what he sees and hears from people. He noted it seems there are two types of

housing that comes up these days, either the larger scale rental units Downtown or single family homes, and there seems to be a big gap in other options.

Commissioner Frankovic expressed the biggest desire she has seen is in ranch homes that are one thousand, five hundred (1,500) to two thousand, five hundred (2,500) square feet with options to have an accessory dwelling and generational housing. However, there is not a lot of that available.

Commissioner Reyes pointed out they do not seem to be unique in these problems, and they just need to figure out what they are willing to sacrifice or change in order to fix it. However, they still want property values to go up and be a desirable place to live, so they need to come up with a balance.

Commissioner Patel voiced the community survey is going to be so important and critical into what feeds into the final recommendation and expert panel. He wondered if it would be inappropriate to read a final report from a different community to see what they did.

Chairman Rickard shared he went to the website and seen around sixty (60) reports from all the different communities over the years on that.

Commissioner Eberhardt added it was important to show what was planned to happen and what actually happened in previous years to help with what they are doing today.

Commissioner Barry felt the community involvement and survey will be hypercritical here, as anytime they give a suggestion of helping with affordable housing or increasing density of certain neighborhoods, there will be passionate responses. He agreed it would be helpful to share any success stories or best practices from other places with similar communities that helped.

Commissioner Wolf stated the data showed there are people who already live in Downers Grove that could use help on affordability, so they need to figure out how to meet their needs, as it should not necessarily change their property

values. She wanted to know more about recent projections of who has moved here and if their needs were met or if they settled. She added if they have a quarter of people in the community that are healthcare workers, they have seen cases about increases that in Downers Grove, so she wondered about their needs and how Downers Grove should prepare for that.

Mr. Schnelle shared the Mayor's Caucus helped update a repository of best practices this past year from over seventy (70) municipalities, called Homegrown Housing Solutions, that they can look at.

Mr. Schnelle thanked the Planning and Zoning Commission for giving them a starting road map of their goals and issues, and pitfalls to avoid going forward.

Public Comments.

John LeDonne shared this was incredible work and will be valuable information for this Commission and the Village Council. He was pleased to see the demolition numbers. He said fifteen (15) to twenty (20) years ago, if a house sold for two hundred and fifty thousand dollars ($250,000) to three hundred thousand dollars ($300,000) they knew it was coming down, and now they are seeing house for four hundred thousand dollars ($400,000) and over being brought down, so if a builder buys one of those lots, they are already in five hundred thousand dollars ($500,000), which contributes to the million dollar homes they are seeing in town.

Ms. Leon gave thanks for the presentation. She said they will be moving forward with the surveys and scheduling the focus group interviews, and will see them again at the expert panel meeting on June 22nd.

Adjournment.

The meeting was adjourned. Upon a motion by Commissioner Eberhardt, second by Commissioner Barry. A voice vote followed and the motion passed unanimously.

Village of Downers Grove

Planning and Zoning Commission – Minutes

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

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	March 3, 2026 at 7:00 PM

Call to Order.

Roll Call.

Approval of Minutes.

None.

Public Hearings.

A. File 26-PZC-0011.

The petitioner is seeking approval of a Special Use to operate a car wash, and associated variances. The property is currently zoned B-3, General Services and Highway Business. The property is located approximately 330 feet southwest of the intersection of Butterfield Road and Downers Drive, commonly known as 1341 Butterfield, Downers Grove, IL (PIN:06-30-409-022). Vincenzo Finazzo, Petitioner and Butterfield Commercial, Owner.

Gabe Schuchman, with El Car Wash, gave an introduction and background into their company. He shared their hours of operation are 7 a.m. to 8 p.m., and they typically see between four hundred (400) to five hundred (500) customers a day. He noted they do a lot of work to minimize noise, use non-toxic soaps, and reuse ninety percent (90%) of their water. He briefly went over the elevations for the site.

Mitchell Harvey, Civil Engineer with Stonefield Engineering, went over the site plan and stated they have twenty (26) stacking spaces and twenty (20) vacuum spaces. He noted they are bringing thirty-nine (39) new trees and around seven thousand (7,000) square feet of new green space to the site and lighting will be provided that meet all zoning ordinance requirements. He explained they are requesting two variances, one of which is for the pavement setback along the east side. He said the existing site has parking all the way up to the road to the north, east, and west, so they are trying to pull that in and meet the twenty-five (25) foot pavement setbacks, and the only part they encroach on is the knob up to the north. They believe that variance is acceptable, as being fully compliant with the setback would not allow for a functional car wash, would restrict the site, and the variance request would not alter the character of the neighborhood. The other variance request is regarding the requirement to have two drying spaces at the exit of the car wash, as they are only proposing one. Mr. Harvey explained this car wash uses a state-of-the-art drying equipment package, so cars come out a lot dryer than the older style car washes, and they want to focus on maintaining some of the green space to the east and west of the site. He added their drying lane will be paved with heated concrete, which will reduce ice buildup and there is no room for a second drying lane.

Hannah Saed, with Elrod Friedman, presented on the Special Use Permit for the carwash, which is in the B-3 District. She stated a carwash is specifically listed as a special use in the B-3 criteria, as it is considered a personal vehicle repair and maintenance use. She said the proposed use would not be detrimental to the health, safety, or general welfare of the community, and they are

environmentally friendly, as they do not use any harmful substances or negatively impact utilities. She noted El Car Wash prides themselves on how quiet and undisruptive they are, and they do not anticipate generating too much traffic.

Mr. Harvey discussed the traffic study for the site. He expressed all surrounding intersections will continue operating at an acceptable level of service and carwash would not generate significantly more trips than the existing use.

Chairman Rickard asked for questions for the petitioner.

Commissioner Patel asked to be walked through the drying lane process and total length of the tunnel. Mr. Schuchman responded the zoning code requires a drying space, but they do not have one, as it is a touchless service. He said the zoning code seems to reference an old-style carwash where cars are hand dried. He said the tunnel is one hundred and twenty (120) feet.

Commissioner Lincoln asked what is the most cars they have seen in a queue backed up from the carwash. Mr. Schuchman responded they have opened five (5) locations in metro Detroit in the past eighteen (18) months, and the most stacking they encountered was twenty (20) to twenty-five (25) cars, and the average daily traffic is between four hundred (400) to five hundred (500) cars. He noted they see seventy (70) to eighty (80) cars an hour in a peak period, and a car can go through the wash in seventy-five (75) seconds. He added members also go through the carwash quicker.

Commissioner Eberhardt inquired if people can go right or left when coming out of the tunnel. Mr. Schuchman answered yes.

Commissioner Frankovic asked if they have had other carwashes built at ninety (90) to one hundred (100) feet, why is this one, one hundred and twenty (120) feet with the variance request. Mr. Schuchman responded they process cars faster and add more services for the cars at one hundred and twenty (120) feet.

Commissioner Lincon inquired how much faster. Mr. Schuchman voiced it is around thirty (30) seconds faster.

Chairman Rickard asked for public comment. There were none.

Chairman Rickard asked for the staff report.

Carter Moran, Staff Planner, stated the property is located southwest of the intersection of Downers Dr and Butterfield Rd, along Frontage Rd, and the property is zone B-3, General Services and Highway Business. He stated all noticing requirements were met and staff received one public comment that was general in nature. He said the site will include a queuing lane with twenty-six (26) spaces across two lanes, payment booth with free standing canopy, attendance station booth, bailout lane, a carwash lane extending northeast into setback, one drying space, and twenty (20) parking spaces with access to a vacuum. He went over the pedestrian pathway network through the site, bike parking, landscape plan, design scheme, isometric plan, and noted the carwash building includes two towers at the vehicle entrance and exit. He expressed the petitioners are seeking a Special Use for the carwash and commercial variations related to the drive-through lane, as the carwash queuing lane extends into the twenty-five (25) foot setback on the east side. The petitioner believes the site presents a unique circumstance, where the lanes cannot fit cohesively without variation. He added the zoning ordinance requires carwashes provide two drying spaces after the vehicles are out of the wash building, but this site only includes one with the reasoning that the proposed drive pattern on site prevents construction of a second drying lane. Mr. Moran went over the recommendations for development in the Comprehensive Plan, Variation criteria, and Special Use criteria. Staff found all standards of approval were met and recommended approval of the petition.

Chairman Rickard asked for questions for staff.

Commissioner Lincoln asked why they still have the requirement for two drying lanes in the code. Mr. Moran responded the requirement is so the sun or a towel would continue to dry the car after getting out of the washing portion and two spaces to allow drivers to orient themselves after coming out of the tunnel. He added the drying spaces are more like a stacking space.

Commissioner Lincoln inquired if length was also part of the argument so cars are not going right into traffic. Mr. Zawila answered yes, and added they are working on a comprehensive text amendment project and this is one of the items they will be looking at based off of current trends.

Commissioner Lincoln asked if there were any other properties with a similar variance. Mr. Zawila voiced no, as this is one of the first new car washes, they have looked at in a long time.

Commissioner Eberhardt commented it seemed maybe the intent of the ordinance was to give cars a spot to get out of the way to dry the car. Commissioner Barry mentioned other carwashes in town that have a drying space at the end but no place to keep going. Mr. Zawila responded most of those carwashes were constructed before they did the 2014 update to the text amendments, so it is likely a lot of them are legal non-conforming.

Chairman Rickard noted a lot of those tunnels are shorter.

Commissioner Eberhardt asked for clarification that this does not go further than the existing restaurant did. Mr. Zawila answered yes.

Commissioner Lincoln asked if the restaurant was legal non-conforming due to the parking lot being too close to the setbacks. Mr. Moran responded they would have been legal non-conforming to the setback, but they are looking at this fresh because this is a new use and user.

Commissioner Lincoln inquired if it was unique in the Village to have setbacks on three sides. Mr. Zawila agreed that was uncommon and the site does not have

the depth and visibility that other out lots typically have in the Butterfield corridor.

Chairman Rickard gave the petitioner another opportunity to come up and answer any questions and/or add any information.

Mr. Schuchman stated the 20 feet queuing out of the tunnel is standard protocol for them so they felt they had enough area to get out.

Chairman Rickard asked for Commission discussion.

Commissioner Lincoln expressed everything seems to have been met except for the nine (9) feet. However, he was still leaning towards yes since the parking lot was already there.

Commissioner Frankovic agreed and felt they would be bringing great benefits to the lot and the community by paying staff livable wages, providing extra green space, and improving storm water.

Commissioner Barry concurred and additional green space to the lot would make it a better site.

Commissioner Patel liked the location of the carwash, as it is very insulated and away from traffic coming on and off major thoroughfares.

Chairman Rickard stated all the Special Use criteria was met, as well as the variations. He agreed the geometry of the site is unique and it would not affect the neighborhood.

Commissioner Eberhardt agreed with her fellow commissioners. However, she pointed out that staff did not mention number three (3) on the conditions on the draft motion.

Mr. Moran responded it is a hold harmless agreement and typical thing that happens, and just states they would be looking at their own setbacks rather

than anything platted previously. Mr. Zawila added they typically do that with a large portion of single-family homes throughout the community, but they do not see if often in a Planning and Zoning Commission cases.

Chairman Rickard reopened public comment since the Commission asked another question.

Scott Richards voiced he recently went to Fuller's carwash on Ogden and did not understand how to use it, as it was different than any other carwash he had seen before. He said he changed his mind and decided not to use the carwash, and had to have help backing up and get out of there. He asked the same thing would happen with this carwash if someone changed their mind.

With respect to File 26-PZC-0011, based on the petitioner's submittal, the staff report and the testimony presented, it is founded that the petitioner has met the standards of approval for a special use and two variations to construct and operate a carwash, as required by the Village of Downers Grove Zoning Ordinance and is in the public interest, and therefore, Commissioner Patel made a motion that the Planning and Zoning Commission recommend the Village Council approval of File 26-PZC-0011, subject to the conditions in the staff report.

Second by Commissioner Eberhardt

Roll Call: Patel, Eberhardt, Frankovic, Lincoln, Reyes, Wolf, Barry, Chairman Rickard.

Motion Approved. Vote: 8-0

B. File 26-PZC-0012.

The petitioner is seeking approval of a Special Use in the Downtown Transition (DT) zoning district to operate a dental office on the first floor of an existing building. The property is located approximately two hundred (200) feet southeast of the intersection of Washington Street and Curtiss Street, commonly

known as 5145 Washington Street, Downers Grove, IL (PIN: 09-08-307-006). Keith Bram, Petitioner and Bart Two Properties LLC, Owner.

Keith Bram, petitioner, stated the location of the property is optimal for their long-term goals, as there is a lot of exposure, pedestrian traffic, vast residential community, and diversified downtown district. He shared they have a company that comes to dispose of their blood-borne pathogens and he installed an amalgam separator to take metal fillings out of the drain system. He added all their imaging equipment has lead-lined collimated beams so there is no need for lead aprons or thyroid collars. He shared he is a traditional and digital dentist and has a fellowship certification in implant prosthetics and surgical placement of implants.

Brian Gould, with BR Design & Architecture, shared he was asked to look at the building in February to assess the existing conditions and work on the second floor. He stated usually when they do a Special Use, it is for a new project asking for a change in zoning, but this was an existing building currently zoned DT. He said the first floor was an existing dental office and the second floor was for professional office use. He explained they are looking to bring Dr. Bram in as a new dentist on the first floor, and the second floor would still be vacant but they plan on it being utilized as professional office use. He shared they have been asked to take away one of the parking stalls to put in a tree. He noted they only have 10 parking spots and Dr. Bram would be required to have six, leaving only leave four stalls for the second floor, so taking away one would be detrimental. He said they are requesting coming up with another resolution for that. He felt they met all the requirements for the Special Use.

Chairman Rickard asked for questions for the petitioner.

Commissioner Barry asked if they had any plans for the green space in the back. Mr. Gould answered no.

Commissioner Reyes asked for confirmation there will no renovations to the first floor. Mr. Gould clarified that is correct.

Chairman Rickard asked for public comment.

John Salerno expressed that he is the adjacent property owner to the east of the property and had issues with the previous dental office that was there, as his fence post was broken multiple times by vehicles in the corner where the green space and parking lot meet, snow removal was pushed up against his fence causing damage, and people would back into the fence post when trying to turn around, as the lot is very small. He suggested a green setback for the parking space that would be adjacent to his property and that the petitioner be responsible for putting up a commercial fence. He asked for there to be consideration of his residence when the second floor seeks commercial use as well.

Chairman Rickard asked for the staff report. Flora Leon, Senior Planner, explained the petition is for a Special Use request for 5145 Washington, which is in the DT Zoning District, to operate a dental office. She displayed the location map and said the proposed use is an allowable Special Use within the zoning district. All public hearing notice requirements were met and they did not receive any additional public comment. She went over the plat of survey and floor plan. She said there was a previous dental office on the first floor but it had not been occupied since January 2025, and the zoning ordinance states if any special use is discontinued for six (6) months or more they special use is void, which is the reason for the petition. She highlighted there would not be any changes to the formally occupied dental office, access points are not changing, there is an entrance off of Washington Street and an accessible ramp on the south façade, and the second floor is proposed to be a professional office in the future. She noted if another medical or dental practitioner wanted to use the second floor, a new special use permit would be required. She explained the required landscape island with shade tree is part of their parking regulations and screening requirements. She added signage would be permitted separately

and the existing property extends into Village right-of-way, so the petitioner would have to dedicate a total of thirty-three (33) feet to the Village as a condition of approval to ensure the right-of-way on Washington Street is eight (80) feet to match the north and south side of the street. She stated the DT zoning District requires four-point five (4.5) spaces per one thousand (1,000) square feet, so a total of six (6) parking stalls would be required in this instance, and ten (10) are provided so there is sufficient parking on site. She expressed the Comprehensive Plan includes attracting local businesses, ensuring pedestrian oriented design come through with landscaping, and mixed-use areas in Downtown. Staff found that all standards were met and recommended approval of the petition.

Commissioner Frankovic asked if it would be feasible to put the landscape island to the southeast back corner instead of adding it to the front to eliminate the problem with the fence post and incorporate it into the green space and require the petitioner to add a tree there and maybe some native plantings to create diversity within the Downtown area.

Mr. Zawila answered that was an option. He shared it sounds like there is a potential code enforcement inquiry and he recommended to the property owner that the code enforcement team can investigate that too.

Commissioner Lincoln commented it looks like the lot line cuts through one of the parking lots and there is an edge of the pavement going more east-west and the lot line is a little bit more southwest-northeast. Mr. Zawila responded the property line does bisect a portion of the parking space to the east and a portion of the southwest parking space, where staff was recommending the landscape. He noted GIS is a guide and not 100% accurate, but the plat of survey is an accurate representation.

Commissioner Eberhardt asked what the intent was for the landscape island. Ms. Leon stated they have a standard requirement for parking lots to have a landscape island at the end of each parking row to provide additional landscape

and shading. Mr. Zawila added when they have special uses and also building permits, they try to bring parking lots further into compliance with the zoning and landscape ordinance, but they have to be careful to not over-landscape at the detriment of losing required parking spaces.

Commissioner Eberhardt liked Commissioner Frankovic's proposal for the landscape island.

Chairman Rickard inquired if this was a legal parking lot, as they have a two-way aisle going to a dead-end that looks 8 feet wide. Mr. Zawila answered it is a non-conforming parking lot.

Chairman Rickard suggested if they are going to lose one parking stall it should be the one in the southernmost part that butts up to the back of the building and maybe be abbreviated to create more room to turn that corner and help control traffic. He did not see any issues allowing the dental office to use the building, but sees other issues and did not know if it was fair to put a potential tenant with landlord site issues that do not have anything to do with the special use.

Commissioner Lincoln asked if there were examples of special uses where putting in parking bollards and fencing have been one of the requirements to mitigate impact on neighbors. Mr. Zawila responded not from recent memory. He added some of the special use reviewed in recent memory was adding a pedestrian connection and fencing requirements that are technically tied to things like a drive-through.

Commissioner Reyes inquired if there would be enough parking spaces if the second floor gets filled. Ms. Leon answered the six required parking spaces are just for the dental office at this time, and the second-floor potential business office would have a different parking ratio.

Chairman Rickard invited the petitioner to come back up and address anything or add additional information. The petitioner declined.

Chairman Rickard asked for commissioner deliberation.

Commissioner Lincoln expressed he was generally in favor but loved the idea of moving the tree, as there are other ways to solve the landscaping issue and reduce the impervious.

Commissioner Barry felt the suggested change could solve the ongoing damage the neighbor's property.

Chairman Rickard stated because this use has a higher parking requirement, there should be some improvement to the parking flow situation, as it is not safe and looks problematic. He suggested losing a parking lot somewhere to improve the maneuvering or come up with a solution for that. He said he cared more about getting the parking lot to work better than the tree. Mr. Zawila shared they do not have to change the condition for the landscape island and shade tree, as they did not put a specific location on it.

Commissioner Eberhardt asked if it was all open to the north or if there was another fence there.

Commissioner Lincoln voiced it is open but the lots basically come right up to each other with a couple inches between the lots with no fence.

Commissioner Frankovic asked if it would be feasible to take the spaces next to the green space and rotate them to be connected to the north-facing space to allow for some turn around area.

Chairman Rickard expressed getting the basic number of code required parking stalls for the dental use could probably be done with just striping, but the tree is another issue.

Commissioner Lincoln noted the striping could probably be decided by the Village after it has worked its way through the process. He liked the idea of putting moving the tree to the east so they can knock out two issues at once.

Commissioner Frankovic added they should make the recommendation, but it is not their final call and they have to explore the logistics on that. However, she felt that made the most sense and there is also potential to put in a small pedestrian walkway through the green space, which would be more in line with the Comprehensive Plan.

Mr. Zawila said it sounds like they want to put the tree in the southeast corner of the subject property instead of the southwest corner, and the petition addresses that, as it does not give a specific location. He stated the deliberation will be a part of the minutes, which will be attached to the staff report, and they can recommend that when it moves forward to Council.

Chairman Rickard felt that was a fair summation.

Commissioner Eberhardt also agreed Chairman Rickard's point was also valid that if they moved the tree to the northeast corner, it would help with the turnaround in that area, but she also understood the argument to put it in the southeast to protect the neighbor's fence.

Commissioner Patel was comfortable with the way it is already stated since the minutes will highlight their concerns.

Commissioner Lincoln agreed they have it pretty well-established in the minutes what they are suggesting and any specifics with parking is outside of what they are trying to decide right now.

Commissioner Wolf agreed with what everyone has said, but also appreciated staff trying to bring the lots into conformity. She thanked them for their recommendations.

Chairman Rickard expressed there should be at least the required number of spaces that meet code under the premise there could be a tenant upstairs that has no parking requirement, and they could meet the parking requirements of

the whole building and still get code-compliant parking stalls and maneuvering space with the tree. He was in agreement with the dental office for special use.

With respect to File 26-PZC-0012, based on the petitioner's submittal, staff report, and the testimony presented, it is found that the petitioner has met the standards of approval for a special use, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest. Therefore, Commissioner Lincoln made a motion that the Planning and Zoning Commission recommend the Village Council approve File 26-PZC-0012, subject to the conditions outlined in the staff report.

The motion was seconded by Commissioner Patel

Roll Call:

AYE: Lincoln, Patel, Frankovic, Eberhardt, Reyes, Wolf, Barry

Nay: Chairman Rickard.

Motion Approve. Vote: 7-1

C. File 26-PZC-0013.

The petitioner is seeking approval of a Special Use in the Residential Apartment/Condo 6 (R-6) zoning district to construct an accessory structure on a lot of record prior to the construction of a principal structure. The property is located approximately 210 feet west of the intersection of Fairview Avenue and 2nd Street, commonly known as 417 2nd Street, Downers Grove, IL (PIN: 09-08-411-026). Oakley Home Builders, Petitioner and Jeffery Wiklund, Owner.

Ryan Dunham, with Oakley Home Builders, explained the Wiklund's bought the property abutting the east side of their property on Grand Avenue and are seeking a Special Use Permit to put an accessory structure there.

Kevin Nelson, with Oakley Home Builders, presented on the petition. He stated the lot is composed of two separate lots, which they are working on consolidating to build the accessory structure, and there is an easement that grants access to Fairview Avenue they want to keep with the accessory structure. He noted the existing structure on the property will be demolished to build the new accessory structure. He went over the site plan and noted the existing water service on Fairview will be disconnected and the new water service will be connected on Grand Avenue, will run through the property at 5141 Grand Avenue, and the existing sewer was reviewed by the sanitary district, who are allowing them to keep the existing sanitary connection on Grand and run it through an easement on 5141 Grand Avenue. He explained the accessory structure will be a small pool house for the house and will not be used for a habitable space. He said they met all of the criteria for the Special Use permit.

Chairman Rickard asked for questions for the petitioner.

Commissioner Barry asked a question about the easement on the property. Mr. Nelson answered right now it is used as an easement on the neighboring lot so they want to keep it in case the homeowners ever want to use it as access to the lot.

Chairman Rickard asked for public comment.

Jim Briggs stated that he is the owner of two properties that touch the petition property and shared his only issue was the easement for the twelve (12) foot driveway, as they have no need for it if they are putting a pool house there. He maintains that easement and did not feel he should have to maintain it for somebody to maybe use it. He was concerned they would damage the pavement when bringing in heavy equipment to tear the house down, which would be his responsibility to fix. Therefore, he wanted to get rid of the easement before they do it. He explained the entire driveway is on his property and was the only way to get to the existing house.

Chairman Rickard asked for the staff report.

Ms. Leon explained the petition consists of a request for a Special Use to establish an accessory structure prior to a principal building. She displayed the location map, showing 5141 Grand Avenue, which is a single lot of record with a single-family home and an existing zoning district of R-2 Residential Detached House 2, and the lot at the 417 2nd Street property is two lots of record and a vacant single-family home with a detached garage and zoned R-6 Residential Apartment/Condo 6. All public notice requirements were met and staff did not receive any public inquiries. She expressed demolishing the structure would allow the petitioner to build a new pool house to serve the 5141 Grand Avenue property. She added the property receives access via Fairview Avenue through an existing private cross-access agreement with the adjacent property owner to the east that is maintained. She highlighted that in the R-6 Zoning District, an accessory structure on a lot prior to a principal structure is an allowable special use. She expressed the proposed structure met all the regulations associated with accessory structures in their zoning ordinance. She voiced the proposal is not consistent with the intent of the future land use plan, but the parcel's location is unique because it is landlocked, so it was difficult to have a development of multifamily residential use there. However, it meets and is consistent with the residential uses to the west, and the Comprehensive Plan has a housing and neighborhood recommendation that promotes home renovation and maintaining the appeal of established neighborhoods. Staff found all the standards were met and recommended approval.

Commissioner Lincoln asked if accessory units are typically allowed to be on a lot where there is also a house. Ms. Leon answered they have other petitions where people ask to establish an accessory use without a principal building, most recently on Carpenter Street, with a garage with and entertainment room.

Commissioner Lincoln inquired about the history of that property becoming isolated. Mr. Zawila responded it was a private easement that was put together by two private properties and not a Village imposed easement. He added they

do not get involved with private easements and they have to be figured out amongst the two private properties.

Commissioner Eberhardt asked which two property owners it was between. Mr. Zawila answered the subject property for 417 2nd and 5118 Fairview, as that is where the ingress/egress easement goes across.

Commissioner Barry stated it was not feasible to build a new house on the lot, so this usage seemed appropriate, and it appears they do not have any jurisdiction over the easement.

Commissioner Reyes inquired if there was a plan to combine the lots. Mr. Leon responded the two properties are in different zoning districts and cannot be consolidated.

Commissioner Eberhardt asked why they would approve that, as it is not in the correct zoning designation and does not comply with the Comprehensive Plan. She said it seemed like it should remain multifamily and the two other properties might want to expand beyond their parking. She mentioned they have been discussing finding places for more housing, but here they are asking to allow an accessory unit that looks like a unit that could be rented out for housing. Chairman Rickard felt it was because there is not much value for any other purpose there.

Commissioner Frankovic expressed the zoning should stay the same, as they need to be looking for locations to build more multifamily living, and taking this away from this area would be a mistake.

Commissioner Patel asked what would happen with the secondary structure if the petitioner was to sell their house on 5141 Grand Avenue since the parcels will not be combined. Mr. Zawila answered there are two scenarios that could occur; they could either just sell 5141 Grand only, which would mean the pool house would need to be demolished, or they could sell them both together and they structure could stay. He noted they do not allow accessory dwelling units to

be rented and this is an allowable special use regardless of it being two different zoning districts.

Commissioner Eberhardt asked if they still needed the access from Fairview if it will be an accessory to 5141 Grand Avenue. Mr. Zawila reiterated that would be between the two property owners.

Chairman Rickard inquired about the second suggested condition in the draft motion stating a recorded plat of consolidation is required prior to occupancy issuance. Ms. Leon responded the lot consolidation is for the 417 second property because it is composed of two lots of record.

Commissioner Lincoln asked if the apartment buildings decided to consolidate and build a bigger unit to the west, could they buy the separate lot, as they have matching zoning. Mr. Zawila responded the zoning will remain R-6, so if there was a future development that wanted to use that property, it could be used for whatever is allowable under R-6.

Commissioner Eberhardt inquired why the pool house could not be built on 5141's lot. Mr. Zawila stated that is not part of the request, but the petitioner could respond to that if they wish.

Commissioner Wolf asked how long 417 2nd had been vacant. Ms. Leon did not have that information but said she could look into it.

Commissioner Wolf asked when the zoning became multifamily versus single family. Mr. Zawila answered it has been that way for quite some time, but did not know the exact date.

Commissioner Barry asked if the property was recently up for sale. Mr. Zawila responded yes.

Chairman Rickard gave the petitioner the opportunity to come back up and address any of the comments or add additional information.

Jeffery Wiklund, Owner, stated the property has been vacant for about ten (10) years and nothing but issues, including high school parties and homeless people staying there. He said one of the reasons for this was to stop some of those issues. Mr. Dunham added by putting this structure on, if they ever sell the property or anyone asked for the lot for something like condominiums, they would be open to that.

Commissioner Frankovic asked why the accessory structure could not be put on the Grand property. Mr. Wiklund assumed that was a stormwater issue, as it was very hard to get it approved with Downers Grove with the amount of work they had to do for landscaping to not have a detention pond.

Commissioner Eberhardt asked when they pool was put in. Mr. Wiklund answered five years ago.

Chairman Rickard asked for Commission deliberation.

Commissioner Lincoln did not view the special use as tricky, as the only one they could maybe argue is if using it for the special use would be bothering the neighbors, but the only thing that came up regarding neighbors is not something they have purview over. He stated they are meeting all the requirements and it meets the zoning code. He added if this was vacant for a long time and was used for shady activities, it should not be hurting the property value to build a pool house there.

Commissioner Reyes agreed the conditions were met.

Chairman Rickard concurred with Commissioners Lincoln and Reyes.

Commissioner Patel also felt the standards were met and was a clear improvement of the property.

Commissioner Frankovic disagreed and felt it did not fit within the Comprehensive Plan and not an appropriate use for the land. She stated the owner could report the issues he was having with the homeless and parties or

he could demolish the house and leave the land open. She did not feel it was necessary to have an accessory dwelling in an area that needs more multifamily housing.

Commissioner Eberhardt agreed with Commissioner Frankovic. She stated it made no sense to put a party house back there.

Commissioner Wolf expressed they need to think about multifamily housing opportunities, but she felt this would be an improvement, especially since it has been vacant for a long time.

Commissioner Eberhardt added that just because they purchased the land, they do not have to develop a party house.

Commissioner Lincoln pointed out the zoning code says they can.

Commissioner Frankovic stated they could argue the fourth standard, as there are multi-residential units on the other side. She said part of their job is to make sure any development happening fits within the Comprehensive Plan and this clearly does not. She noted they are also making assumptions they will want to sell and demolish this at some point, but that does not mean they will and they are losing more space within the Village they need for multiunit developments.

Chairman Rickard said this is allowed to go there and there are no adverse impacts on the surrounding property owners. He noted this is not a permanent change, as they could sell in ten (10) years to someone who could put multifamily there.

Commissioner Frankovic had an issue with allowing someone to build a party house for themselves just because they can when their issue is that it is already a party house being used by other people.

Chairman Rickard expressed he did not think that was a fair comparison.

Commissioner Reyes agreed they are just making assumptions about what a party house is and that is not up to them to decide.

Commissioner Eberhardt expressed if this is sold separately in the future, and something like this is demolished, that seemed wasteful.

Chairman Rickard reiterated the question is about if it is legal and meets the standards, and he felt it did and did not think it was fair to assume what may happen in the future.

Commissioner Eberhardt stated they are maintaining it with a separate access so it is not being treated as part of their property and it still has a tail going out to the south. Mr. Zawila gave a point of clarification and stated that this is not new information and recommended looking at Condition four (4), which requires a direct connection from the pool house to the 5141 Grand Avenue property before they issue the certificate of occupancy.

With respect to File 26-PZC-0013, based on the petitioner's submittal, staff report, and the testimony presented, it is found that the petitioner has met the standards of approval for a special use, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest, therefore Commissioner Lincoln made a motion that the planning and zoning commission recommend that the Village Council approve File 26-PZC-0013, subject to the four (4) conditions outlined in the staff report.

The motion was seconded by Commissioner Reyes

Roll Call:

AYE: Lincoln, Reyes, Patel, Wolf, Barry, Chairman Rickard

NAY: Frankovic, Eberhardt

Motion Approved. Vote: 6-2

D. File 26-PZC-0015.

The petitioner is seeking approval of a Planned Unit Development Amendment in the General Services and Highway Business/Planned Development #68 (B-3/P.D. #68) zoning district to construct a new automobile dealership. The property is located directly northwest of the intersection of Florence Avenue and Ogden Avenue, commonly known as 330 Ogden Avenue, Downers Grove, IL (PINs: 09-04-110-023, -024, -026, -027, -028, -029, -030, 09-04-111-012, -027, -028). Axios Architects & Consultants Inc. Petitioner and Patricia Enterprises, Owner.

David Gonzalez, Fields Auto Group and ICI representative, explained this petition is a request for an amendment to the already approved PUD. He stated Fields Auto Group has established over eighty (80) dealerships across the nation and they do special charity events. He noted the existing building and site condition do not allow Fields Auto Group to properly engage their operations and the existing facility is in dire need of improvements. They are proposing a new building that will house three (3) top brands, Bentley, Lamborghini, and Rolls-Royce, with three (3) showrooms as the main façade along Ogden Avenue, and the service side to be on the back end of the facility behind the showroom.

Lance Shalzi, with Axios Architects, expressed this is a collaboration between Fields Auto Group, ICI, Axios, and Downers Grove staff. He said the design development team is proposing an amendment to the previously approved PUD from 2024, including redesign of the west site along Ogden Avenue. He stated phase one will consist of Rolls-Royce will be constructed first, totaling about eighteen thousand, eight hundred and twelve (18,812) square feet, along with a three thousand and four hundred and sixty (3,460) square foot mezzanine with a Rolls-Royce service center, showroom, and offices. He noted the showroom will be a glass enclosure with accented ACM panels above, and the west wall of phase one will include a temporary enclosure that will be removed during phase two. Phase two will involve completing the Bentley and Lamborghini showrooms

and associated facilities, adding seventeen thousand, four hundred and thirty-three (17,433) square feet, for a total of thirty-six thousand, two hundred and forty-five (36,245) square feet. He expressed the two sites will contain one hundred and sixty-three (163) parking spaces. He added sixty one (61) inventory spaces already exist on the lot off Florence, and forty (40) additional proposed on the west site, and they are requesting a reduction of the proposed inventory spaces from the Downers Grove standard of nine (9) by eighteen (18) to eight (8) by eighteen (18), as it would provide efficient and orderly circulation and parking due to the very low turnover of the spaces, as they will be used for storing vehicles only. Mr. Shalzi added they proposed twenty-nine (29) customer and staff spaces on the north and east areas of the site. He noted there will be twenty-four (24) service bay spaces, nine (9) display spaces, permeable paving to mitigate impact on Downers Grove's stormwater system, and concrete pedestrian access walkways. He stated they are seeking to add three monument signs instead of the permitted two, as each brand requires their own sign, and asking for four hundred (400) square feet for the overall sign area instead of the max permitted of three hundred (300) square feet. He went over the truck turning radius, landscape plan, and floor plan. He expressed they will ensure compliance for the zoning map amendment review and they believe the PUD is consistent with the Village plan to widen the Ogden Ave commercial corridor. He added they will be in full compliance, provide additional tax revenue to benefit the community, take into consideration all surrounding property owners interest and meet and exceed expectations.

Chairman Rickard asked for questions for the petitioner.

Commissioner Eberhardt commented it looks like they are proposing twice as many service appointments on this PUD. Mr. Gonzalez answered yes, as they are adding the integration of Rolls-Royce.

Commissioner Rickard asked about the difference in traffic impact from the traffic study. Mr. Gonzalez responded this is a different type of business from a normal auto dealership, as service appointments are being done by going and

picking up the car from the customer's house and then driving it back to them when complete.

Commissioner Barry inquired if this would be a separate ingress and egress for customers on Fairview or is it just being used by the dealership. Mr. Gonzalez answered they wanted to create a more open flow within the site by opening and creating a whole loop around the site so customers would not have to go down Florence.

Commissioner Wolf pointed out there were a lot of pedestrians and cyclists in their renderings, and asked if there were plans for improvement, as that area is unsafe especially for cyclists. Mr. Gonzalez answered they are not asking for any additional site entrances and are just conforming to the ordinance.

Commissioner Lincoln asked if having a sign for each brand facing Ogden Avenue was a hard requirement where they cannot operate the business without it. Mr. Gonzalez answered the hardship comes from there only being a 10-foot-high allowance by the Village, which would not allow for three logos, so that is the reason they are asking for that. He added they are respecting the ordinance as far as where they are located.

Commissioner Frankovic inquired if the turning radiuses would prevent any delivery vehicles from parking on Ogden once the development is complete. Mr. Gonzalez responded the WB-40 carries three to four cars and that is their understanding of how the operation will happen.

Commissioner Barry asked if putting the service center at the back would cause any noise issues. Mr. Gonzalez stated they are trying to create more separation to help with that. Mr. Zawila clarified that the previous plan included a service connection through the middle with a connected building, but that was removed. Now the service entrances are west and south with no direct service bay opening to the north and vehicles can circulate around the building, instead of through it.

Commissioner Lincoln inquired if they were doing anything particular with lighting, as the property to the north is right up to the fence line. Mr. Gonzalez responded they are changing all the lighting, bringing down lumens, and installing shields to every light fixture along every property line so there is less glare towards the neighbors. Mr. Zawila added there is a condition in the report requiring such that.

Chairman Rickard asked for public comment.

Paulis Narbutas, who has a neighboring lot the adjacent parking lot, brought forth an issue that the previous owners installed an unauthorized drainage pipe into their property with the intention of draining the water into the detention area behind them. He wanted the commission to take that into consideration when reviewing this approval process to build in a type of procedure or process where the harm from that installation is repaired to their neighborhood and neighbors. Mr. Zawila expressed that would be a code enforcement inquiry, and he would note it and discuss with the team. He asked him to leave his contact information so he could look into it.

Mike Gladkowski, who is also in the same townhouse association as Mr. Narbutas, showed the Commission a picture people digging the drainage pipe into their water retention easement. Mr. Zawila asked him to provide his contact information and his team would take a look at it.

Chairman Rickard asked for the staff report.

Ms. Leon expressed the petition request is for a PUD Amendment to construct a new automobile dealership, with an existing zoning district is B-3/PUD #68. She said all noticing was completed and they received one question from the public that was general in nature. She went over the location map and existing plat of survey. She explained there are two buildings, one with the Bentley and Lamborghini dealership on 330 Ogden, and one that is a used car dealership with accessory services on 310 Ogden Avenue. She noted the inventory lot on

the east side of Florence was constructed in 2025 and there are no proposed changes to that with this petition, and PUD #68 was established in 2024. She expressed the current proposal is similar, but there were enough changes that an amendment was required. She explained the new automobile dealership will be constructed in two phases and the only change to the existing access points on Ogden is widening the one on the west side to provide for a two-way drive aisle. She added there is another access point proposed on Florence Ave that would be shifted to the north 50 feet to line up with the access point for the inventory lot. She stated a traffic memo was part of the submission and found lower volume of traffic was associated with this type of dealership. She said the petitioner is including additional landscaping and an eight (8) foot solid fence along the north and west property line and there will be two pedestrian connections. The petitioner's proposal complied with the stormwater ordinance, will include three showrooms, service offices, a vehicle delivery bay, automotive service center, waiting areas, part storage, and breakrooms. She went over the elevations for the proposal and requested deviations, including the monument signs being three instead of two, total sign area for four hundred (400) square feet instead of the max of 300 square feet, and reducing the vehicle inventory parking stall from nine (9) feet to eight (8) feet. Ms. Leon shared the Comprehensive Plan calls for a balanced mix of land uses and ensuring long-term fiscal health and economic viability for the Village, targeted incentives, flexible zoning for specific areas, continuing to maintain an investment in existing, stable, commercial and employment centers, work with local businesses to improve physical appearance, and encourage new development that include EV charging stations. Staff found that all standards for approval were met and recommended approval.

Chairman Rickard asked for questions for staff.

Commissioner Lincoln asked if there were other examples in the Village allowing the reduced parking width. Ms. Leon answered when they reviewed the Florence inventory lot, the width was reduced for those parking stalls and was

part of the original approval. She noted that was only included on the Florence lot, and now they are asking for that deviation on this property.

Commissioner Eberhardt asked if customer parking remained to code. Ms. Leon answered yes.

Commissioner Lincoln inquired if the reason they are reviewing this is because there was a PUD for part of this lot and now, they are expanding it to cover the whole thing. Ms. Leon responded it is before them because the site plan changed, as well as a sign package.

Commissioner Lincoln asked if there were any other examples of allowing three signs when the code only allows two. Commissioner Eberhardt also asked how the signage square footage is calculated for these types of sites. Ms. Leon explained it depends on the tenant frontage, as they look at the frontage of the building and multiple it by one point five (1.5). She noted this building is large enough to have the maximum three hundred (300) square feet, and for a PUD it is common to have additional monument signs. Mr. Zawila added they have done this on a case-by-case basis, commonly done for PUDs with shopping centers and institutions. Ms. Leon further stated that shopping centers typically are allowed larger monument signs because they tend to be bigger lots zoned B-3, but monument signs for this particular lot are limited to thirty-six (36) square feet.

Chairman Rickard gave the petitioner the opportunity to come back up and address anything discussed or asked and/or add additional information. The petitioner declined.

Chairman Rickard asked for Commission deliberation.

Commissioner Barry understood the signage overall, as they are very distinct brands that all have their individual identity, and he liked that the building is further away from the residents on South Florence. He said they were compliant with the PUD before and they have taken a few extra steps to make it better.

Commissioner Frankovic concurred and felt the new building was a great improvement and consolidated everything nicely.

Chairman Rickard agreed.

Commissioner Lincoln said they could probably put the three logos on one sign instead of putting them on three different ones, and there are businesses all over that have to deal with unique requirements of a given town to make their signs a certain way. However, that was a small piece of the overall petition and everything else was very minor. He added the PUD is just changing the plan and everything matches what their zoning code would allow there, so it seems like a trivial PUD.

Commissioner Eberhardt appreciated how it pulled everything together and cleaned up the randomness that was there and is an asset to the community.

Commissioner Patel agreed with his fellow commissioners. He also felt the request from nine (9) feet to eight (8) feet was appropriate and reasonable since it was not accessible by customers.

Chairman Rickard felt all the standards of approval for PUD were met.

With respect to File 26-PZC-0015, based on the petitioner's submittal, staff report, and the testimony presented, it is found that the petitioner has met the standards of approval for a PUD amendment, as required by the Village of Downers Grove Zoning Ordinance, and is in the public interest. Therefore, Commissioner Lincoln made a motion that the Planning and Zoning Commission recommend the Village Council approve File 26-PZC-0015, subject the four (4) conditions outlined in the staff report.

The motion seconded by Commissioner Barry

Roll Call:

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

Motion Approved. Vote: 8-0

New Business.

There were none.

Old Business.

There was none.

Public Comments.

Adjournment.

The meeting was adjourned. Upon a motion by Commissioner Lincoln, second by Commissioner Frankovic. A voice vote followed and the motion passed unanimously.

Village of Downers Grove

Planning and Zoning Commission - Report

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

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

Request.

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

Notice.

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

General Information.

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

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

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

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

Property Information.

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

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

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

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

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

Analysis.

Submittals.

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

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

Project Description.

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

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

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

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

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

Compliance with the Comprehensive Plan.

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

Land Use and Development: Land Use Plan.

- Facilitate redevelopment opportunities to meet housing and economic development needs.
- Facilitate the creation and enhancement of mixed-use areas that include housing, offices, commercial and retail space, and other community amenities.
- Facilitate the preservation of historic buildings and neighborhoods and the adaptive reuse of existing structures.
- Given the landlocked status and built out existing land use patterns, Downers Grove must focus on strategic redevelopment, infill development, and adaptive reuse to maximize limited land.

Economic Development.

- Promote and encourage the improvement and rehabilitation of older buildings and areas which are, or are becoming, functionally obsolete or undesirable.
- If existing office spaces were redeveloped into mixed-use developments, land uses such as multi-family residential and commercial could complement and be compatible with ongoing office uses.

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

Focus Area Plans.

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

Compliance with the Zoning Ordinance.

The property is zoned O-R, Office-Research. The petitioner is requesting a Zoning Map Amendment and Planned Unit Development Designation to rezone the property to B-2/PUD, General Retail Business/Planned Unit Development. Per Section 28.5.010 of the Zoning Ordinance apartments are allowed by right in the B-2 zoning district. The bulk requirements of the proposed development in this zoning district are summarized in the following table:

Requirements.

Table 6 - Zoning regulations for 1020 31st Street.

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

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

* Deviation required from the Zoning Ordinance

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

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

The following improvements require relief from the Zoning Ordinance regulations:

Deviation Requests.

Table 7 - Deviation requests and petitioner's rationale.

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

Signage.

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

Compliance with the Subdivision and Development Ordinance.

The Subdivision Ordinance requires that developments requesting Planned Unit Development and Map Amendment approval for multi-family developments provide park and school donations to offset the impact of new residential units. The proposed development will include one hundred and eighty four (184) apartments (twenty-five studio units, sixty-eight one-bedroom units, and ninety-one two-bedroom units). Based upon the number of units and the number of bedrooms, the total donation is $1,150,084.75 ($977,389.75 to the Park District, $124,310.64 to Elementary School District 58, and $48,384.36 to High School District 99). Payment of these donations must be made to the Village prior to the issuance of any site development or building permits

Engineering and Public Improvements.

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

Traffic and Parking.

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

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

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

Public Safety Requirements.

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

Neighborhood Comment.

Notice was provided to all property owners two hundred and fifty (250) feet or less from the subject property in addition to posting public hearing signs and publishing a legal notice in the Daily Herald. Staff did not receive any questions from the public.

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

Standards of Approval.

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

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

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

a. the zoning map amendment review and approval criteria of DGMC Section 28.12.030(i) in the case of new Planned Unit Development proposals;

b. whether the proposed PUD development plan and map amendment would be consistent and in substantial compliance with the comprehensive plan, downtown design guidelines and any other adopted plans for the subject area;

c. whether PUD development plan complies with the PUD overlay district provisions of DGMC Section 28.4.030;

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

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

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

(1) the existing use and zoning of nearby property;

(2) the extent to which the particular zoning restrictions affect property values;

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

(4) the suitability of the subject property for the zoned purposes;

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

(6) the value to the community of the proposed use; and

(7) the comprehensive plan.

Draft Motion.

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

Based on the petitioner's submittal, the staff report, and the testimony presented, I find that the petitioner has met the standards of approval for a Planned Unit Development and Map Amendment as required by the Village of Downers Grove Zoning Ordinance and is in the public interest and therefore, I move that the Planning and Zoning Commission recommend to the Village Council approval of 26-PZC-0021, subject to the following conditions:

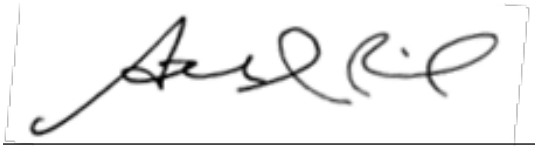
1. The Planned Unit Development shall substantially conform to the staff report, architectural drawings prepared by Ware Macomb dated April 22nd, 2026 and last revised May 19th, 2026; landscape drawings prepared by

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

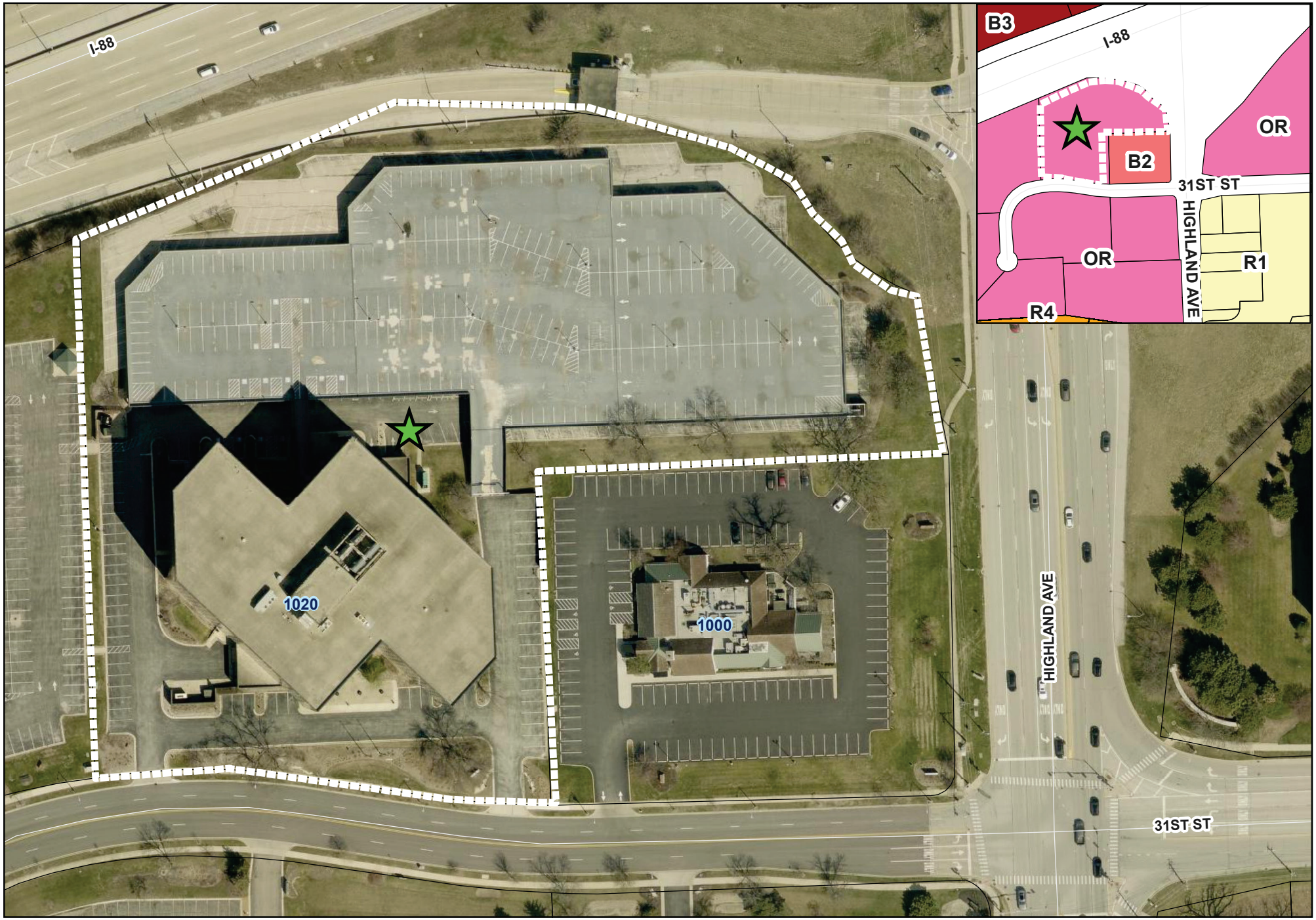
2. The petitioner shall remove an additional 40 surface parking spaces, north and east of the existing parking garage and replace with open green space.

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

Staff Report Approved By:



Stanley J. Popovich, AICP
Director of Community Development



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0 50 100 200 Feet

1020 31st Street - Location Map

Subject Property

Site Location

HIGHLANDS OAKS
HOLDING, LLC

May 22, 2026

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

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

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

To Whom It May Concern:

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

The proposed development would consist of the following improvements:

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

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

a. Map Amendment

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

b. Deviations

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

c. Guest Parking

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

d. Move-Ins and Move-Outs

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

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

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

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

f. Existing Nonconforming Surface Parking Area

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

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

Sincerely,

HIGHLANDS OAKS HOLDING, LLC

By: _____

Name: Dennis Stratievsky

Its: Authorized signer

Planned Unit Development

Form #PZC1

Review and Approval Criteria

Address of Project Site: 1020 W. 31st Street

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

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

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

   See responses on Zoning Map Amendments form #PZC3.

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

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

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

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

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

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

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

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

Zoning Map Amendments

Form #PZC3

Review and Approval Criteria

Address of Project Site: 1020 W. 31st Street

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

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

1. The existing uses and zoning of nearby property.

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

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

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

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

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

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

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

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

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

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

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

7. The Comprehensive Plan.

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

YOU'RE INVITED

Neighborhood Open House

Thursday, May 21, 2026

12:00 – 1:00 PM · **3:00 – 4:00 PM**

At the building · 1020 W. 31st Street

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

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

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

CONCEPTUAL RENDERING · MAIN ENTRANCE · WARE MALCOMB ARCHITECTS

Hello, neighbor.

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

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

What this means for the block.

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

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

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

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

An adaptive reuse — not a tear-down.

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

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

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

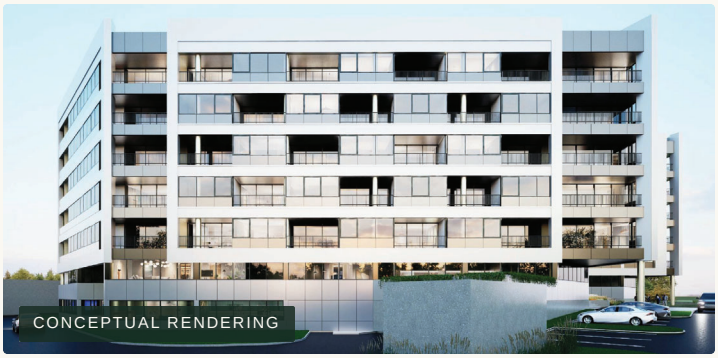
Four things this brings to the neighborhood.

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

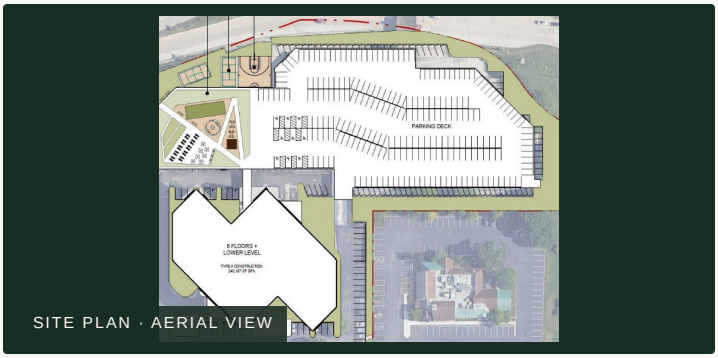
02 **Open green space.**
Pickleball, half-court basketball, and an upper amenity deck open to residents.

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

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



CONCEPTUAL RENDERING



SITE PLAN · AERIAL VIEW

Outdoor amenity deck — designed for everyday use.

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

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

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

Will the building get taller or bigger?

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

Come see it for *yourself.*

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

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

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

Neighborhood Meeting Summary Report

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

A. Efforts to Notify Neighbors

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

B. How Information Was Shared with Neighbors

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

C. Who Was Involved in the Discussions

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

D. Suggestions and Concerns Raised by Neighbors

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

Matt Garcia — *Titan Securities*

Q: Will the building be fully residential?

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

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

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

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

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

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

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

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

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

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1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

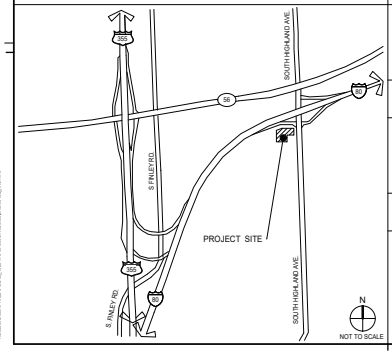
SHEET INDEX

ARCHITECTURAL

LANDSCAPE

PHOTOMETRICS

VICINITY MAP



OWNER

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

PRIMARY CONTACT: DENNIS STRATIEVSKY
PH: 847-630-0479
EMAIL: info@freshriverwheeling.com
ALTERNATE CONTACT: BORIS STRATIEVSKY
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EMAIL: boris@nedercapital.com

GENERAL CONTRACTOR

TBD

ARCHITECT

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

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

OWNER'S CONSULTANTS

TBD

ARCHITECT'S CONSULTANTS

MEP

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OVERLAND PARK, KS 66210

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

LANDSCAPE ARCHITECT

STUDIO SPRAWL
PO BOX 14012
SCOTTSDALE, AZ
85267-4012

PRIMARY CONTACT: DAN ERLANDSON
PH: (480) 361-9281
EMAIL: dan@studiosprawl.com

DEFERRED SUBMITTALS

TBD

APPLICABLE CODES

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

WARE MALCOMB
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CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
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Phoenix, AZ
P 480.767.1001

NEDER CAPITAL SERVICES

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

TITLE SHEET

REMARKS	DATE
MAP AMENDMENT SUBMITTAL	4/21/2025
MAP AMENDMENT RESUBMITTAL #1	5/19/2025
A	

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

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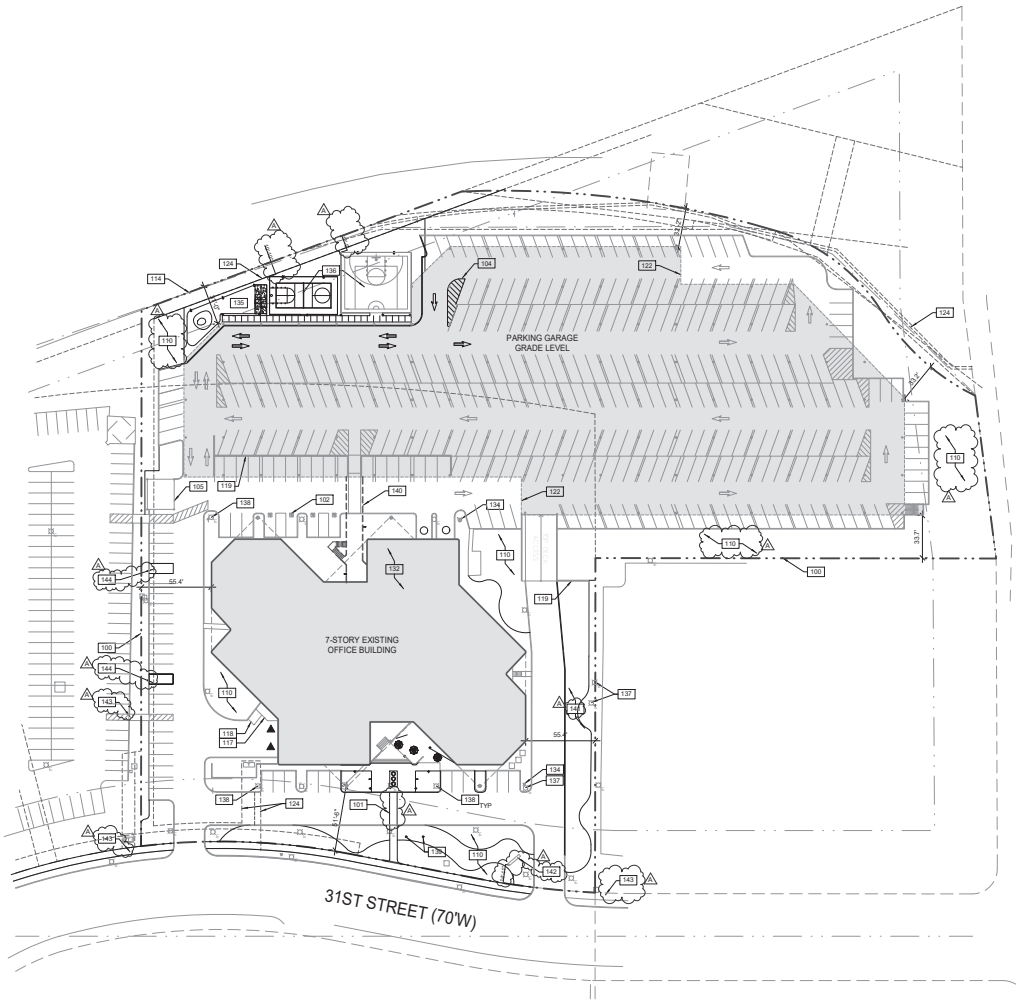

1"=40'
0 20' 40' 80' 200'

GRADE LEVEL - SITE PLAN (FOR REFERENCE ONLY)

SCALE: 1" = 40'-0"

BLDG. NORTH / TRUE NORTH

PARKING SUMMARY

REQUIRED PARKING:		
OWNERS CHOICE PARKING RATIO:	UNIT TOTAL	PARKING PER UNIT TOTAL
STUDIO = 2.0 STALLS / UNIT	25 UNITS	50 STALLS
1 BEDROOM = 2.0 STALLS / UNIT	68 UNITS	136 STALLS
2 BEDROOM = 2.0 STALLS / UNIT	91 UNITS	182 STALLS
TOTAL REQUIRED STANDARD ACCESSIBLE PARKING:	(INCLUSIVE OF TOTAL)	
TOTAL REQUIRED ACCESSIBLE PARKING:	(INCLUSIVE OF TOTAL)	9
TOTAL REQUIRED PARKING:		368 STALLS
PROVIDED PARKING:		
PARKING GARAGE - LOWER LEVEL		301
PARKING GARAGE - UPPER LEVEL		236
SURFACE PARKING		75
TOTAL PARKING PROVIDED:		612 STALLS

PROJECT DATA SUMMARY

SITE PARCEL NUMBER: 0633004011
ADDRESS: 1020 W 31ST STREET

LAND AREA: ±252,688 (±5.80AC)

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

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

GENERAL NOTES

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

SITE LEGEND

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

KEYNOTES

100. PROPERTY LINE.
101. PROPOSED PEDESTRIAN PATH TO RIGHT OF WAY; SEE LANDSCAPING DRAWINGS.
102. EXISTING ADA PARKING STALLS TO REMAIN, TYP.
104. PAINTED PARKING STRIPING PER CITY STANDARDS.
105. EXISTING TRASH ENCLOSURE TO REMAIN..
110. LANDSCAPE AND IRRIGATION AREA.
114. EXISTING CHAINLINK FENCE.
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139. EXISTING FLAGPOLES TO REMAIN.
140. PEDESTRIAN BRIDGE ABOVE SHOWN DASHED.
141. AREA OF DEMOLISHED SURFACE PARKING WITH NEW 6" CURB. NEW LANDSCAPING PROPOSED.
142. EXISTING MONUMENT SIGN AND BASE TO REMAIN; REPLACE EXISTING LOGO AND COMMUNITY NAME.
143. EXISTING RIGHT OF WAY PEDESTRIAN CONNECTION ADJACENT SITE TO REMAIN.
144. NEW LANDSCAPE PARKING ISLAND.

UNIT TABULATIONS

	NAME	TYPE	NET AREA SF	COUNT	TOTAL NET AREA
TOWNHOUSE LEVEL	S6	1 BED	770	1	770.00
	S7	1 BED	778	1	778.00
	D4	2 DED	1,305	1	1,305.00
	D5	2 DED	1,696	1	1,696.00
				4	3,541.00
FIRST LEVEL	S5	1 BED	729	3	2,187.00
	A1	1 DED	610	1	610.00
	A2	1 DED	613	1	613.00
	A3	1 DED	746	1	746.00
	A4	1 DED	776	1	776.00
	A5	1 BED	779	1	779.00
	D1	2 DED	1,103	1	1,103.00
	B2	2 BED	959	1	959.00
	B3	2 DED	956	1	956.00
	D4	2 DED	1,046	1	1,046.00
	B5	2 BED	1,043	1	1,043.00
	B6	2 BED	1,087	7	7,609.00
	D7	2 DED	1,097	1	1,097.00
	B8	2 DED	1,111	2	2,222.00
				23	22,035.00
SECOND LEVEL	S1	1 DED	504	1	504.00
	S2	1 BED	570	1	570.00
	S3	1 BED	720	1	720.00
	S5	1 BED	675	1	675.00
	A6	1 DED	650	1	650.00
	A7	1 DED	615	1	615.00
	A8	1 DED	650	1	650.00
	A9	1 BED	770	1	770.00
	A10	1 BED	740	1	740.00
	A11	1 BED	640	1	640.00
	A12	1 BED	504	1	504.00
	B5	2 BED	1,082	7	7,574.00
	D6	2 DED	979	1	979.00
	B10	2 BED	1,013	1	1,013.00
	B11	2 BED	1,040	3	3,120.00
	B12	2 DED	940	1	940.00
	B13	2 BED	1,189	1	1,189.00
	B14	2 BED	896	1	896.00
	D15	2 DED	1,153	1	1,153.00
	B16	2 BED	901	1	901.00
	B17	2 BED	1,000	1	1,000.00
		TOTAL		29	26,451.00
THIRD AND FIFTH LEVEL	S1	1 BED	504	3	1,008.00
	S2	1 BED	570	1	570.00
	S4	1 BED	510	1	510.00
	A5	1 DED	650	2	1,300.00
	A7	1 DED	645	2	1,290.00
	A8	1 DED	650	1	650.00
	A9	1 BED	770	2	1,540.00
	A10	1 BED	746	2	1,492.00
	A11	1 BED	640	2	1,280.00
	A12	1 DED	954	2	1,908.00
	A13	1 DED	792	1	792.00
	B5	2 BED	1,082	10	10,820.00
	D11	2 DED	1,040	4	4,160.00
		TOTAL		32	27,390.00
		TOTAL THIRD FLOOR		32	

	UNIT		NET AREA SF	COUNT	TOTAL NET AREA
FOURTH AND SIXTH LEVEL	S1	1 BED	504	3	1,008.00
	S2	1 BED	570	1	570.00
	S4	1 BED	510	1	510.00
	A6	1 DED	650	2	1,300.00
	A7	1 DED	645	2	1,290.00
	A8	1 DED	650	1	650.00
	A9	1 BED	770	2	1,540.00
	A10	1 BED	746	2	1,492.00
	A11	1 BED	640	2	1,280.00
	A12	1 DED	901	2	1,802.00
	A13	1 DED	792	1	792.00
	B5	2 BED	1,082	8	8,656.00
	D11	2 DED	1,040	6	6,240.00
				32	27,308.00
		TOTAL SIXTH FLOOR		32	
		UNIT TOTAL		184	107,123.00

UNIT AVERAGE SQUARE FOOTAGE: 831 SF

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

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P 480.7[illegible]

NEDER
NEDER CAPITAL SERVICES

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

SITE PLAN - LOWER LEVEL

DATE	REMARKS
4/17/2025	MAP AMENDMENT SUBMITTAL
5/19/2025	MAP AMENDMENT RESUBMITTAL #1
	A

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

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A0500

5/19/2025 3:47:08 PM

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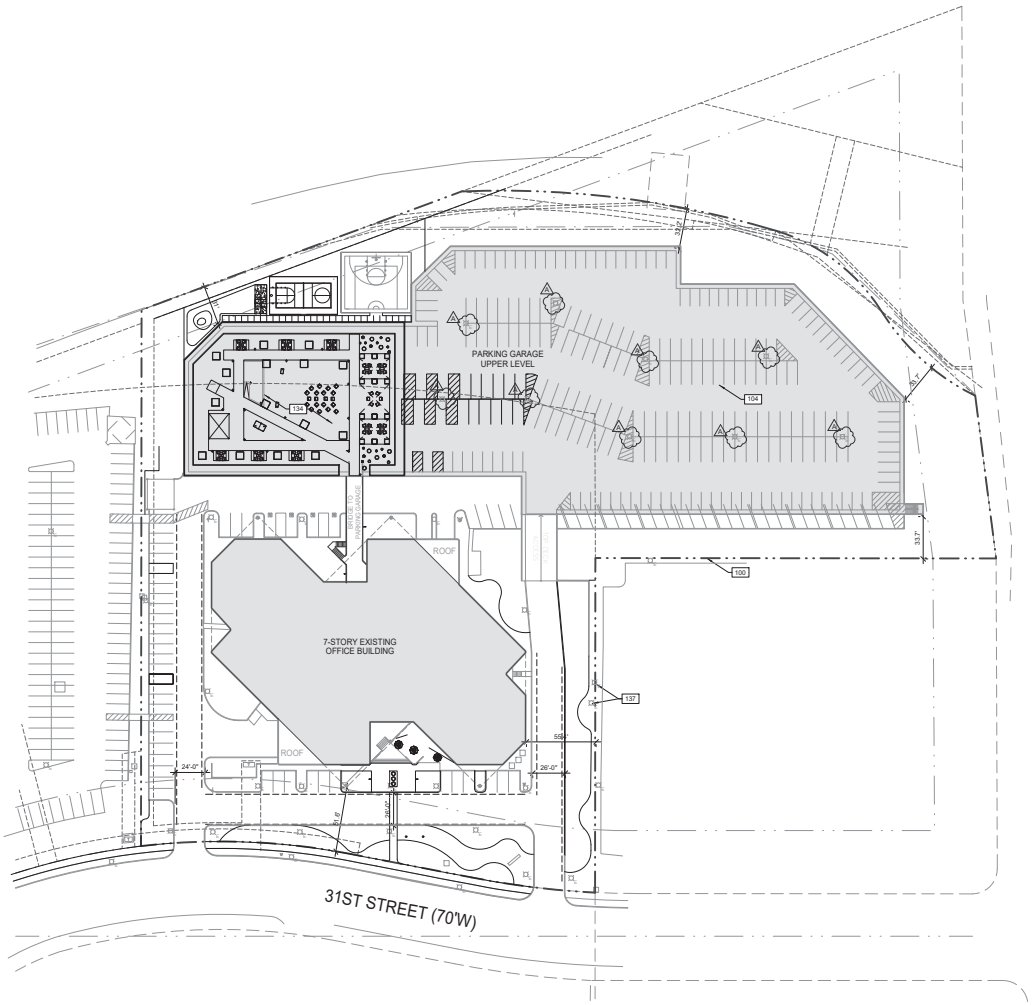

ELEVATED LEVEL - SITE PLAN (FOR REFERENCE ONLY)

SCALE: 1" = 40'-0"

BLDG. NORTH / TRUE NORTH

SITE LEGEND

- PROPERTY LINE
- EXISTING LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS
- NEW BOLLARD LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- NEW 15' TALL PLAY COURT POLE LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
- NEW STRING LIGHT FIXTURE, SEE LANDSCAPE DRAWINGS
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KEYNOTES

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141. AREA OF DEMOLISHED SURFACE PARKING WITH NEW 6" CURB. NEW LANDSCAPING PROPOSED.
142. EXISTING MONUMENT SIGN AND BASE TO REMAIN; REPLACE EXISTING LOGO AND COMMUNITY NAME.
143. EXISTING RIGHT OF WAY PEDESTRIAN CONNECTION ADJACENT SITE TO REMAIN.

GENERAL NOTES

A. SEE LANDSCAPING PLANS FOR ADDITIONAL PROJECT DATA

WARE MALCOMB
ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
2777 E. Camelback Rd., Suite #
Phoenix, AZ
P 480.7[illegible]

NEDER
NEDER CAPITAL SERVICES

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

SITE PLAN - FIRST FLOOR

	DATE	REMARKS
A	5/19/2025	MAP AMENDMENT SUBMITTAL
	8/19/2025	MAP AMENDMENT RESUBMITTAL #1

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

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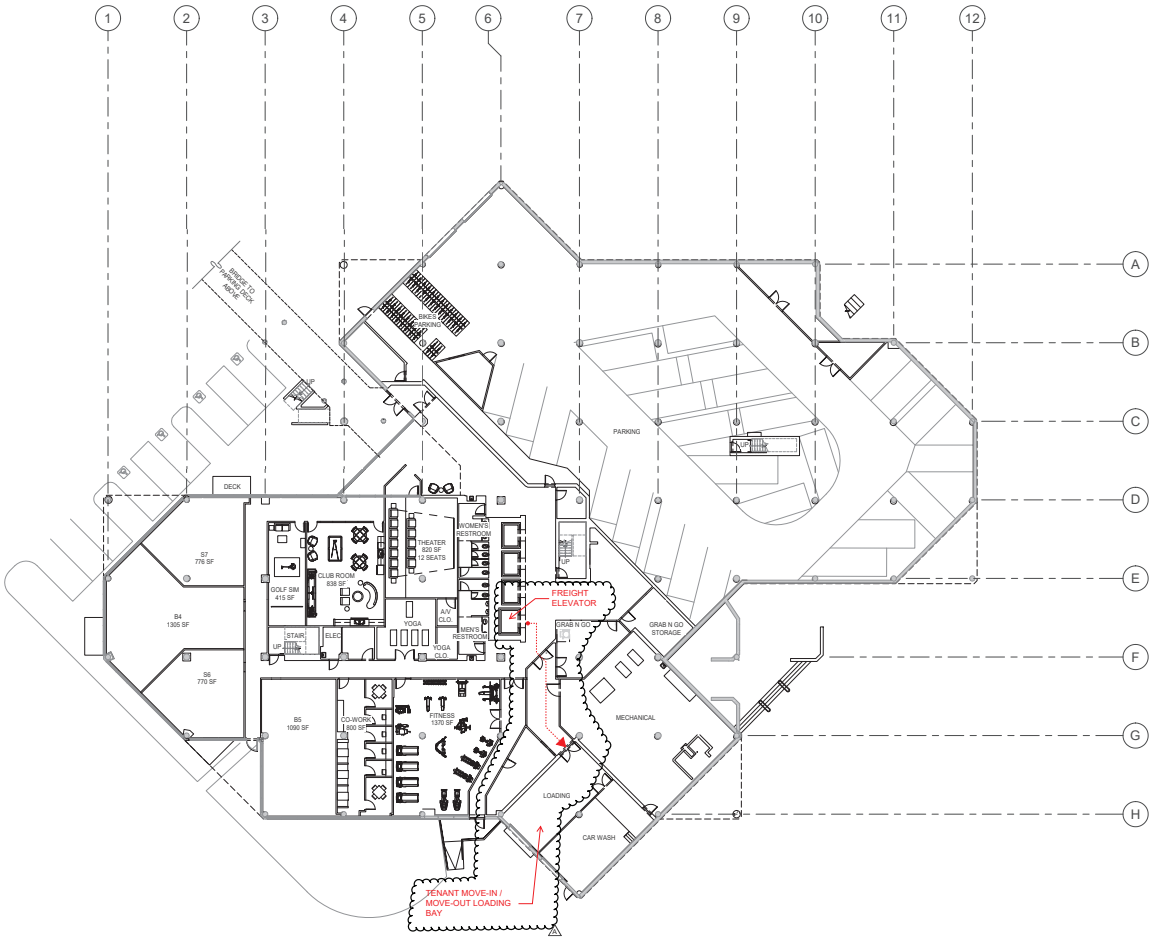

1/16"=1'-0"
0 8' 16' 32' 64'

OVERALL FLOOR PLAN - LOWER LEVEL
SCALE: 1/16" = 1'-0"

N

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ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
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Phoenix, AZ
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NEDER
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1020 W. 31ST.
REDEVELOPMENT
1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

OVERALL FLOOR PLAN - LOWER LEVEL

	DATE	REMARKS
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SHEET
A1111

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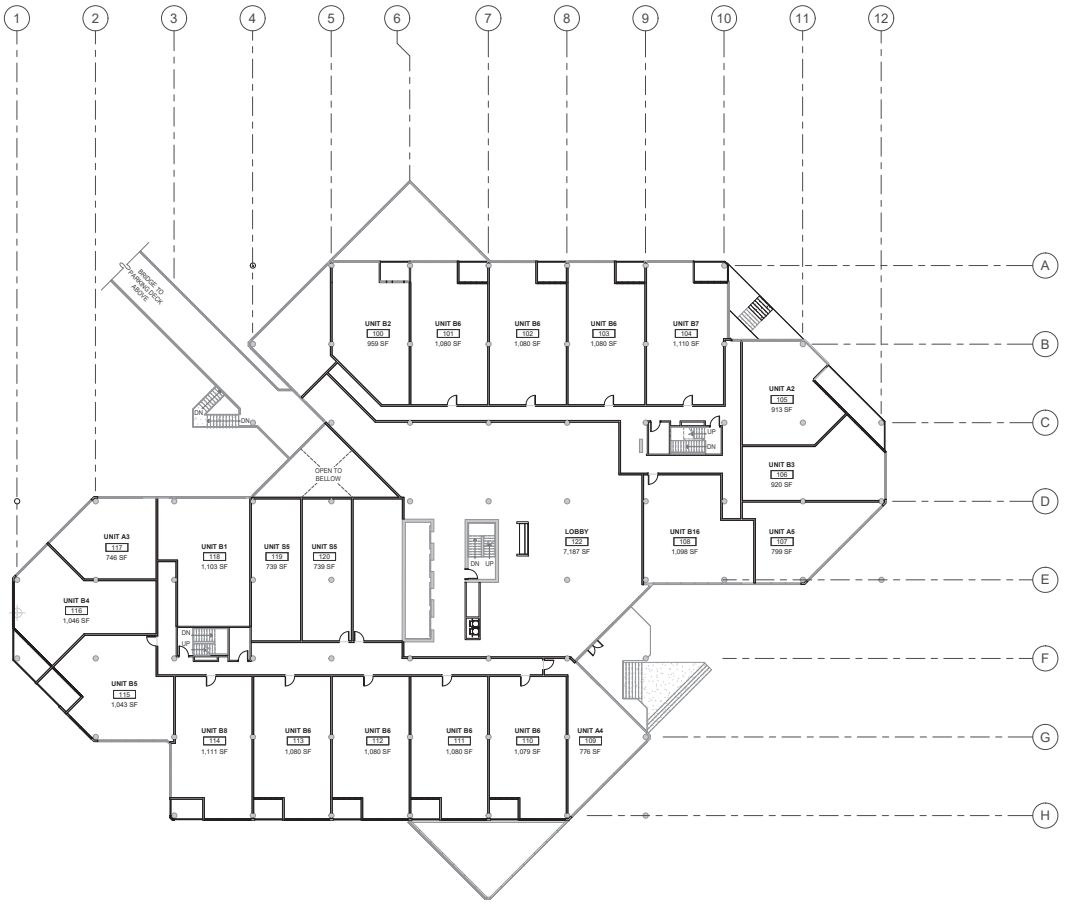

1/16"=1'-0"
0 8' 16' 32' 64'

OVERALL FLOOR PLAN - FIRST FLOOR
SCALE: 1/16" = 1'-0"

N

WARE MALCOMB
ARCHITECTURE PLANNING INTERIORS
CIVIL ENGINEERING BRANDING BUILDING MEASUREMENT
2777 E. Camelback Rd., Suite #
Phoenix, AZ
P: 480.7[illegible]

NEDER
NEDER CAPITAL SERVICES

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

OVERALL FLOOR PLAN - FIRST FLOOR

	DATE	REMARKS
A	4/21/2026	MAP AMENDMENT SUBMITTAL
	5/19/2026	MAP AMENDMENT RESUBMITTAL #1

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

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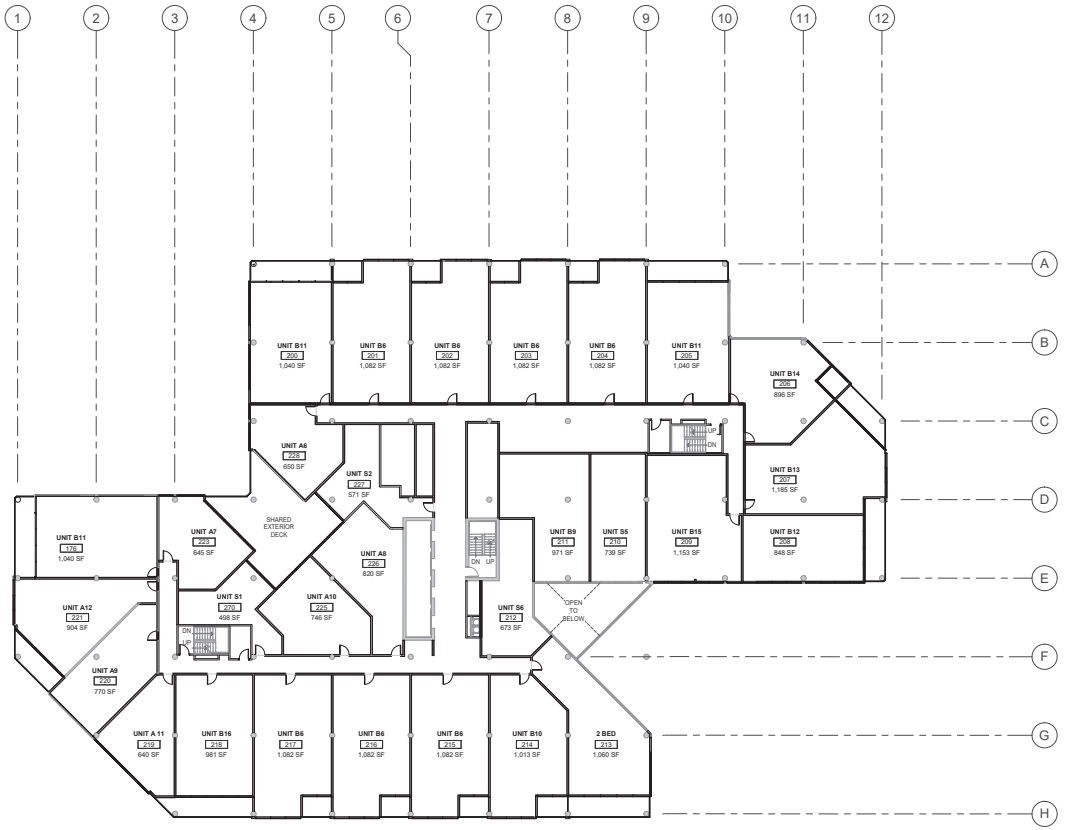
KEYNOTES:



1/16"=1'-0"
0 8' 16' 32' 64'

OVERALL FLOOR PLAN - SECOND FLOOR
SCALE: 1/16" = 1'-0"

N

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

OVERALL FLOOR PLAN - SECOND FLOOR

	DATE	REMARKS
	4/7/2026	MAP AMENDMENT SUBMITTAL
	5/19/2026	MAP AMENDMENT RESUBMITTAL #1
A		

PA/PM:	Z. FOPPE
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JOB NO.:	PHX25-0152-00

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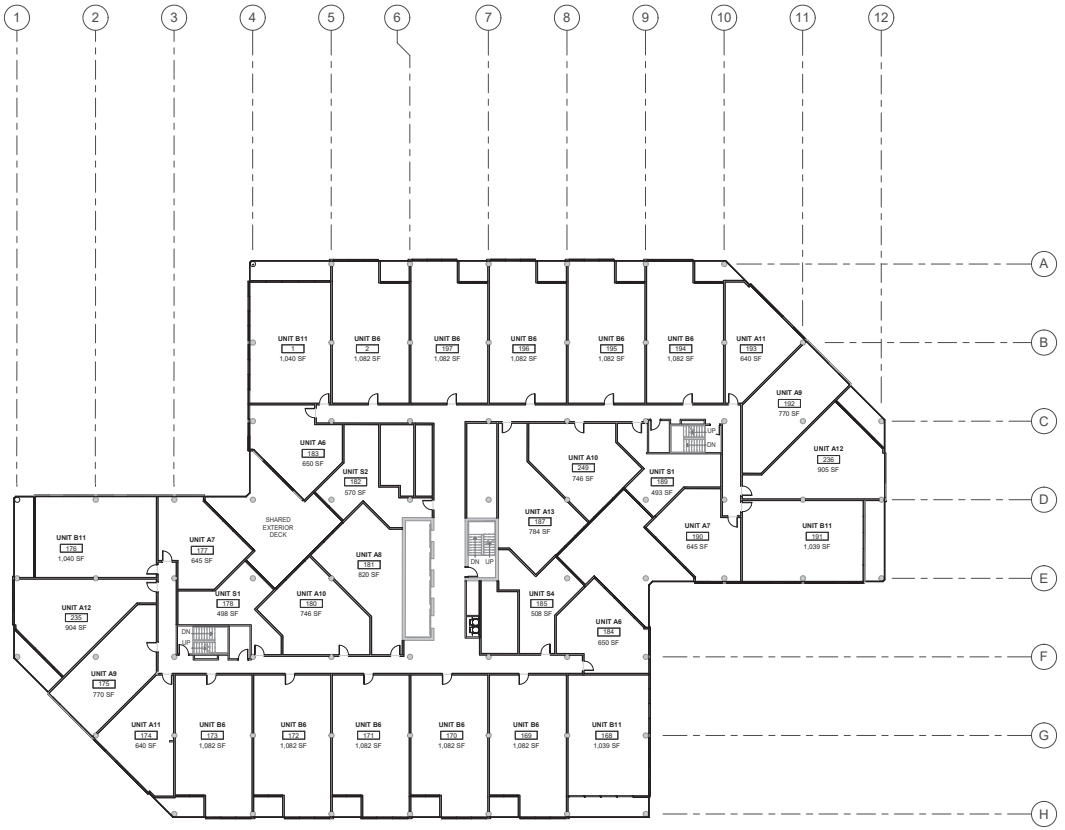

1/16"=1'-0"
0 8' 16' 32' 64'

OVERALL FLOOR PLAN - THIRD & FIFTH FLOOR
SCALE: 1/16" = 1'-0"

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NEDER CAPITAL SERVICES

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

OVERALL FLOOR PLAN - THIRD & FIFTH FLOOR

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

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

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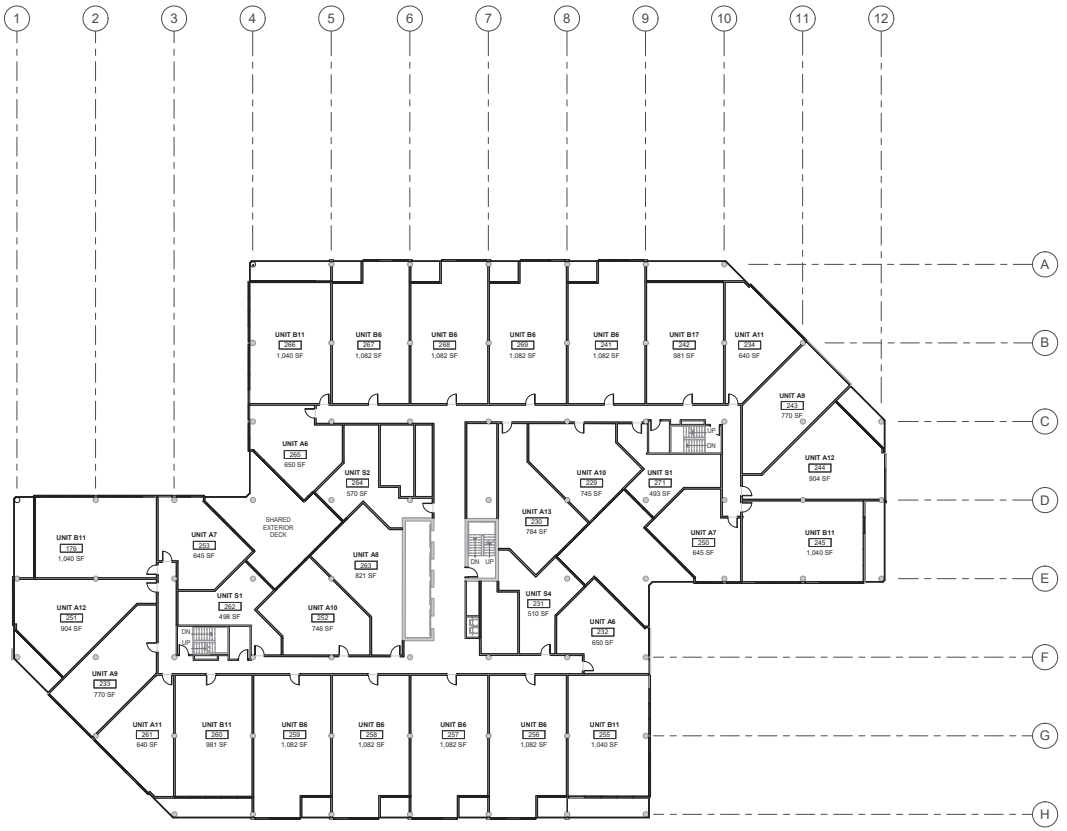

1/16"=1'-0"
0 8' 16' 32' 64'

OVERALL FLOOR PLAN - FOURTH & SIXTH FLOOR
SCALE: 1/16" = 1'-0"

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

OVERALL FLOOR PLAN - FOURTH & SIXTH FLOOR

	DATE	REMARKS
A	4/21/2026	MAP AMENDMENT SUBMITTAL
	5/19/2026	MAP AMENDMENT RESUBMITTAL #1

PA/PM:	Z. FOPPE
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OVERALL NORTH EXTERIOR ELEVATION 1

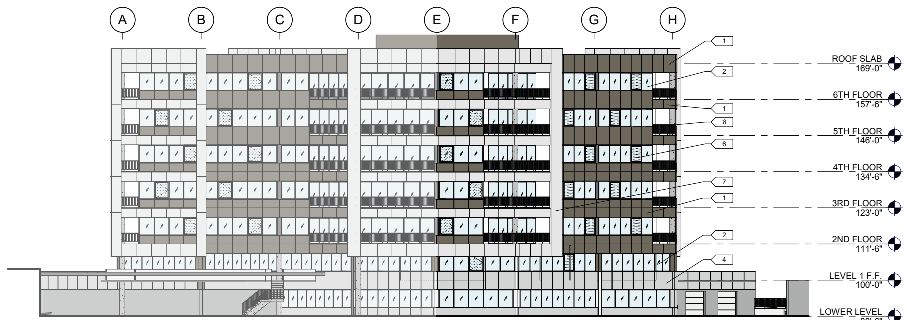
SCALE: 1/16" = 1'-0"

OVERALL EAST EXTERIOR ELEVATION 2

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

OVERALL SOUTH EXTERIOR ELEVATION 3

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



OVERALL WEST EXTERIOR ELEVATION 4

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

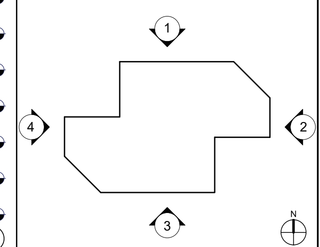
NOTE: Elevations reflect the schematic design intent. Additional coordination with consultants is required to develop detailed connections between existing materials to remain and the proposed new exterior envelope, including coordination with the selected mechanical systems.

KEYNOTES:

FINISH LEGEND

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

KEY PLAN



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1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

EXTERIOR COLOR ELEVATIONS

	DATE	REMARKS
	4/22/2026	MAP AMENDMENT SUBMITTAL
A	5/19/2026	MAP AMEDMENT RESUBMITTAL #1

PA/PM:	Z. FOPPE
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JOB NO.:	PHX25-0152-00

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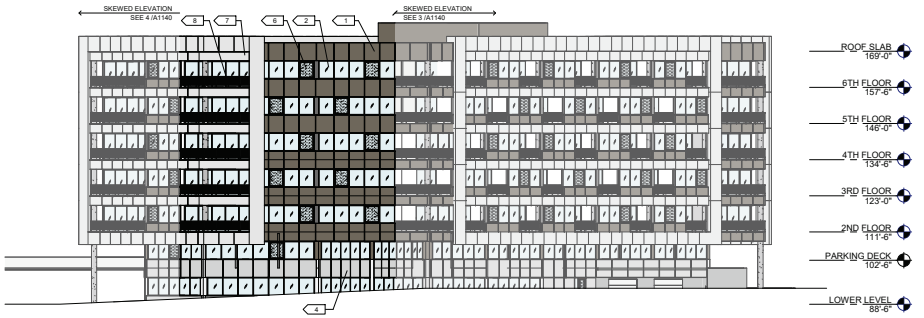
1/16"=1'-0"
0 8' 16' 32' 64'

OVERALL NORTH EAST EXTERIOR ELEVATION 1

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



OVERALL SOUTH WEST EXTERIOR ELEVATION 2

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

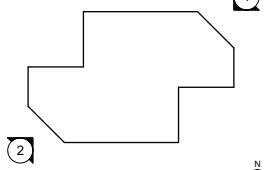
NOTE: Elevations reflect the schematic design intent. Additional coordination with consultants is required to develop detailed connections between existing materials to remain and the proposed new exterior envelope, including coordination with the selected mechanical systems.

KEYNOTES:

FINISH LEGEND

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

KEY PLAN



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NOT TO SCALE

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Phoenix, AZ
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NEDER
NEDER CAPITAL SERVICES

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

EXTERIOR COLOR ELEVATIONS

	DATE	REMARKS
A	5/19/2025	MAP AMENDMENT RESUBMITTAL #1
	4/21/2025	MAP AMENDMENT SUBMITTAL

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

SHEET
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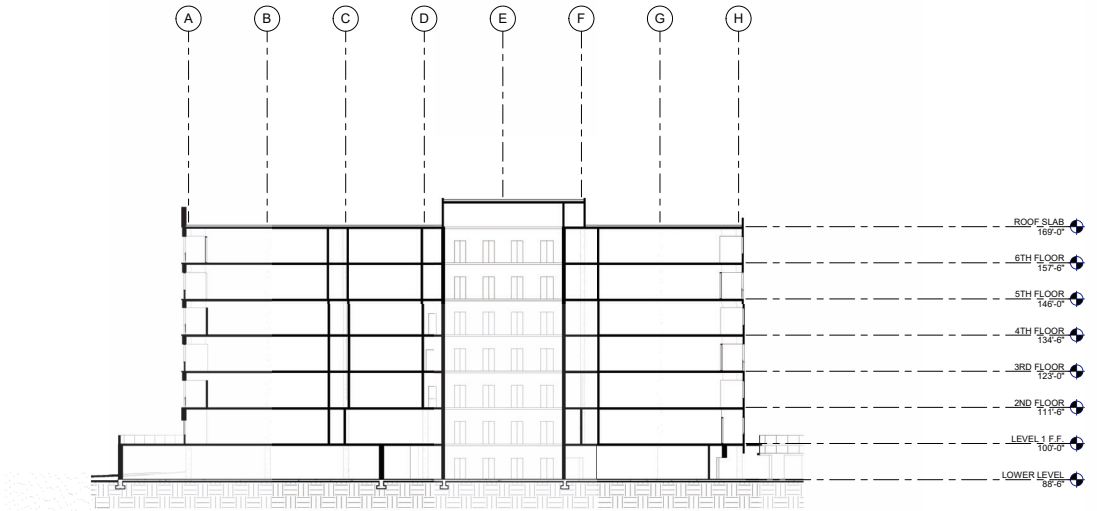
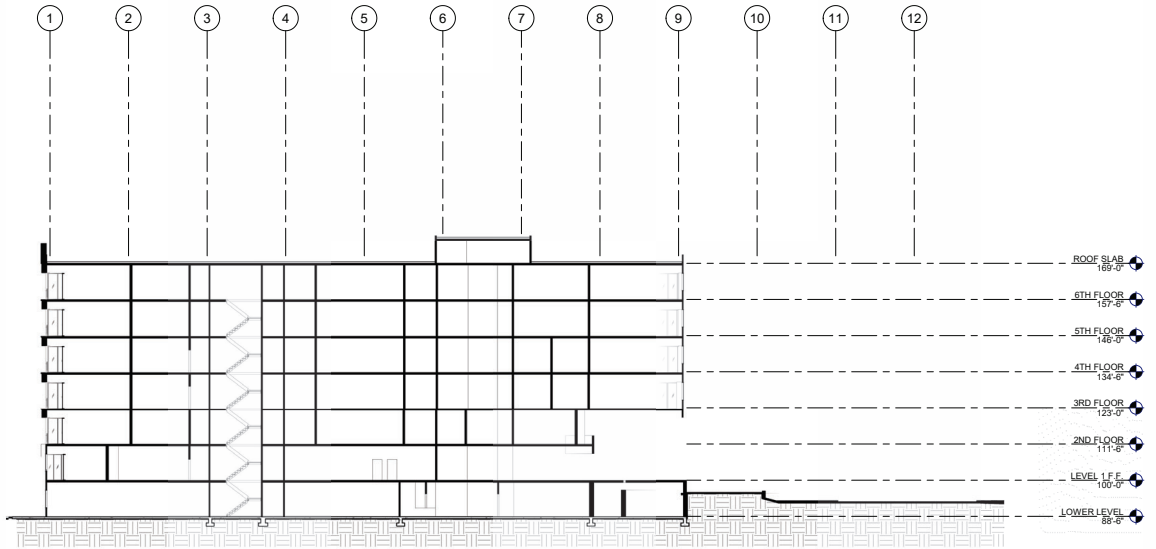


1/16"=1'-0"
0 8' 16' 32' 64'

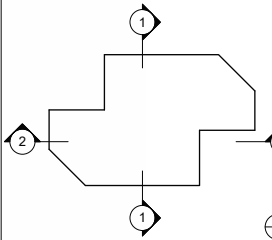
BUILDING SECTION 1
SCALE: 1/16" = 1'-0"



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

KEYNOTES:
SEE SHEET A010 FOR GENERAL NOTES

KEY PLAN



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Phoenix, AZ
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NEDER
NEDER CAPITAL SERVICES

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

BUILDING SECTIONS

	DATE	REMARKS
A		
	5/15/2025	MAP AMENDMENT SUBMITTAL
	8/14/2025	MAP AMENDMENT RESUBMITTAL #1

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

SHEET
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NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

COLOR RENDERING

	DATE	REMARKS
A	5/19/2026	MAP AMENDMENT SUBMITTAL
	8/19/2026	MAP AMENDMENT RESUBMITTAL #1

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

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Phoenix, AZ

NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

COLOR RENDERING

	DATE	REMARKS
	4/22/2026	MAP AMENDMENT SUBMITTAL
A	5/19/2026	MAP AMEDMENT RESUBMITTAL #1

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

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GENERAL NOTES

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

PLANT PALETTE - OVERALL SITE

TREES

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

UNDERSTORY TREES

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

SHRUBS

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

ACCENTS

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

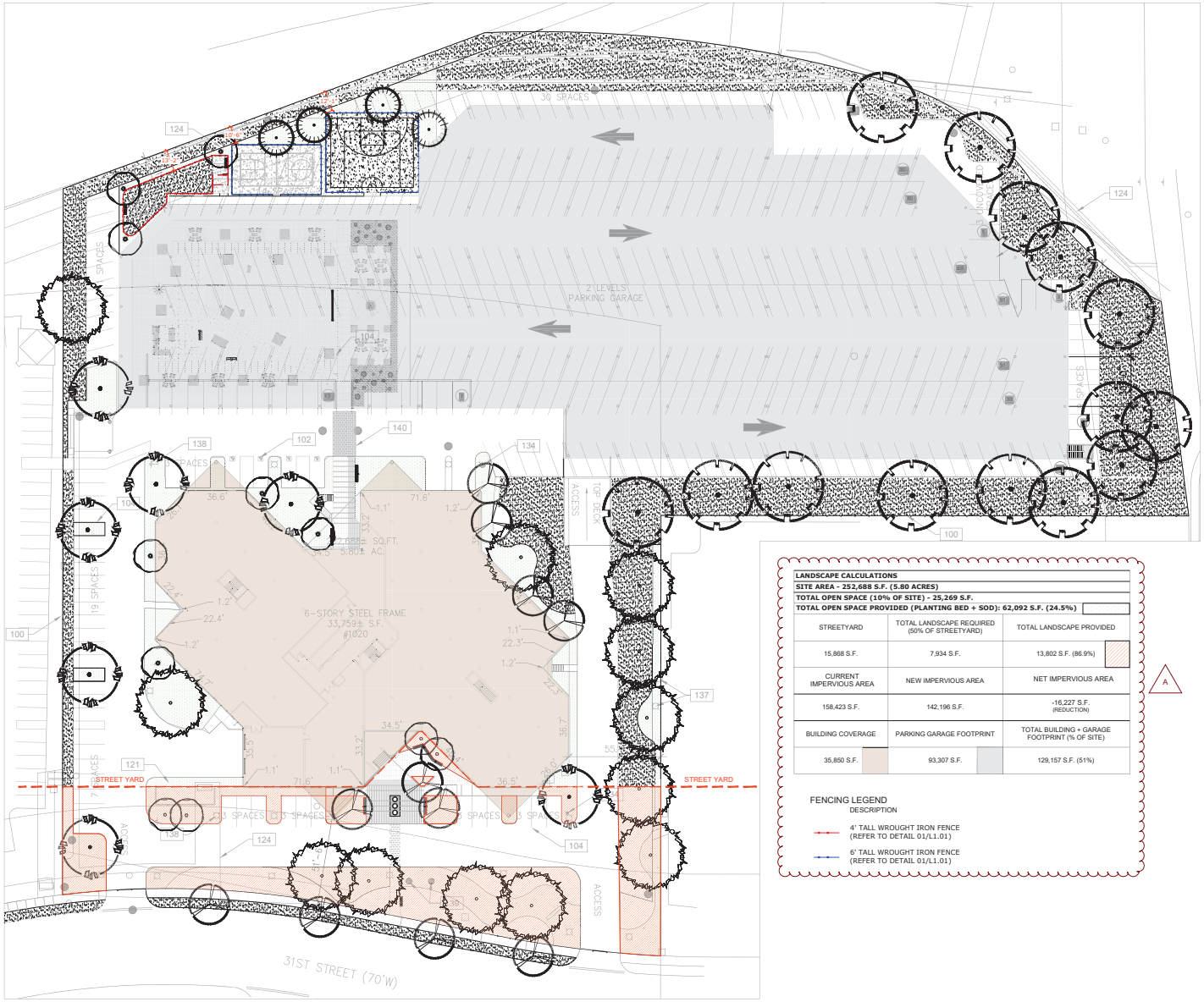
GROUNDCOVERS

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

LANDSCAPE MATERIALS

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

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



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

A

FENCING LEGEND

DESCRIPTION

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

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

LANDSCAPE PLAN

OVERALL SITE

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

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

rev:

A	MAP AMEND.

1020 W. 31ST REDEVELOPMENT
DOWNERS GROVE,IL

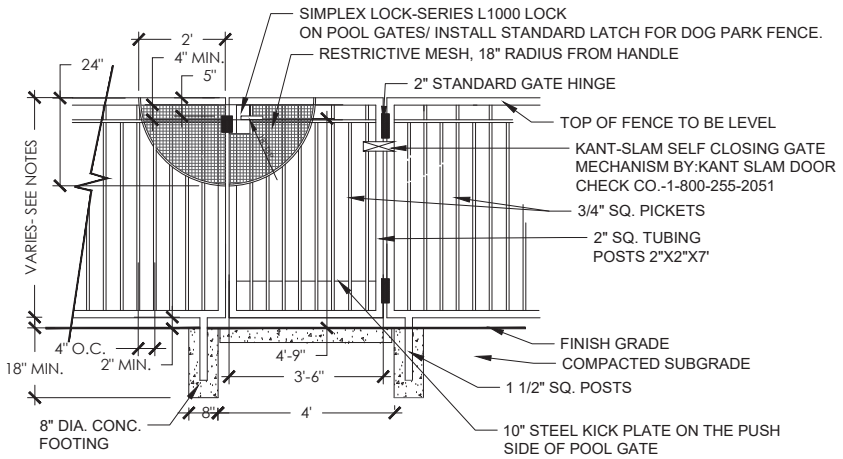
LANDSCAPE PLAN

project: S26-106
date: 05.19.2026

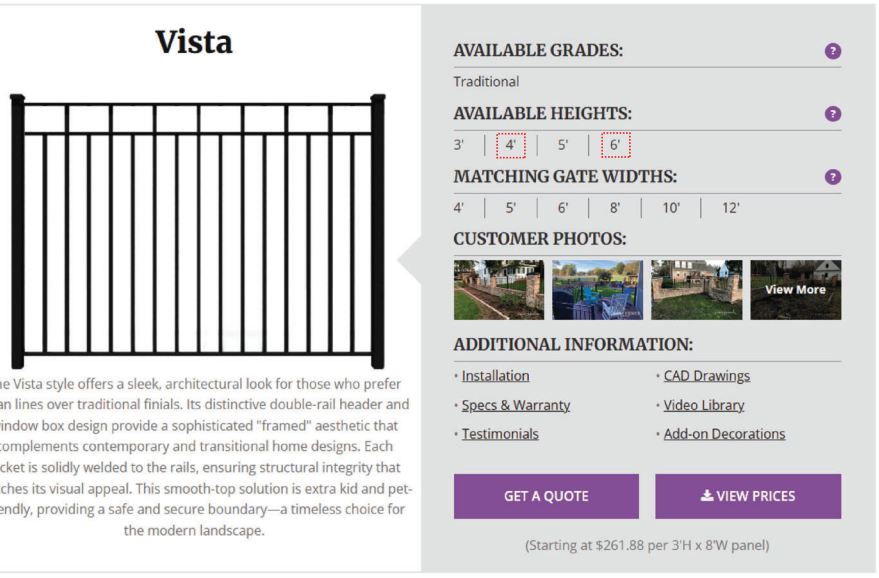
L1.00

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

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



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



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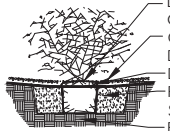
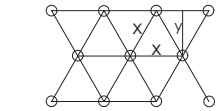
PLANTS SHALL BE INSPECTED FOR ROOTBOUND CONDITIONS BEFORE PLANTING. ANY ROOTBOUND PLANT SHALL BE REPLACED WITH SUITABLE PLANT.

TREE PLANTING NO SCALE



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

SHRUB PLANTING NO SCALE



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

MULCH SOIL TO A DEPTH OF 2", 1' IN DIAMETER. KEEP MULCH AWAY FROM PLANT BASE.
PREPARE SOIL PER SPECIFICATIONS AND ROTOTILL TO A DEPTH OF 6" PRIOR TO ANY SPRINKLER WORK.
BACKFILL WITH NATIVE SOIL. APPLY FERTILIZER TO SURFACE AWAY FROM TRUNK PER SPECIFICATIONS.

GROUNDCOVER PLANTING NO SCALE

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

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

rev:	
A	MAP AMEND.

1020 W. 31ST REDEVELOPMENT
DOWNERS GROVE,IL

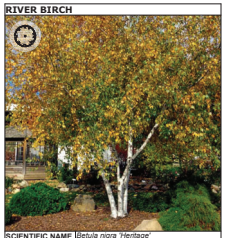
LANDSCAPE DETAILS

project: S26-106
date: 05.19.2026

L1.01

LANDSCAPE MATERIALS - TREES

RIVER BIRCH

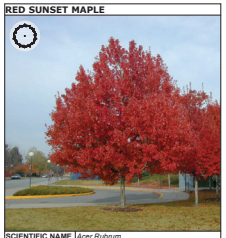


SCIENTIFIC NAME	*Betula nigra 'Heritage'*
WATER / SUN	MEDIUM WATER, FULL SUN
SOIL	WELL-DRAINED
PHENOLOGY	DECIDUOUS, BLOOMS IN SPRING
GROWTH RATE	FAST GROWING
MATURE SIZE	40'-70' H / 40'-60' W
MAINTENANCE	LOW

SHUMARD OAK

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

RED SUNSET MAPLE



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

LANDSCAPE MATERIALS - UNDERSTORY TREES

HORNBEAM

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

REDBUD

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

LANDSCAPE MATERIALS - SHRUBS

PURPLELEAF PLUM

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

VANILLA SPICE SWEET SPIRE

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

WINTER GEM BOXWOOD

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

SUMMER SWEET CLETHRA

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

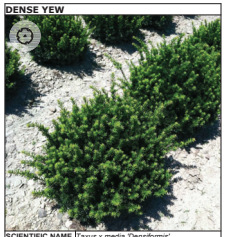
GRAY OWL JUNIPER

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

SEA GREEN JUNIPER

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

DENSE YEW



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

ARCTIC FIRE DOGWOOD

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

LANDSCAPE MATERIALS - ACCENT

KARL FOERSTER GRASS

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

TUSSOCK SEDGE

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

COPPER IRIS

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

LANDSCAPE MATERIALS - GROUNDCOVER

BIG BLUE LIRIOPE

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

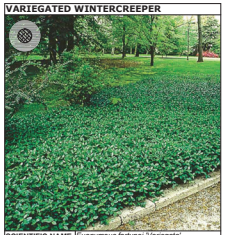
OZARK PRAIRIE PHLOX

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

ASIATIC JASMINE

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

VARIEGATED WINTERCREEPER



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

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

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1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE,IL

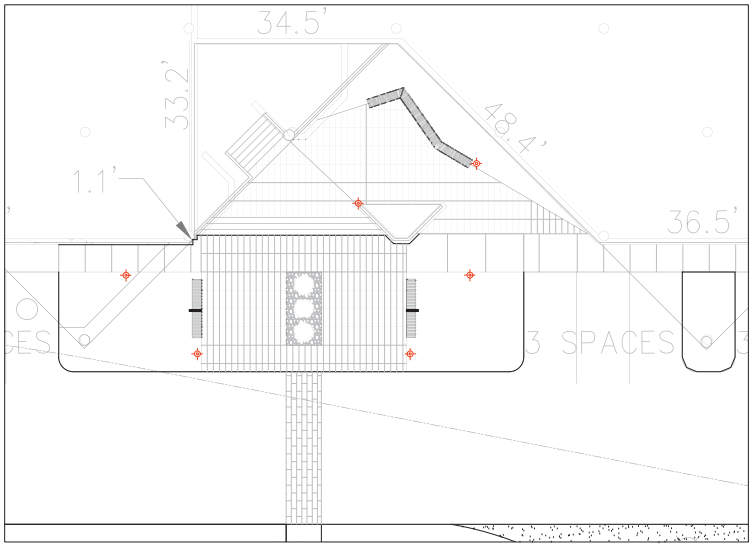
MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

LANDSCAPE MATERIALS

project: S26-106

date: 05.19.2026

L1.02



LIGHTING PLAN

MAIN ENTRY

0" 5' 10' 20'

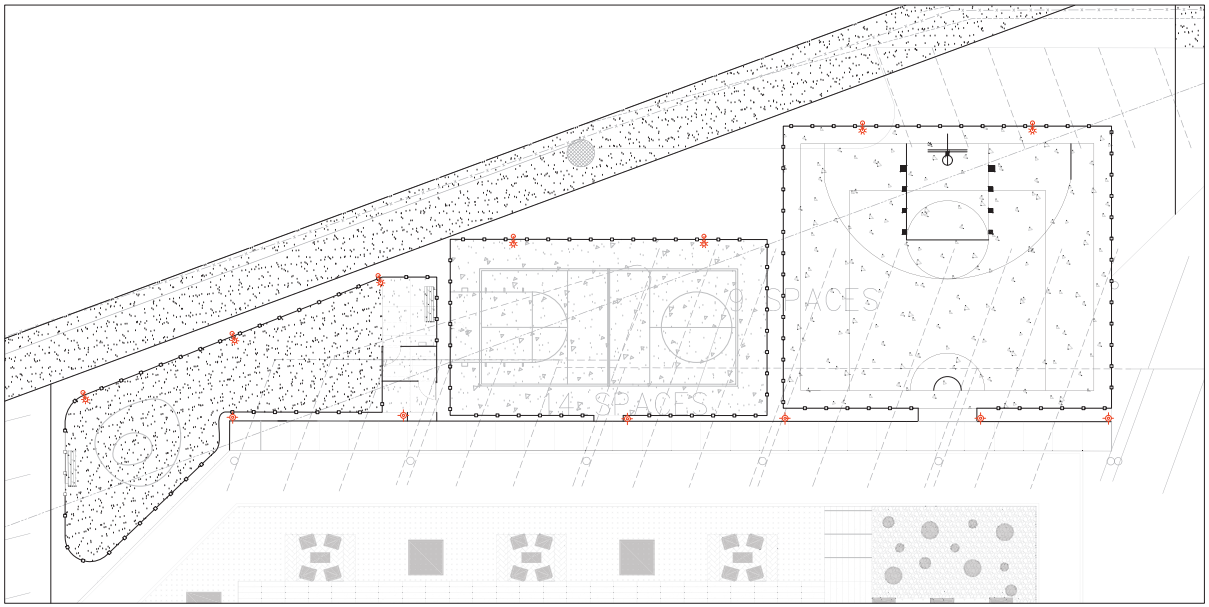
SCALE: 1" = 10'-0"

LIGHTING LEGEND - MAIN ENTRY

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

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

A



LIGHTING PLAN

DOG PARK & MULTI-USE COURT

0" 5' 10' 20'

SCALE: 1" = 10'-0"

A

LIGHTING LEGEND - DOG PARK & AMENITY COURTS

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

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

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1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE,IL

LIGHTING PLAN

project: S26-106

date: 05.19.2026

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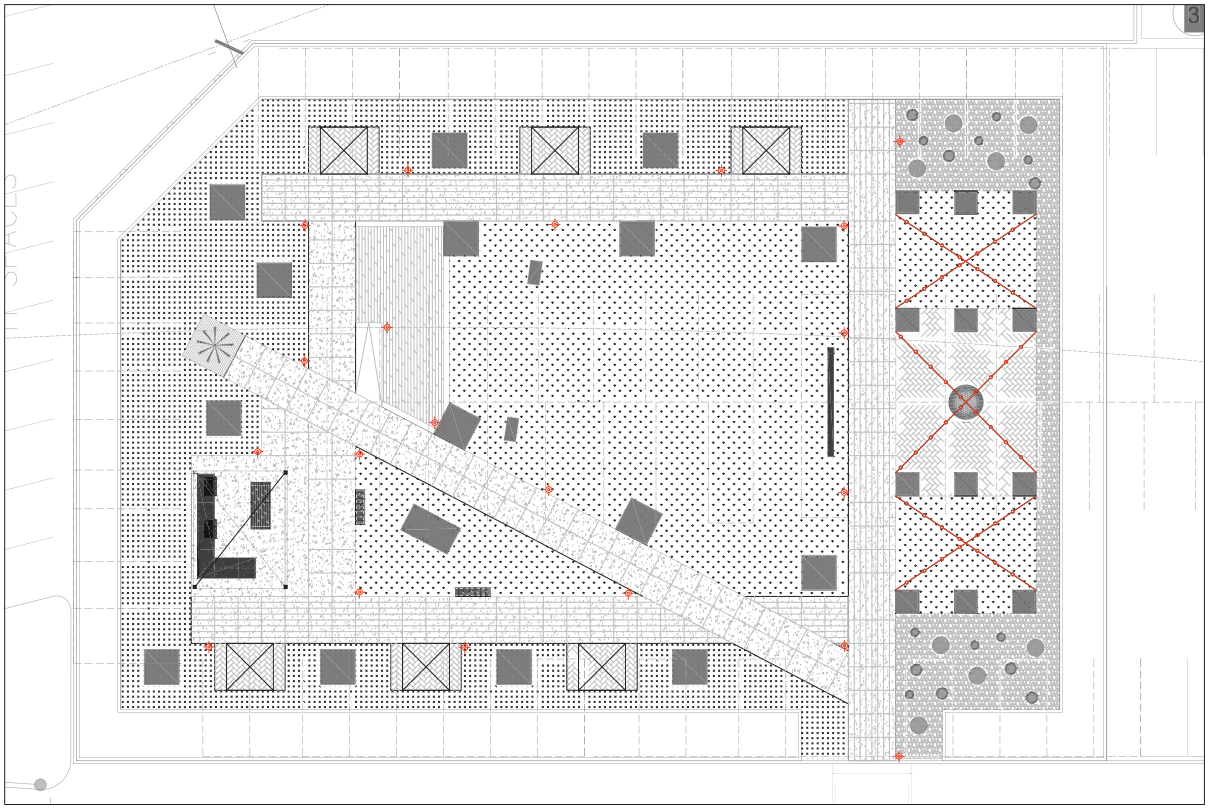
MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026



LIGHTING PLAN

GARAGE AMENITY DECK

0" 5' 10' 20'

SCALE: 1" = 10'-0"

A

LIGHTING LEGEND - GARAGE UPPER DECK

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

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

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1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE,IL

LIGHTING PLAN - GARAGE UPPER DECK

project: S26-106

date: 05.19.2026

L2.01

MAP AMENDMENT RESUBMITTAL #1 - 19-MAY-2026

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

WARE MALCOMB

ARCHITECTURE
PLANNING
INTERIORS
CIVIL ENGINEERING
BRANDING
BUILDING MEASUREMENT

2777 E. Camelback Rd., Suite #
Phoenix, AZ
P 480.7[illegible]

NEDER
NEDER CAPITAL SERVICES

1020 W. 31ST. REDEVELOPMENT

1020 W. 31 ST.
DOWNERS GROVE, ILLINOIS

COLOR RENDERING

	DATE	REMARKS
	4/21/2025	MAP AMENDMENT SUBMITTAL
A	5/19/2025	MAP AMENDMENT RESUBMITTAL #1

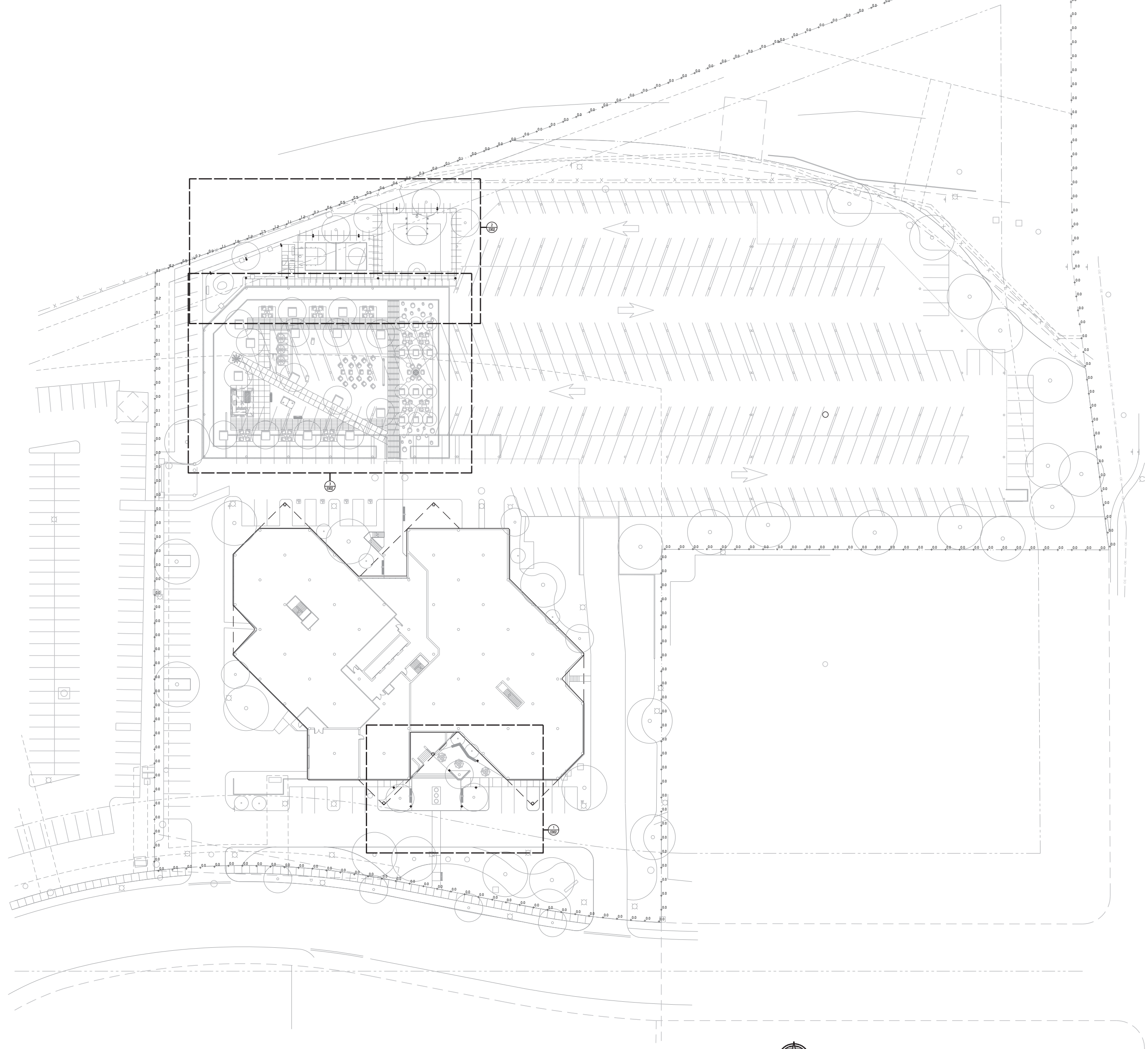
PA/PM:	Z. FOPPE
DRAWN BY.:	R.M.
JOB NO.:	PHX25-0152-00

SHEET
A8002

5/19/2025 3:42:19 PM

EXTERIOR LIGHTING FIXTURE SCHEDULE														
				MOUNTING										
MARK	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	RECESS.	SURF.	WALL	MOUNTING HEIGHT	FINISH	LED	CODE	WATTAGE	LUMENS	LIGHT LOSS FACTOR	REMARKS
"SL1"	TECHLIGHT	CTL-N-15L-T3-1-BZ-S215	POLE LIGHT		POLE		15'-0"	DK BRONZE	X	4000K	106	15,000	1.0	1
"SL2"	MAXLITE	(2) MP-AR-100-U-T4-CCTBA-PM-B	POLE LIGHT		POLE		25'-0"	DK BRONZE	X	3000K	150	20000	1.0	
"BL1"	KIM LIGHTING	PA7R-FT-NU-1-12L-020-3K7	BOLLARD		BOLLARD		3'-6"	DK BRONZE	X	3000K	22	2000	1.0	

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



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

LS&A Latimer Sommers & Associates, P.A.
CONSULTING ENGINEERS
3639 SW Summerfield Drive, Suite A
Topeka, Kansas 66614-3974
8625 College Boulevard, Suite 102
Overland Park, Kansas 66210
Telephone: (785) 233-3232
Email: lsapa@lsapa.com

1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE , IL

REVISIONS

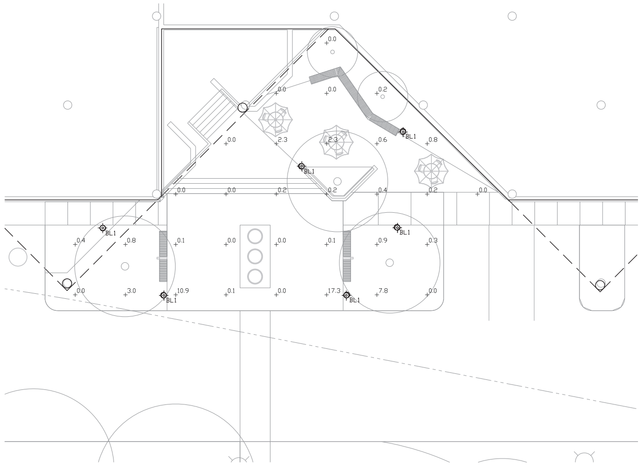
NO.	DESCRIPTION	DATE

DATE: 05/18/2026

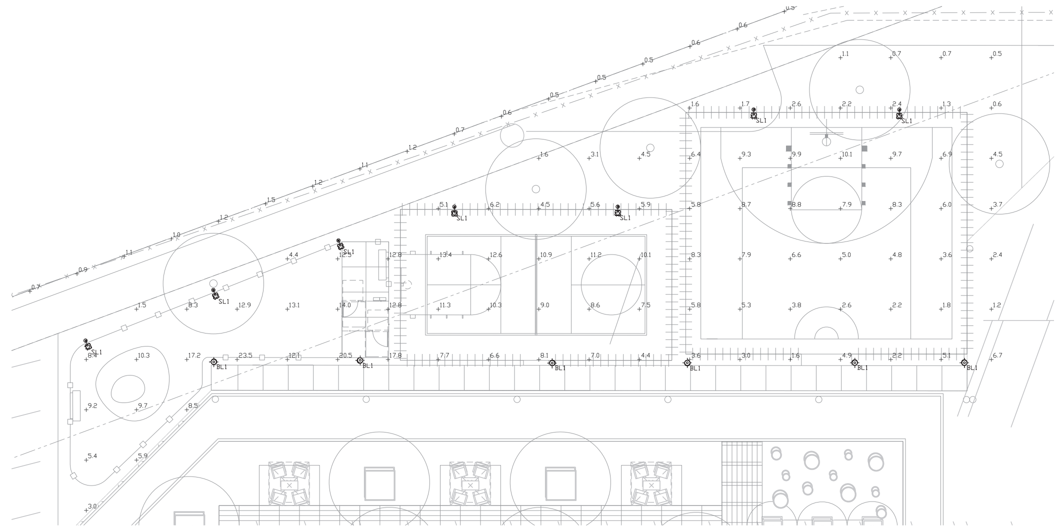
LSA PROJECT NO.: 2607012

SHEET DESCRIPTION: SITEP LAN - PHOTOMETRIC

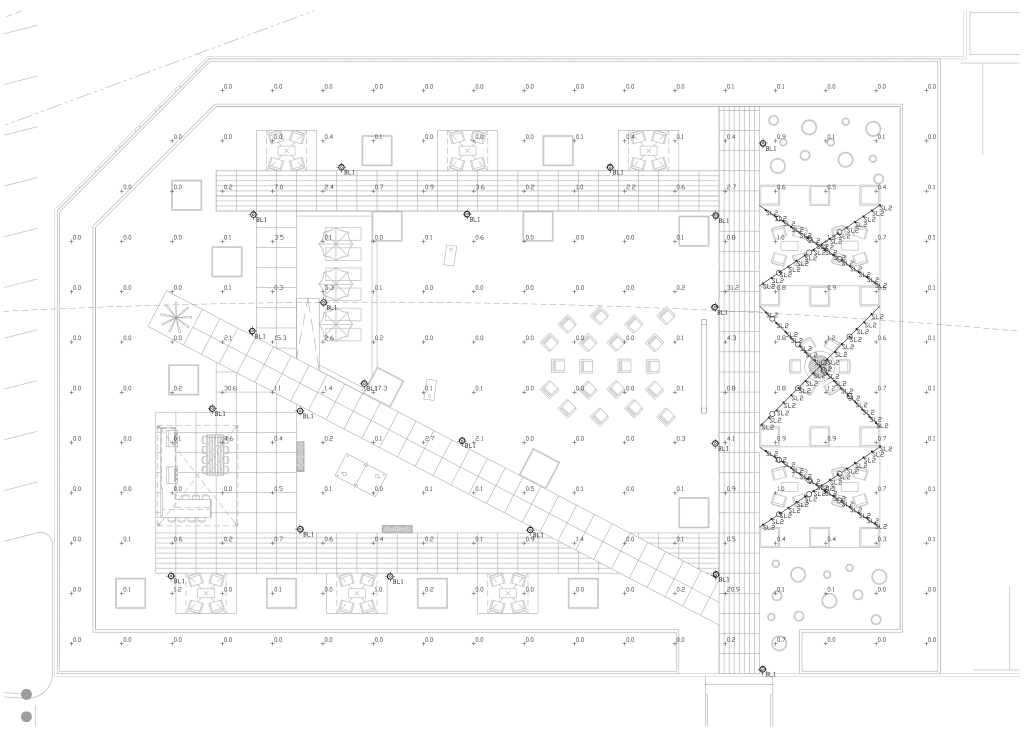
SHEET NO.: E001



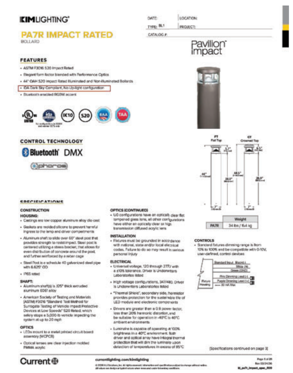
1 PARTIAL SITE PLAN - PHOTOMETRIC
1"=10'-0" ELECTRICAL NORTH

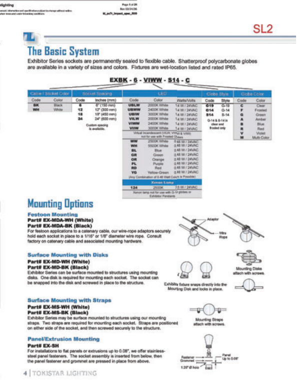


2 PARTIAL SITE PLAN - PHOTOMETRIC
1"=10'-0" ELECTRICAL NORTH



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





1020 W. 31ST REDEVELOPMENT

DOWNERS GROVE , IL

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REVISIONS

NO.	DESCRIPTION	DATE

DATE: 05/18/2026

LSA PROJECT NO.: 2607012

SHEET DESCRIPTION: SITEP LAN - PHOTOMETRIC

SHEET NO.: E002

Traffic Impact Study
Proposed Residential Development

Downers Grove, Illinois

Prepared For:

Highland Oaks Holding, LLC

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

April 22, 2026

1. Introduction

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

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

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

The sections of this report present the following:

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

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

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

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

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

Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

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

Site Location

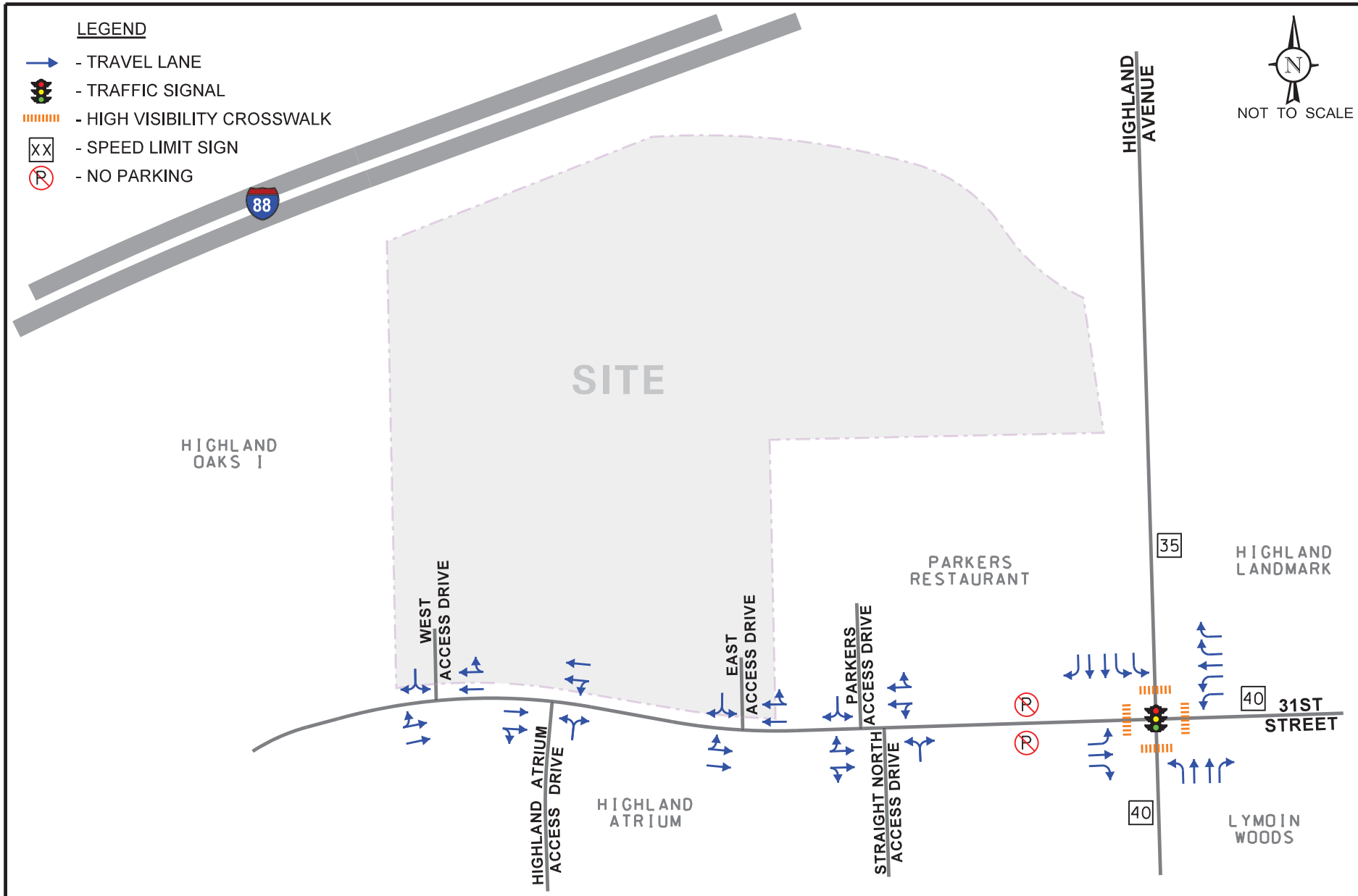
The site, which is located at 1020 W. 31st Street, is currently occupied by an approximately 245,194 square-foot office building. Land uses on both sides of 31st Street west of Highland Avenue are primarily office with Parkers Restaurant located just east of the site. To the south and southwest of site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

Existing Roadway System Characteristics

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

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

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



31st Street Apartment Development
Downers Grove, Illinois

Existing Roadway Characteristics

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

Job No: 26-111

Figure: 3

Existing Traffic Volumes

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

Crash Data Summary

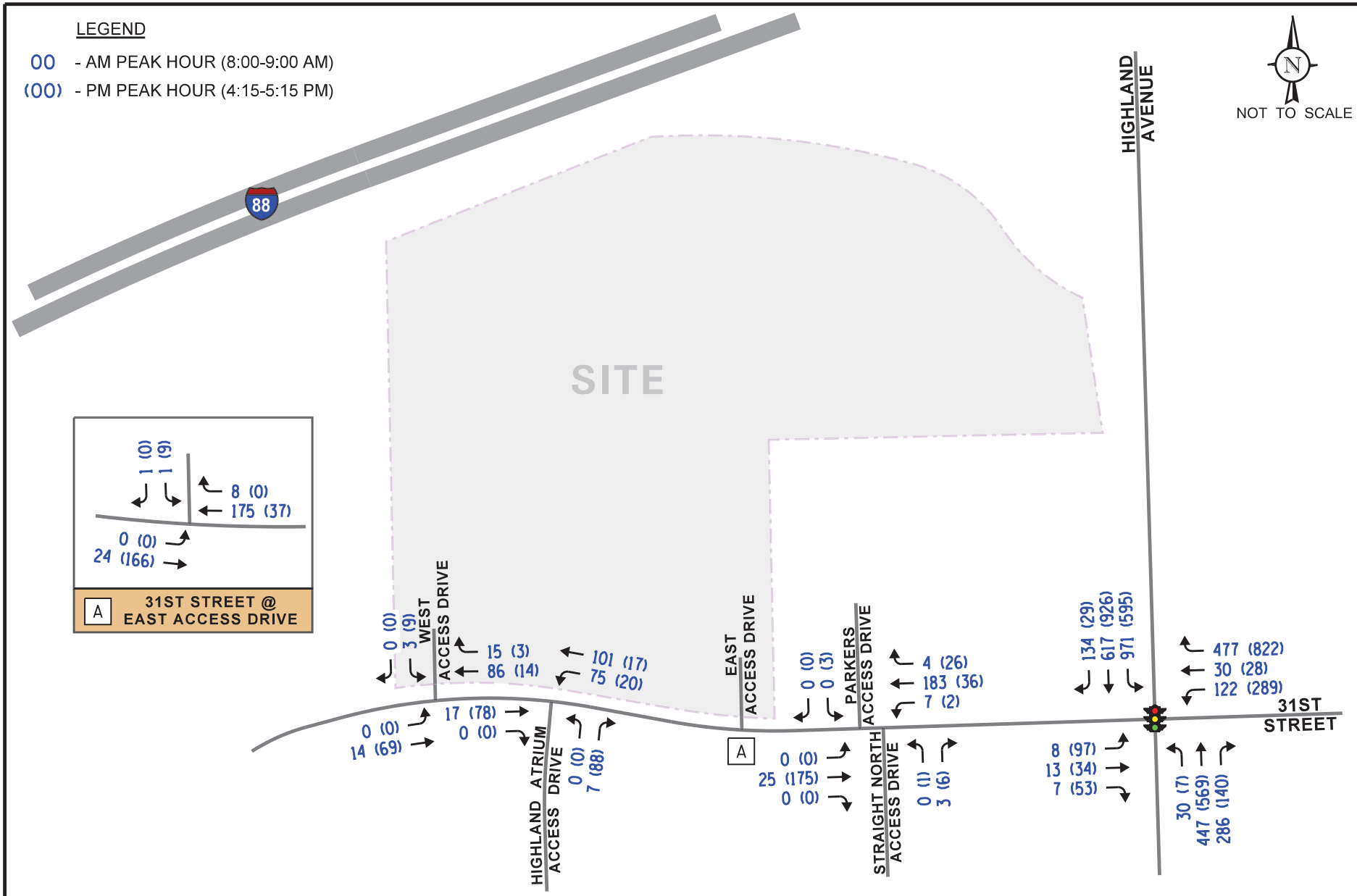
KLOA, Inc. obtained crash data[1] for the most recent available past five years (2020 to 2024) for the intersection of Highland Avenue with 31st Street. A review of the crash data indicated no fatalities were reported at the intersections during the review period. The crash data for the intersection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

Table 1
HIGHLAND AVENUE WITH 31st STREET – CRASH SUMMARY

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

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

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



31st Street Apartment Development
Downers Grove, Illinois

Existing Traffic Volumes

KLOA
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Job No: 26-111

Figure: 4

3. Traffic Characteristics of Proposed Development

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

Proposed Site and Development Plan

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

Directional Distribution

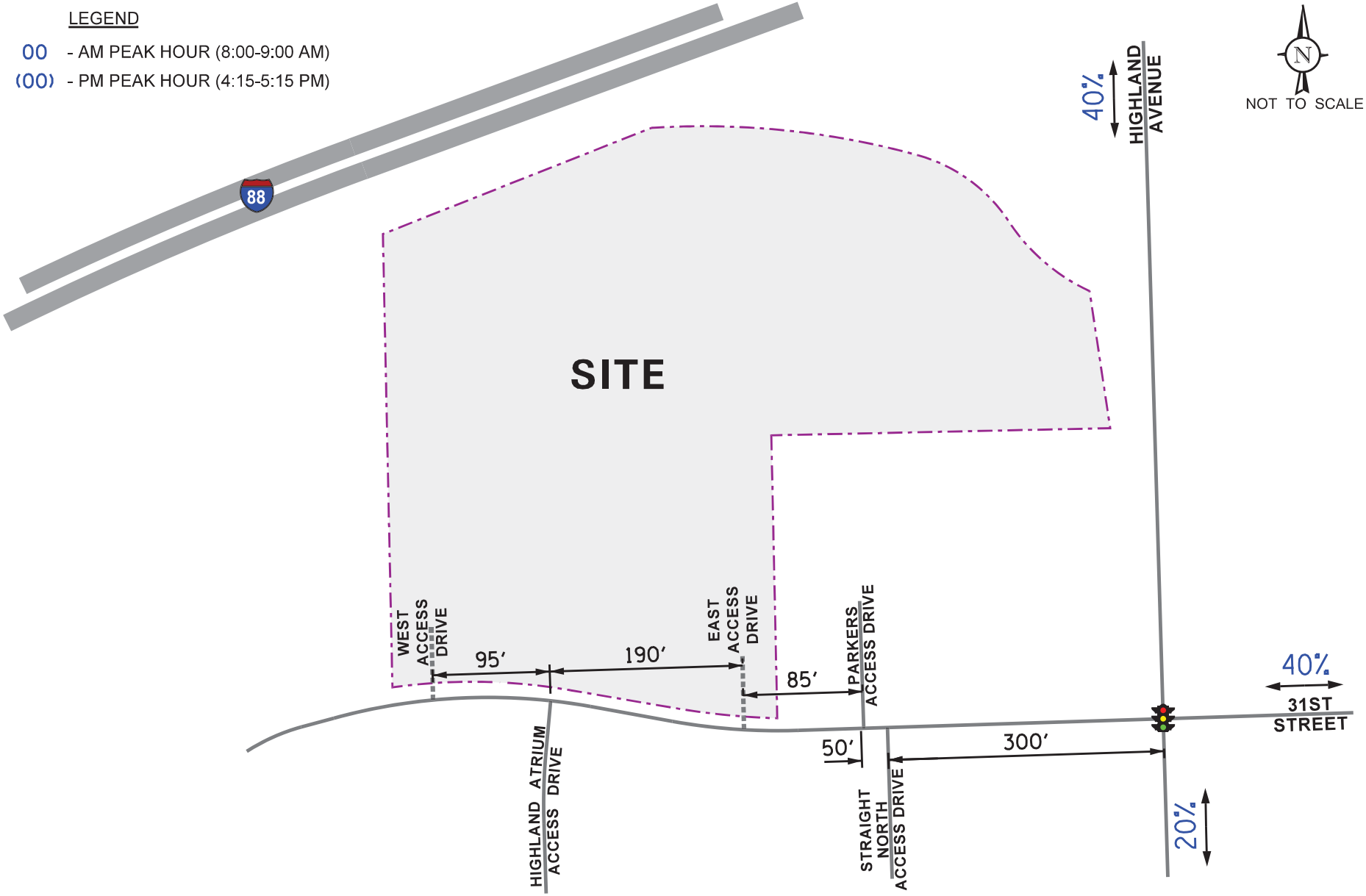
The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.

Development Traffic Generation

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

Table 2
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

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



31st Street Apartment Development
Downers Grove, Illinois

Directional Distribution

KLOA
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Job No: 26-111

Figure: 5

Trip Generation Comparison

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

Table 3
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

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

4. Projected Traffic Conditions

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

Development Traffic Assignment

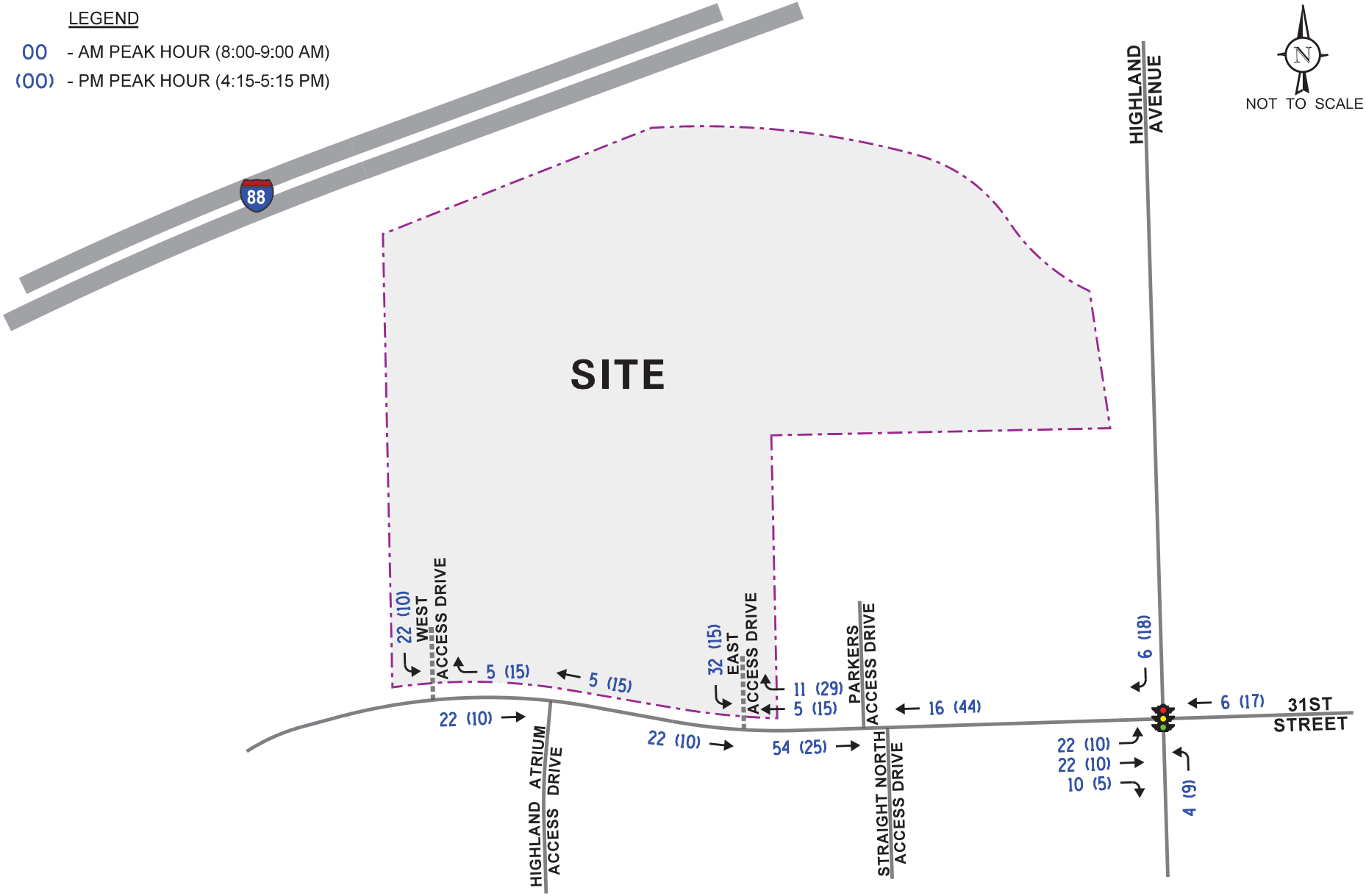
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background (No-Build) Traffic Conditions

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

Total Projected Traffic Volumes

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



31st Street Apartment Development
Downers Grove, Illinois

Site-Generated Traffic Volumes

KLOA
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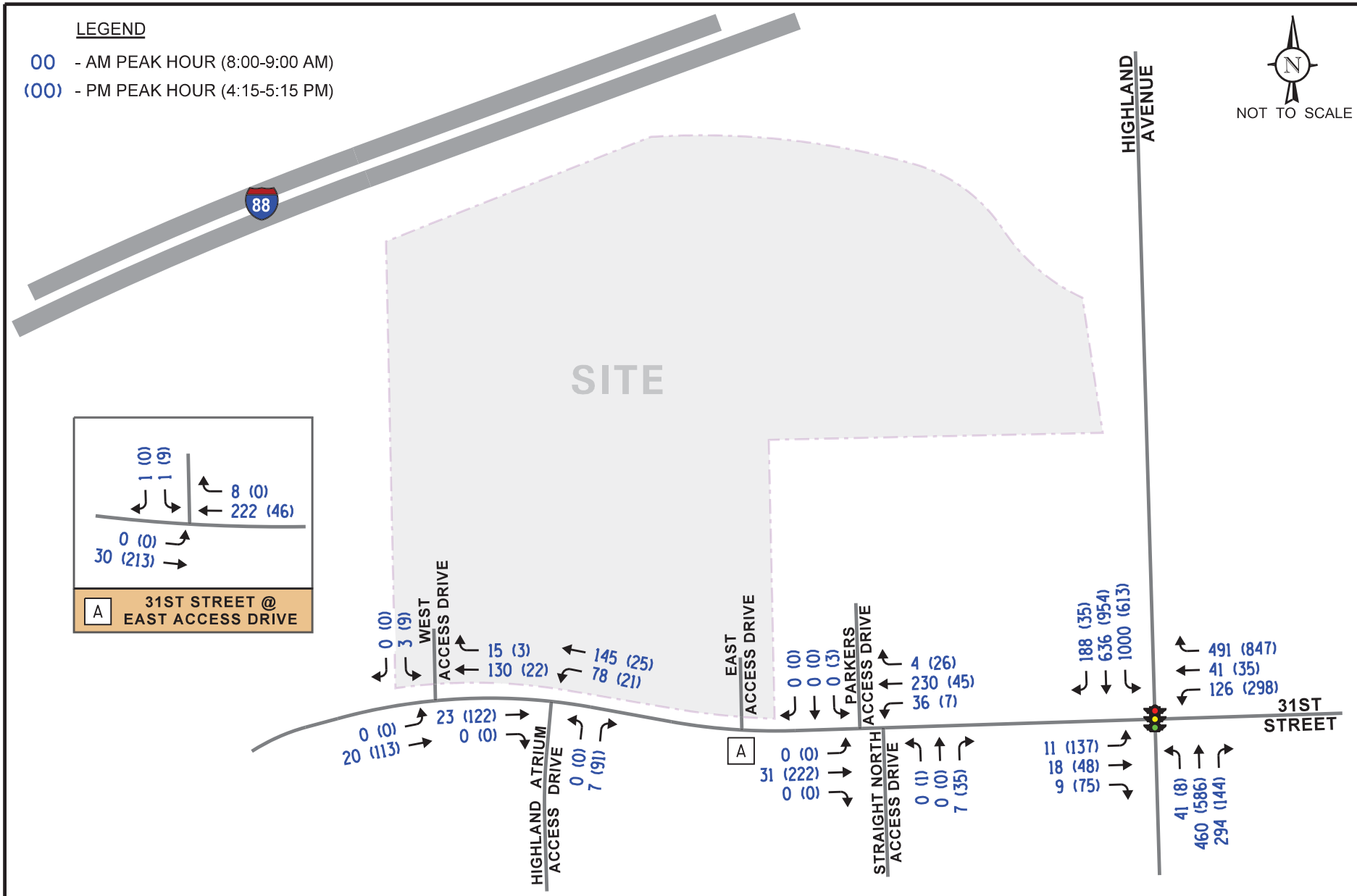
Job No: 26-111 Figure: 6

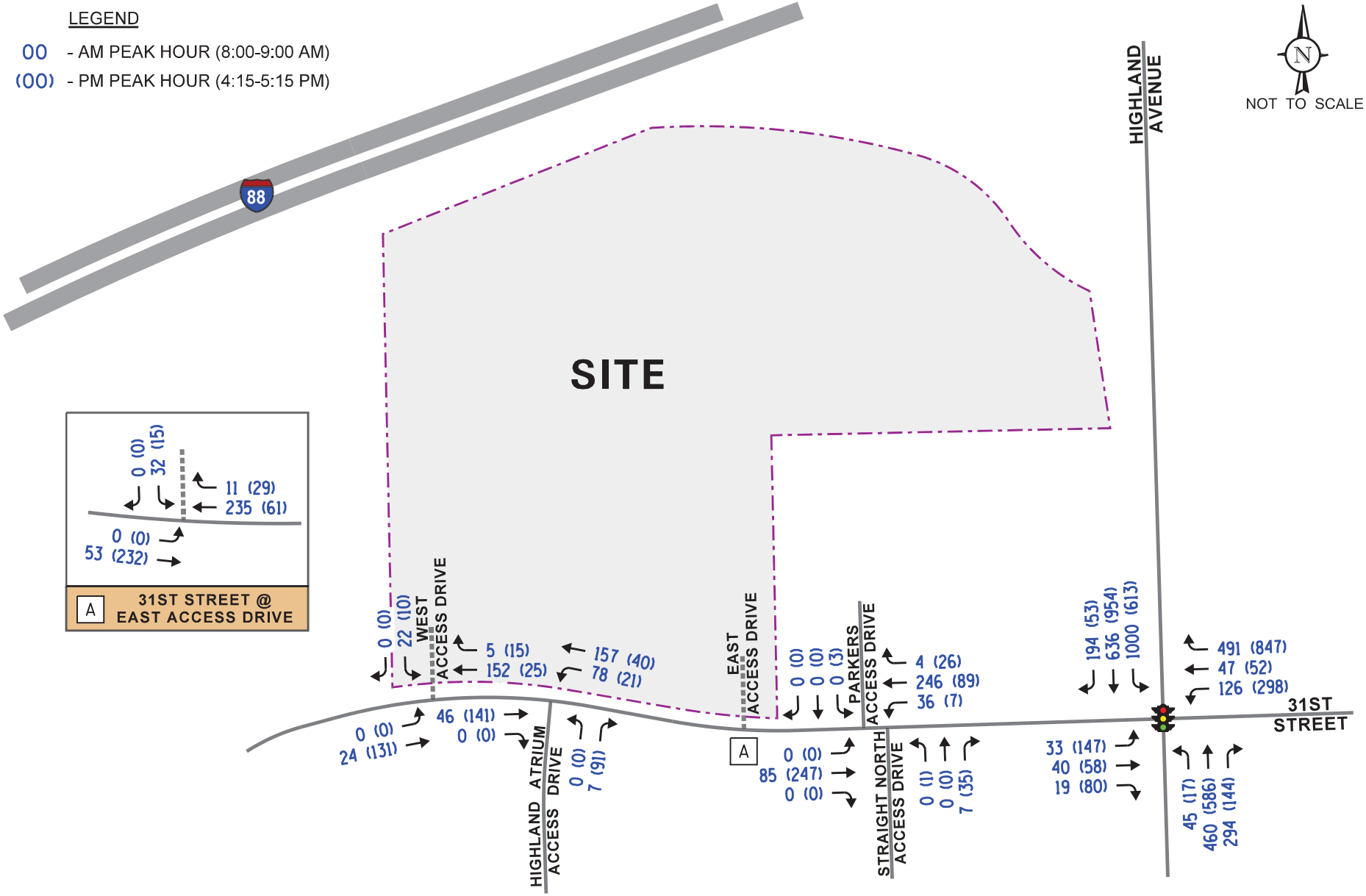


31st Street Apartment Development
Downers Grove, Illinois

Year 2031 No-Build Traffic Volumes

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

Job No: 26-111 Figure: 7



31st Street Apartment Development
Downers Grove, Illinois

Year 2031 Total Traffic Volumes

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

Job No: 26-111 Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

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

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

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

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

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

Table 4
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

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

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

Table 5
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS

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

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

Table 6
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS

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

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

Table 7
CAPACITY ANALYSIS RESULTS – PROJECTED CONDITIONS

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

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

Discussion and Recommendations

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

Highland Avenue with 31st Street

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

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

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

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

31st Street with Access Drives

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

Parking Evaluation

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

6. Conclusion

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

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

Appendix

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

Traffic Count Summary Sheets

Highland Ave and 31st St TMC - TMC

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

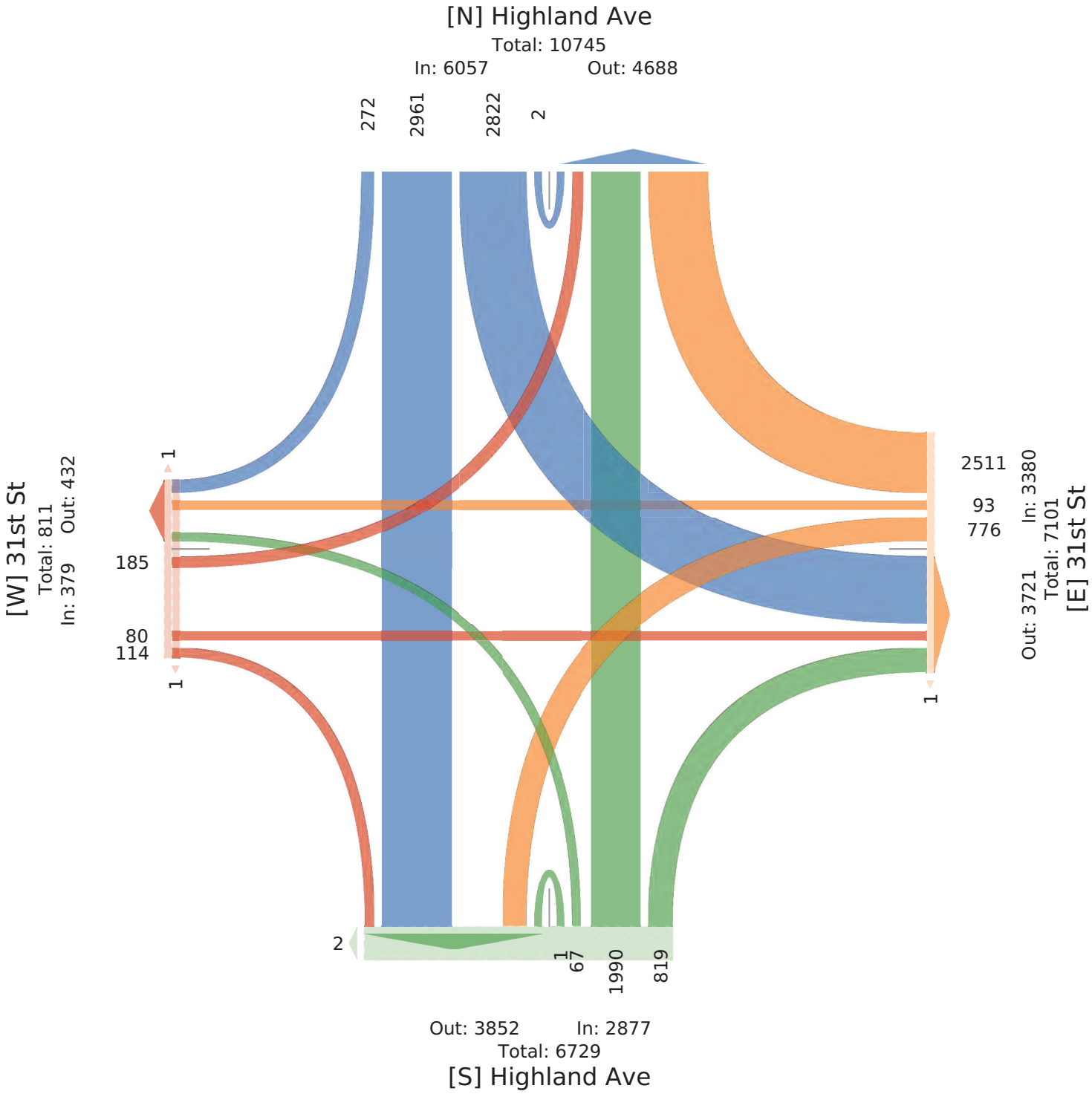
Provided by: Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400,
Rosemont, IL, 60018, US

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

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

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

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



Highland Ave and 31st St TMC - TMC

Tue Apr 7, 2026

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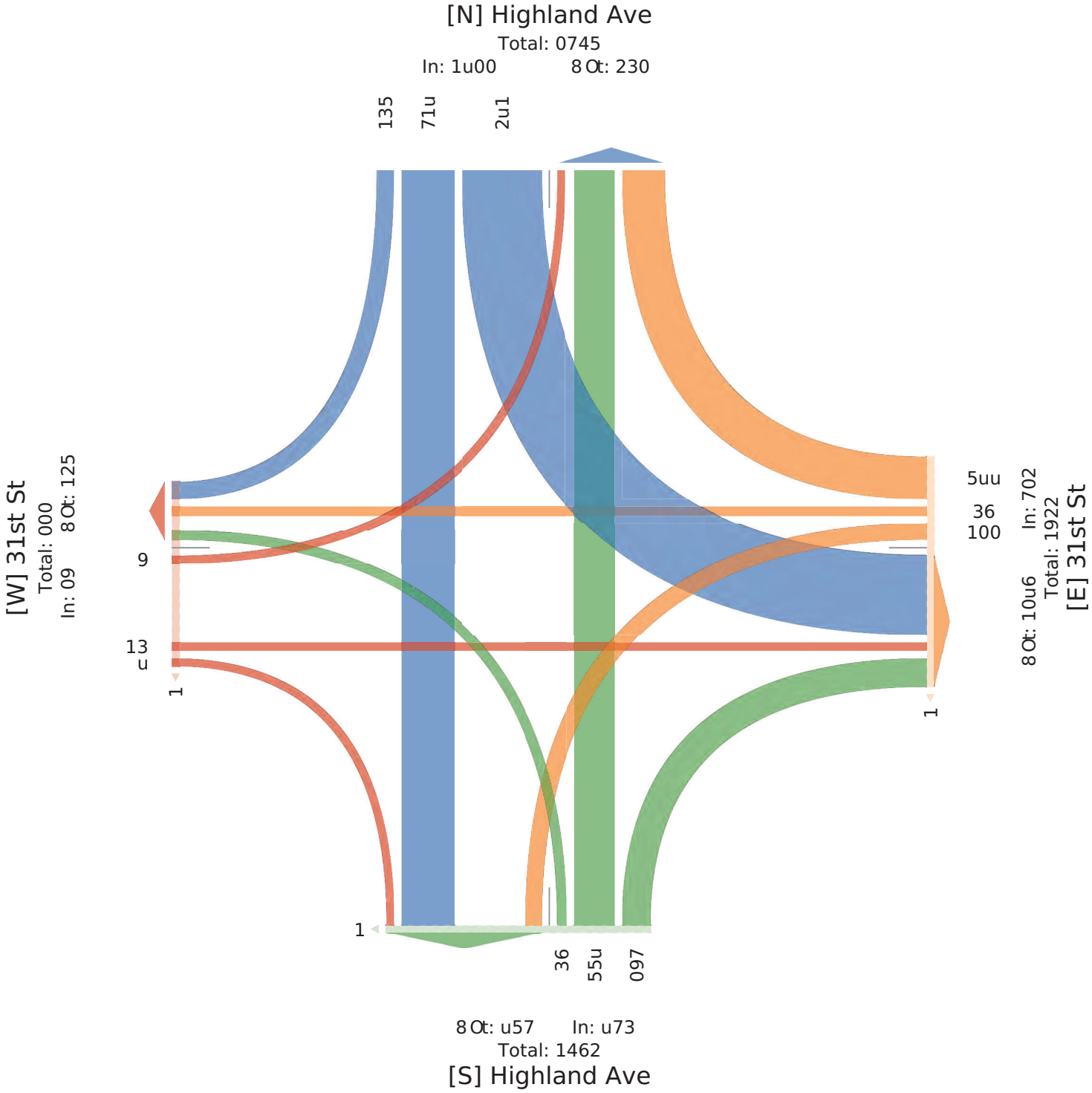
PeC I)recs)yS	1: 4s i s WL4s. yuSk						1: 4s i s 5 e4s. yuSk						')Ca-LSk ARe Eyrsa. yuSk						')Ca-LSk ARe i yusa. yuSk						
T)v e	o	T	P	U	App	l ekN	o	T	P	U	App	l ekN	o	T	P	U	App	l ekN	o	T	P	U	App	l ekN	n6s
2026h03h07 t D0AF	2	H	0	0	**7**	0	: 27	: 2	1(	0	**: 7t**	0	37	: 01	: 2	0	**: 62**	0	1H	: 1t	226	0	**1((**	0	**736**
t D-HAF	:	2	1	0	**6**	0	: 02	: 0	11	0	**: 3H**	:	72	: : 6	6	0	**: (3**	:	1t	: H7	222	0	**3: 7**	0	**762**
t D0AF	:	1	:	0	**H**	0	: 16	2	2:	0	**: H(**	0	t 6	: : t	6	0	**2: 0**	0	1:	: 32	236	0	**3: (**	0	**7(1**
t D3HAF	1	1	3	0	**: 0**	:	: : 2	6	2(	0	**: 37**	0	t :	: : 0	6	0	**: (7**	0	10	: t 0	277	0	**3t 7**	0	**t 3:**
TysLr	7	: 1	t	0	**2t**	:	377	10	: 22	0	**62(**	:	2t 6	337	10	0	**761**	:	: 13	6: 7	(7:	0	**: 722**	0	**1: 32**
*** AppryLca**	2H80*	3683*	2t 86*	0*	**h**	h	7H8 *	38 *	: (83*	0*	**h**	h	178H*	H: 86*	18(*	0*	**h**	h	78 *	1H8 *	H683*	0*	**h**	h	h
*** TysLr**	082*	083*	081*	0*	**08(***	h	: H82*	: 80*	18(*	0*	**2080***	h	(8 *	: 382*	: 80*	0*	**238 1***	h	381*	: (86*	108(*	0*	**H88 ***	h	h
l ' %	08H 1	086H0	08H0	h	**08700**	h	08 177	0862H	087t 2	h	**08 t 1**	h	08 1:	08(37	0862H	h	**08(0t**	h	08 t 2	08 H7	08 176	h	**08 t 3**	h	08(13
P)Cas4	7	: 1	7	0	**27**	h	360	10	: 20	0	**6: 0**	h	2t 3	313	10	0	**73t**	h	: 11	606	(H(	0	**: 6(t**	h	10t 1
*** P)Cas4**	: 00*	: 00*	t 78H*	0*	**(68 ***	h	(68 *	: 00*	(t 8 *	0*	**(780***	h	((81*	(78 *	: 00*	0*	**(t 80***	h	((81*	(t 82*	(t 8 *	0*	**(t 86***	h	(t 8 *
i)SC-ehUS)s Trucn4	0	0	:	0	**:**	h	: 3	0	2	0	**: 6**	h	2	: :	0	0	**: 1**	h	:	3	: :	0	**: 6**	h	36
*** i)SC-ehUS)s Trucn4**	0*	0*	: 28H*	0*	**186***	h	28(*	0*	: 86*	0*	**28H***	h	087*	28H*	0*	0*	**: 87***	h	087*	086*	: 8 *	0*	**08(***	h	: 8H*
Ars)cu-Lsek Trucn4	0	0	0	0	**0**	h	:	0	0	0	**:**	h	0	0	0	0	**0**	h	0	2	:	0	**1**	h	3
*** Ars)cu-Lsek Trucn4**	0*	0*	0*	0*	**0***	h	082*	0*	0*	0*	**082***	h	0*	0*	0*	0*	**0***	h	0*	081*	08 *	0*	**082***	h	08 *
du4e4	0	0	0	0	**0**	h	2	0	0	0	**2**	h	0	2	0	0	**2**	h	0	H	0	0	**H**	h	(
*** du4e4**	0*	0*	0*	0*	**0***	h	083*	0*	0*	0*	**081***	h	0*	083*	0*	0*	**081***	h	0*	08 *	0*	0*	**081***	h	081*
d)cBc-e4 yS o yLk	0	0	0	0	**0**	h	0	0	0	0	**0**	h	0	0	0	0	**0**	h	0	0	0	0	**0**	h	0
*** d)cBc-e4 yS o yLk**	0*	0*	0*	0*	**0***	h	0*	0*	0*	0*	**0***	h	0*	0*	0*	0*	**0***	h	0*	0*	0*	0*	**0***	h	0*
l eke4sr)LS4	h	h	h	h	h	:	h	h	h	h	h	:	h	h	h	h	h	:	h	h	h	h	h	0	
* l eke4sr)LS4	h	h	h	h	h: 00*		h	h	h	h	h: 00*		h	h	h	h	h: 00*		h	h	h	h	h	h	h

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

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

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



Highland Ave and 31st St TMC - TMC

Tue Apr 7, 2026

Fl FeLn gth(MFl - Mi(MFl 9 - 4 PerL)) FeLn Caur

A)) s)Liiei gSUckd, BUyc)e-o yUd TruRni, ArdURu)Ldev TruRni, muiei, Feveid-UUyi, mURIR)ei ay DaLv9

A)) l aPe: eyd

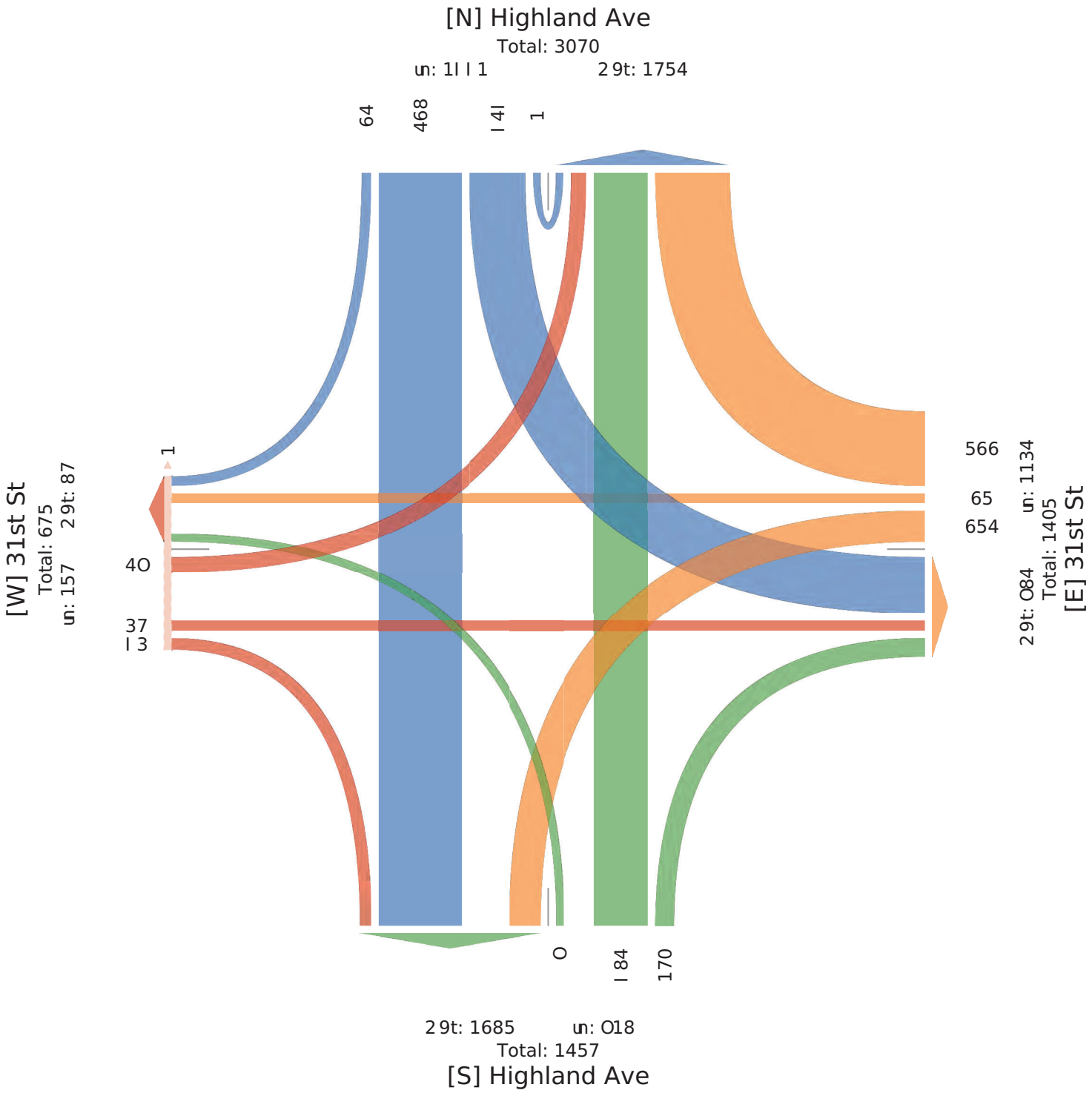
13 h(8. 787. , SaRLdayht (b 8(0(2, -. . b0(0. t 2

FraPUvev KIhOeyUd SUyvcrey 4 'CLrL AKaayL, 1yRb HMYM5 bCUdcUyi Dvb, BuUde t 00, Daie: ayd, 1S, 600(. , o B

Sec 3 UveRday	8(idBd WUidKauyv						8(idBd 5 eidKauyv						CUdk)Lyv APe EardKauyv						CUdk)Lyv APe BaudKauyv						
TUe	D	T	S	o	App	FevN	D	T	S	o	App	FevN	D	T	S	o	App	FevN	D	T	S	o	App	FevN	lyd
2026-0t -07 t h(MFl	.	2	(t	0	2t	0	2(0	t	6M	0	27H	0	82	(68	t	0	(HH	0	7	220	(t 7	(	87M	0	. 77
t h80Fl	(6	((	26	0	M8	0	2(t	(8	7(	0	2H	0	2M	(80	2	0	(M7	0	t	2(8	(MM	0	872	0	. . 0
t ht MFl	H	H	(7	0	8M	0	2(8	t	6H	0	2. 6	0	t 8	(80	0	0	(78	0	(t	288	(t .	0	8HM	0	. . H
Mi00Fl	20	(2	t 0	0	72	(	(. M	7	. t	0	276	0	t 0	(t 6	(	0	(. 7	0	t	260	(t M	0	t 0H	0	H t
Tadi)	M8	8t	H7	0	(. t	(	. 22	2.	2. H	0	((8H	0	(t 0	M6H	7	0	7(6	0	2H	H26	MHM	(	(MM(	0	8MH0
* AppraLRk	2. b *	(. bMf	M2b7*	0*	-	-	72b2*	2bMf	2Mu*	0*	-	-	(H66*	7HBMf	(b0*	0*	-	-	(bH*	MHb7*	8. hu*	0b(*	-	-	-
* Tadi)	(bMf	0bH*	2b7*	0*	M(*	-	22bH*	0b *	. h(*	0*	8(b7*	-	8bH*	(Mb *	0b2*	0*	(HH*	-	0b *	2Mb *	(6b6*	0*	t 8b2*	-	-
FC%	0b668	0b70.	0b606	-	0b68H	-	0bH60	0bM8.	0b 60	-	0HM6	-	0b (t	0b 78	0hu 8.	-	0b HH	-	0bM(.	0b HD	0bH60	0b2M0	0bH.	-	0bH M(
Sdckd	M2	8t	H7	0	(. 8	-	. ((	27	2. 6	0	((2t	-	(t 0	M68	7	0	7(0	-	2H	H2(	M 6	(	(M87	-	8MM
* Sdckd	H b(*	(00*	(00*	0*	HHMf	-	H b7*	H6u *	HHb0*	0*	H b7*	-	(00*	H bH*	(00*	0*	HH2*	-	(00*	HHMf	H bMf	(00*	HH(*	-	HHb0*
BUyc)e-o yUd TruRni	(	0	0	0	(	-	.	(	2	0	((	-	0	2	0	0	2	-	0	0	M	0	M	-	(H
* BUyc)e-o yUd TruRni	(HH*	0*	0*	0*	0bMf	-	(b0*	8b6*	0b7*	0*	(b0*	-	0*	0hu *	0*	0*	0b8*	-	0*	0*	0b *	0*	0b8*	-	0bMf
ArdURu)Ldev TruRni	0	0	0	0	0	-	2	0	0	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	t
* ArdURu)Ldev TruRni	0*	0*	0*	0*	0*	-	0b2*	0*	0*	0*	0b2*	-	0*	0*	0*	0*	0*	-	0*	0b2*	0*	0*	0b(*	-	0b(*
muiei	0	0	0	0	0	-	(	0	(	0	2	-	0	t	0	0	t	-	0	8	t	0	7	-	(8
* muiei	0*	0*	0*	0*	0*	-	0b(*	0*	0b8*	0*	0b2*	-	0*	0b7*	0*	0*	0b6*	-	0*	0b8*	0b7*	0*	0bMf	-	0hu *
mURIR)ei ay DaLv	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
* mURIR)ei ay DaLv	0*	0*	0*	0*	0*	-	0*	0*	0*	0*	0*	-	0*	0*	0*	0*	0*	-	0*	0*	0*	0*	0*	-	0*
Feveid-UUyi	-	-	-	-	-	(	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
* Feveid-UUyi	-	-	-	-	- (00*		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NFeveid-UUyi Lyv mURIR)ei ay s raiiwL)nbShSefd, DhDUckd, ThTkru, o ho -Tury

Highland Ave and 31st St TMC - TMC
Tue Apr 7, 2026



31st and Western Access Drive TMC - TMC

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

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

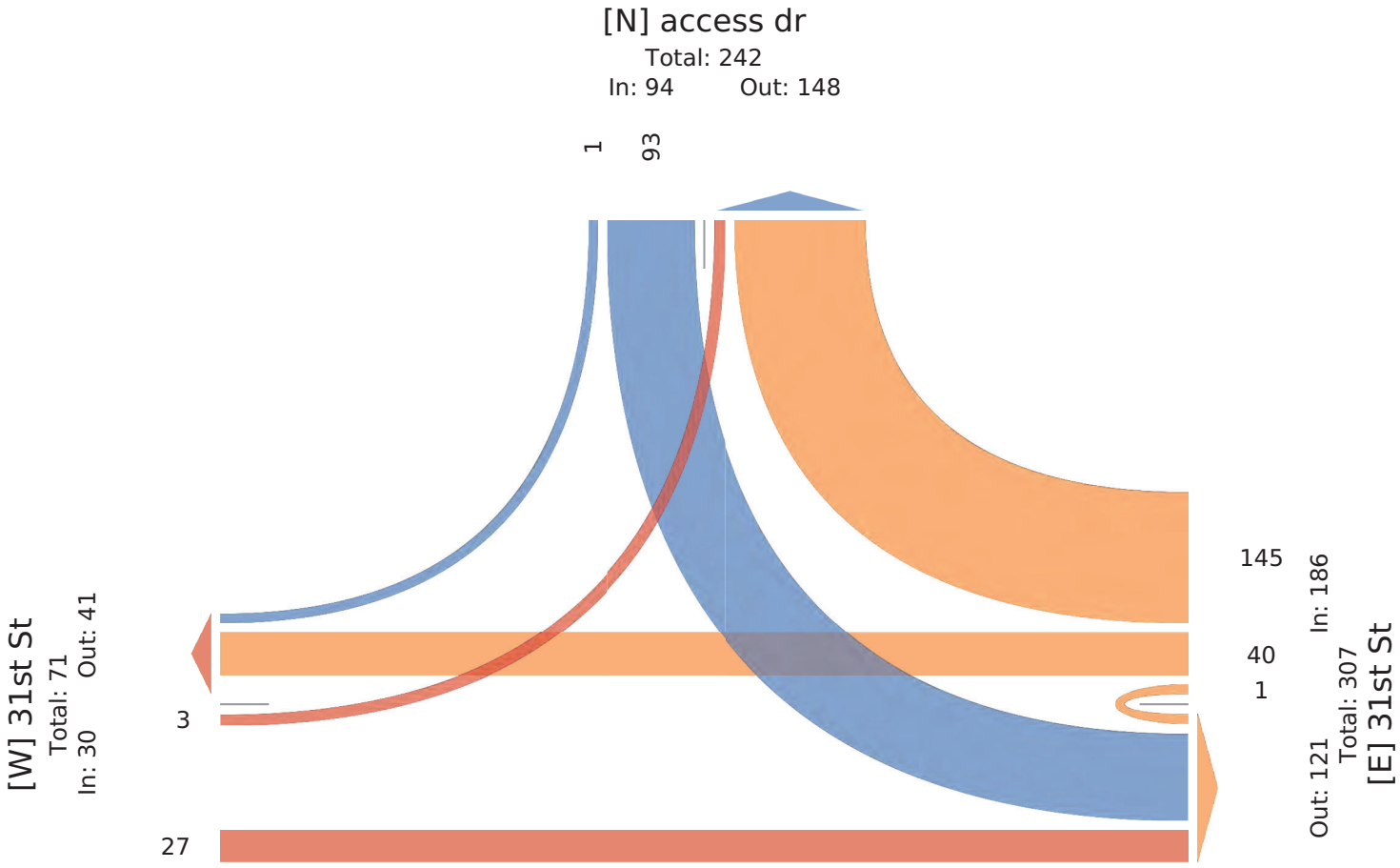
Leg	31st St					31st St					access dr					
Direction	Eastbound					Westbound					Southbound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-26 7:00AM	0	0	0	**0**	0	4	9	0	**13**	0	0	1	0	**1**	0	**14**
7:15AM	0	0	0	**0**	0	11	3	0	**14**	0	0	2	0	**2**	0	**16**
7:30AM	0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

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

31st and Western Access Drive TMC - TMC

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

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



31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026

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

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

F PPMC4LD LBki

:1 t 3(Ag(A0, SCoakUCBt 83.A(05b8, 7AA 03805g

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

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

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

[p] l LRLikrUaBi aBR v UomoPLi CBs rCiiwaPe. St SLfk, I t I Uchk, Tt Thru, y t y 7TurB

31st and Western Access Drive TMC - TMC

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

Provided by: Kenig Lindgren O'Hara Aboona, Inc.
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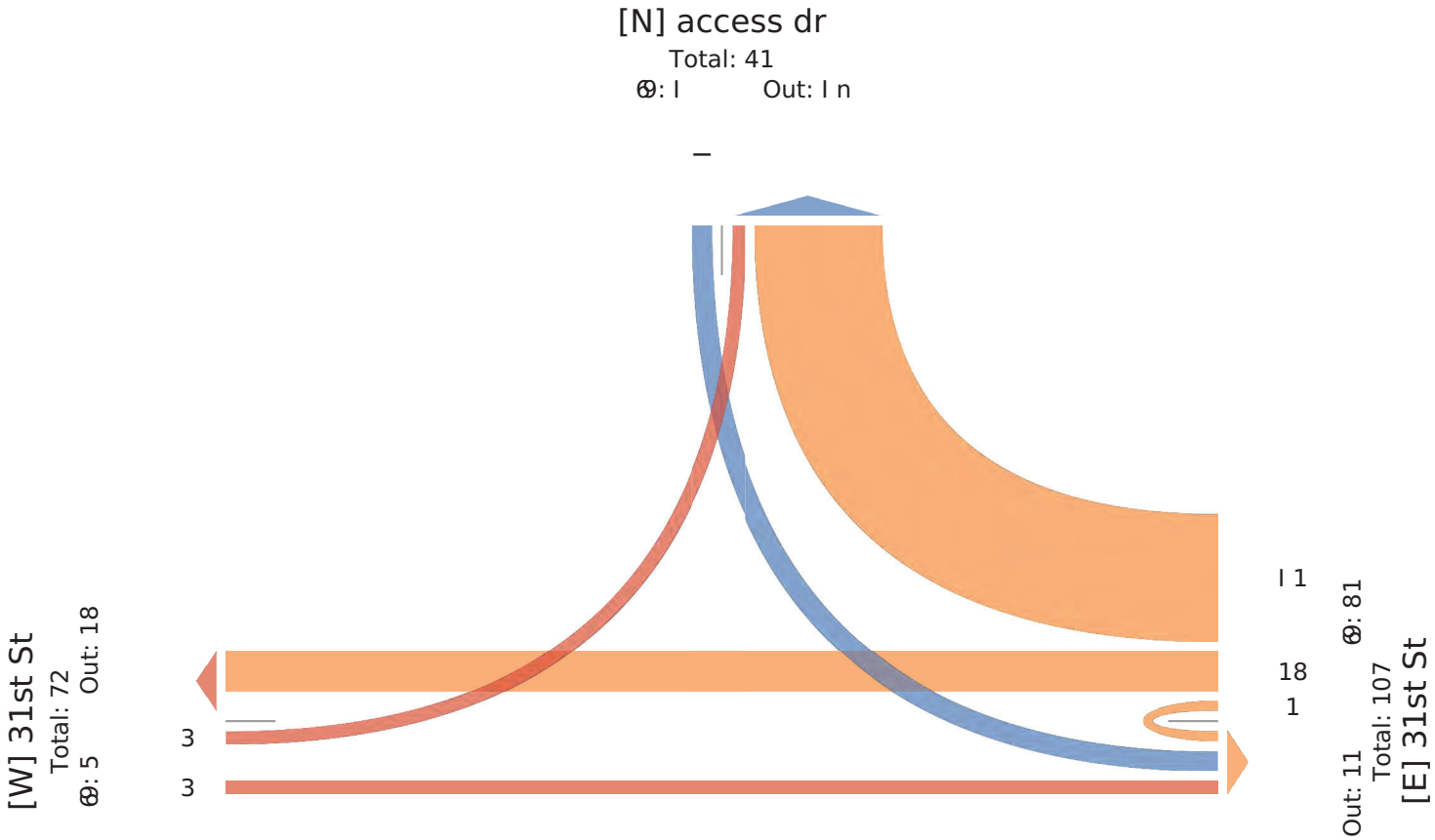


31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026

FM Fl aL eng: 0 FM (7g: 0 FMA

- 994 9aPPl Pe) GshiP, SCLs 9l (c UG TrukLP, - riCku9ail d TrukLP, BuPl P, Fl dl PirGaUP, BCkyk9l PoURoadA

- 99Movl ml UiP

IDg: t 13t 10,) okaiGoUgn: 81t 0. 7n, (1180: n0. 3

FrovGdl d 5ygb l UGs) CLdsrl UKO ara - 5ooUa, IUk8

. 737 H 8' GssCLP Rd8, SuGil n00, RoPl moUi, I) , 600: 1, c S

) l s DGl kiGoU	t : Pi Si WaP5ouUd					t : Pi Si H l Pi5ouUd					akkl PPdr Souih5ouUd					
TGml	T	)	c	- EE	Fl dp	R	T	c	- EE	Fl dp	R	)	c	- EE	Fl dp	IUi
2026(0t (26 ng: 0FM	:	0	0	**:**	0	6	0	0	**6**	0	0	22	0	**22**	0	**2.**
ng:17FM	t	0	0	**t**	0	:	0	0	**:**	0	:	: 6	0	**: 3**	0	**2:**
7g00FM	n	0	0	**n**	0	n	0	0	**n**	0	0	: 7	0	**: 7**	0	**2t**
7g 7FM	7	0	0	**7**	0	n	:	0	**7**	0	0	: :	0	**: :**	0	**2:**
Toia9	: t	0	0	**: t**	0	: 7	:	0	**: 6**	0	:	6n	0	**67**	0	**. n**
*** - EEroakh**	: 00*	0*	0*	**(**	(	. t 8l*	68: *	0*	**(**	(	: 87*	. 187*	0*	**(**	(	(
*** Toia9**	: t 8l*	0*	0*	**: t 8l***	(	: 68)*	: 8 *	0*	**: 38)***	(	: 8 *	6188 *	0*	**6. 8 ***	(	(
F' %	08670	(	(	**08670**	(	08627	08270	(	**08663**	(	08270	08323	(	**088t .**	(	081: 0
) GshiP	: t	0	0	**: t**	(	: n	:	0	**: 7**	(	:	6n	0	**67**	(	. t
***) GshiP**	: 00*	0*	0*	**: 00***	(	. t 8: *	: 00*	0*	**. t 8l***	(	: 00*	: 00*	0*	**: 00***	(	. 18 *
SCLs 9l (c UG TrukLP	0	0	0	**0**	(	:	0	0	**:**	(	0	0	0	**0**	(	:
*** SCLs 9l (c UG TrukLP**	0*	0*	0*	**0***	(	68)*	0*	0*	**68: ***	(	0*	0*	0*	**0***	(	: 8 *
- riCku9ail d TrukLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** - riCku9ail d TrukLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
BuPl P	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** BuPl P**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
BCkyk9l PoURoad	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** BCkyk9l PoURoad**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
Fl dl PirGaUP	(	(	(	(	0	(	(	(	(	0	(	(	(	(	0	
* Fl dl PirGaUP	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

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

31st and Western Access Drive TMC - TMC

Thu Mar 26, 2026

AM APae k(7: 0 AM 3 - 7: 0 AM8

) OOv OallPl kHoChsl, LoiOOP3g i os Trut el,) rsotuOasPS Trut el, n ulPl, APSPlsroai l,

n otUtOPl ci d caS8

) OOMcBPy Pi sl

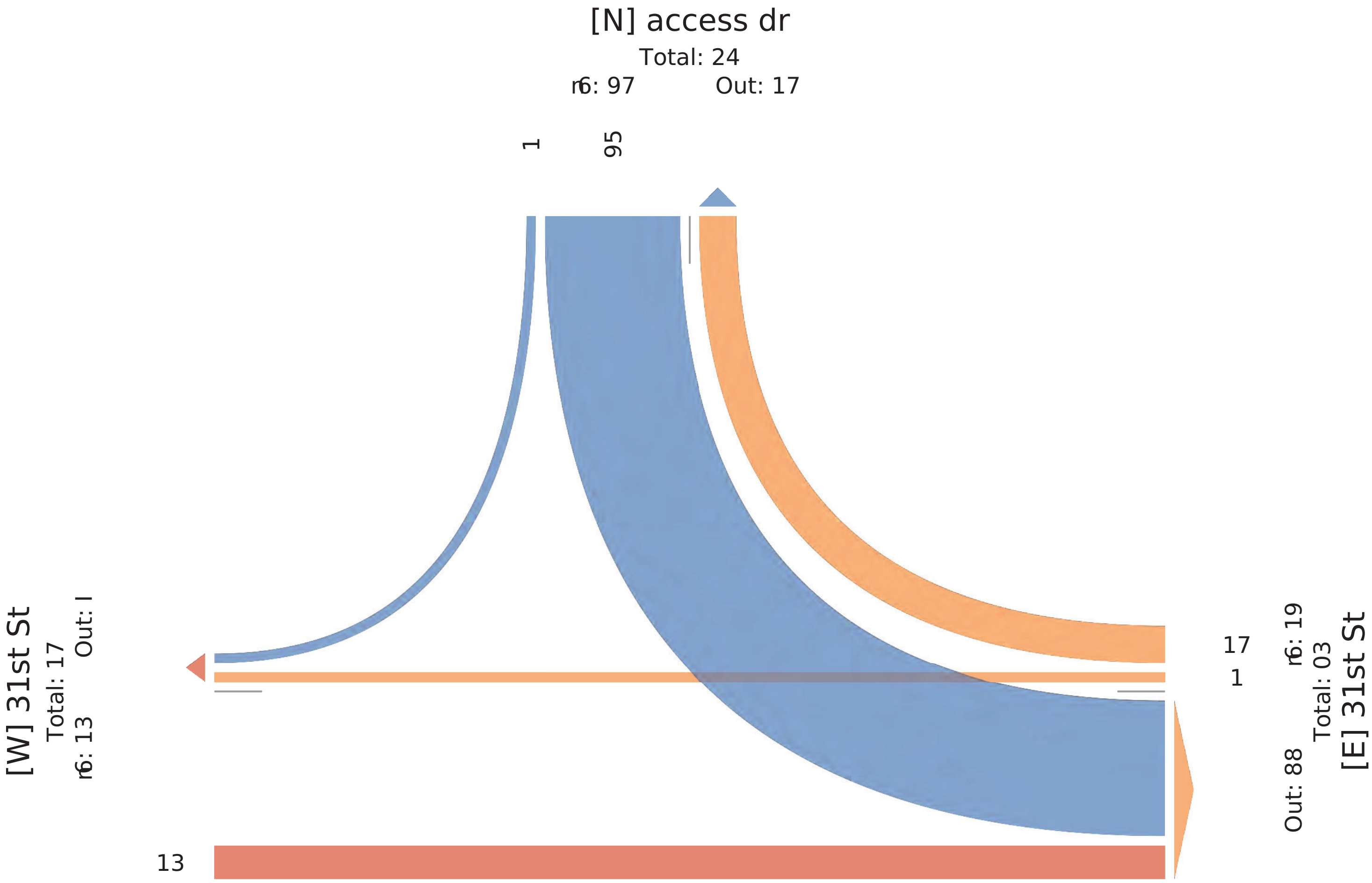
Rm7I : D1: D0, Hct asoci 7(I 4D 0. - (, 3DD40I (0. 1

ArcBoSPS 9U75 Pi oC Hoi SCrPi b K ara) 9cci a,

Rt 4

. - 1- W4' oCCoi l d S4 LuosP (00,

d cl Py ci s, RH, 600I D g L



31st St and Eastern Access Dr TMC - TMC

Tue A pr 7, 2707,
6eHFl Lngtu h(MA -9 MA 24 PA -, PA)
MHFCFpaaLa hl sguta2i sngHL-S nst TreUca2MrtsUeEptLk TreUca2d eaLa2PLkLatrspna2 d sUBUHLa yn o ypk)
MHFA yRLv Lnta
mh D: 13(13, 2l yUptsynD4: 83109((2-338 0: : 9(7

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

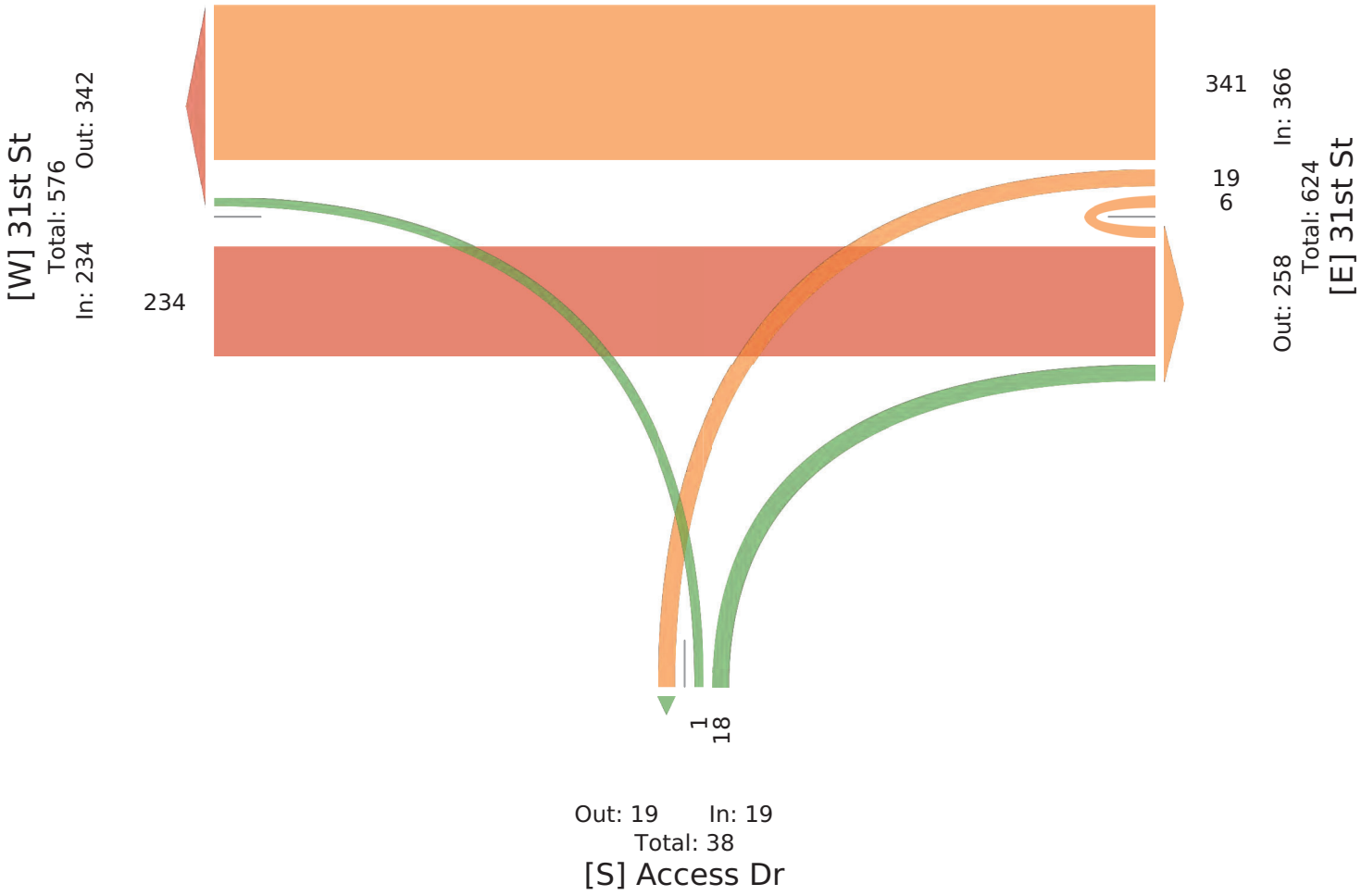
l Ig I srLUtsyn	1: at i t Wpat. yenk					1: at i t 5 Lat. yenk					MUULaa I r Eyrtu. yenk					
Tsv L	o	T	S	MNN	PLk*	T	l	S	MNN	PLk*	o	l	S	MNN	PLk*	mt
707, -01-7, (D0MA	0	:	0	:	0	: 7	0	0	: 7	0	0	0	0	0	0	: 1
(DHMA	0	7	0	7	0	74	1	0	7(	0	7	0	0	7	0	1:
(D0MA	0	1	0	1	0	1:	1	0	14	0	7	0	0	7	0	19
(H4HMA	0	H	0	H	0	43	7	0	HD	0	:	0	0	:	0	H,
' yerHB TytpF	0	: :	0	: :	0	: : H	3	0	: 71	0	H	0	0	H	0	: 19
3D0MA	0	3	0	3	0	13	:	0	19	0	0	0	0	0	0	4(
3DHMA	0	1	0	1	0	13	7	0	40	0	0	0	0	0	0	41
3D0MA	0	1	0	1	0	7,	7	0	73	0	0	0	0	0	0	1:
3H4HMA	0	4	0	4	0	70	7	:	71	0	1	0	0	1	0	10
' yerHB TytpF	0	: 3	0	: 3	0	: 77	(	:	: 10	0	1	0	0	1	0	: H
4D0PA	0	: 3	0	: 3	0	: 7	0	:	: 1	0	7	0	0	7	0	11
4DHPA	0	: 4	0	: 4	0	70	:	:	77	0	4	0	0	4	0	40
4D0PA	0	19	0	19	0	: (	0	0	: (	0	0	0	0	0	0	H,
4H4HPA	0	74	0	74	0	: 7	0	:	: 1	0	0	0	0	0	0	1(
' yerHB TytpF	0	9H	0	9H	0	, :	:	1	, H	0	,	0	0	,	0	: , ,
HD0PA	0	40	0	40	0	: 4	:	0	: H	0	7	:	0	1	0	HB
HDHPA	0	17	0	17	0	: 0	:	:	: 7	0	0	0	0	0	0	44
HD0PA	0	74	0	74	0	: 7	0	:	: 1	0	0	0	0	0	0	1(
H4HPA	0	: 4	0	: 4	0	(	:	0	3	0	7	0	0	7	0	74
' yerHB TytpF	0	: : 0	0	: : 0	0	41	1	7	43	0	4	:	0	H	0	: , 1
TytpF	0	714	0	714	0	14:	: 9	,	1, ,	0	: 3	:	0	: 9	0	, : 9
% MNNypUu	0%	: 00%	0%	-	-	918 7%	H87%	: 8, %	-	-	948(%	H81%	0%	-	-	-
% TytpF	0%	1(83%	0%	1(83%	-	HH3 %	18 %	: 80%	H98 %	-	789%	087%	0%	18 %	-	-
l sguta	0	717	0	717	-	113	: 3	,	1, 7	-	: (	:	0	: 3	-	, : 7
% l sguta	0%	998 %	0%	998 %	-	998 %	948(%	: 00%	938 9%	-	9484%	: 00%	0%	948(%	-	938 9%
i sngHL-S nst TreUca	0	7	0	7	-	1	:	0	4	-	:	0	0	:	-	(
% i sngHL-S nst TreUca	0%	089%	0%	089%	-	089%	H81%	0%	: 8 %	-	H8, %	0%	0%	H81%	-	: 8 %
MrtsUeEptLk TreUca	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% MrtsUeEptLk TreUca	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
d eaLa	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% d eaLa	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
d sUBUHLa yn o ypk	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% d sUBUHLa yn o ypk	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
PLkLatrspna	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% PLkLatrspna	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*PLkLatrspna pnk d sUBUHLa yn CryaawpFc 8l Dl Lft2o Do sgut2TDTure2S DS -Tern

31st St and Eastern Access Dr TMC - TMC

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

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



31st St and Eastern Access Dr TMC - TMC

Tue A pr 7, 2707,
6 A Fl pL ngth0 6 A (Mth 0 6 A -
6 99 4 9pPPl Pn) GausP2i GSa9l (USGS TrecLP26 rsGce9psl k TrecLP2d ePl P2Fl kl PsrGpSP2
d GcBc9l PyS o ypk-
6 99 A yRl v l SsP
mh t DhMghM,2) ycpsGySt : D1Mh03gg2(MM0DD3g7

FryRGkl k 8Bt . l SGa) GSkarl S b kOprp 6 8yySp2
rn5c1
3' g' H 1OGaaGSPo k12i eGsl : 002
o yPl v ySs2m) 2, 00DM2Ui

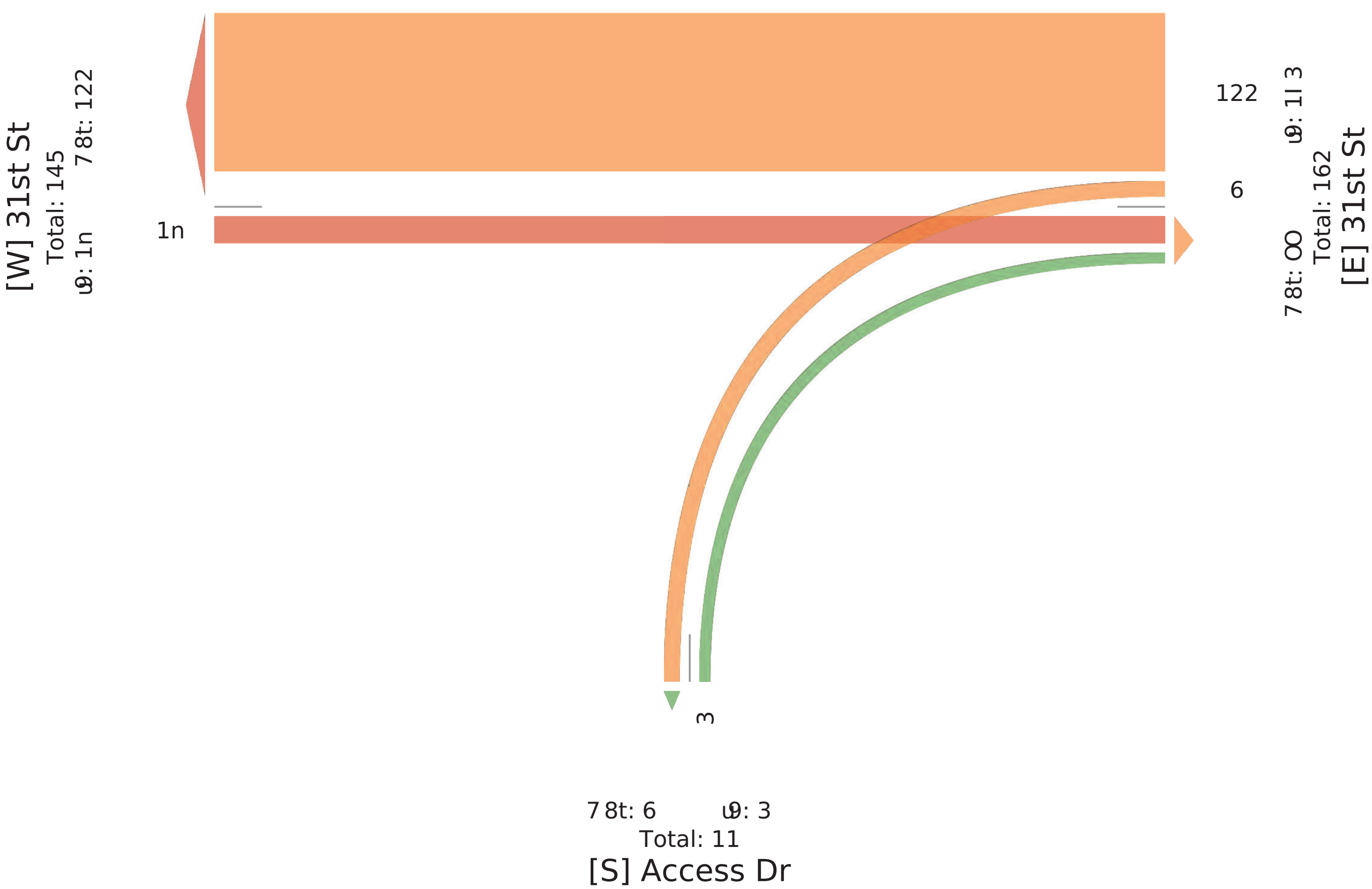
) l a I GclcsGyS	hDPs i s 5pPs8yeSk					hDPs i s H l Ps8yeSk					6 ccl PP I r Wyrsu8yeSk					
TGv l	o	T	U	**6 EE**	Fl kN	T	)	U	**6 EE**	Fl kN	o	)	U	**6 EE**	Fl kN	**n5s**
707, (0h(7, gth06 A	0	h	0	**h**	0	hD	h	0	**h:**	0	7	0	0	**7**	0	**h3**
gt: ' 6 A	0	'	0	**'**	0	: M	7	0	**' 0**	0	D	0	0	**D**	0	**',**
M006 A	0	M	0	**M**	0	hM	D	0	**h3**	0	0	0	0	**0**	0	**: g**
MD 6 A	0	h	0	**h**	0	hM	7	0	**: 0**	0	0	0	0	**0**	0	**: h**
Tysp9	0	D3	0	**D3**	0	D '	M	0	**D, h**	0	h	0	0	**h**	0	**DM**
*** 6 EErypcu**	0*	D00*	0*	**(**	(	3' 1D*	: 3*	0*	**(**	(	D00*	0*	0*	**(**	(	(
*** Tysp9**	0*	D01h*	0*	**D01h***	(	Mh1M*	: 1h*	0*	**MMD***	(	D1, *	0*	0*	**D1, ***	(	(
FO%	(	01 3:	(	**01 3:**	(	01M0g	01, g	(	**01MD**	(	01hg'	(	(	**01hg'**	(	01M7,
) GausP	0	D3	0	**D3**	(	D '	M	0	**D, h**	(	h	0	0	**h**	(	DM
***) GausP**	0*	D00*	0*	**D00***	(	D00*	D00*	0*	**D00***	(	D00*	0*	0*	**D00***	(	D00*
i GSa9l (USGS TrecLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** i GSa9l (USGS TrecLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
6 rsGce9psl k TrecLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** 6 rsGce9psl k TrecLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
d ePl P	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** d ePl P**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
d GcBc9l PyS o ypk	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** d GcBc9l PyS o ypk**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
Fl kl PsrGpSP	(	(	(	(	0	(	(	(	(	0	(	(	(	(	0	
* Fl kl PsrGpSP	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

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

31st St and Eastern Access Dr TMC - TMC

Thu Mar 26, 2026
AM Peak (7:30 AM - 8:30 AM)
AOOv Gallel (HoChsl, Loi COe-g i os Trut kl, Arsot uGaseS Trut kl, n ul el, PeSel sroai l, n ot Ut Gel ci d caS)
AOOMcBey ei sl
Rn: I 387386, Hct asoci : DI 1830477, -8810I I 472

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



31st St and Eastern Access Dr TMC - TMC

Tue A pr 7, 2707,
6A 6Fpl Ing: 0 6A h(g: 0 6A Mh - 9Frp446Fpl P) er
C44a 4pssFs Ii SUucs2kSdU4FhBdSs Treyl s2CrcSye4pcFo Treyl s2ResFs26FoFscrSpds2
RSyvy4Fs) d m) poM
C44A) 9FI Fdcs
D g1t 38t 3, 2i) ypcS) dgn1.3t 0b882h33.011b87

6r) 9SoFo KvgOFdSUi SdoU-Fd - 'P prp CK)) dp2
Dely.
b(8(H . P SUUSdls mo.2keSsF n002
m) sFI) dc2D 2, 00132Bk

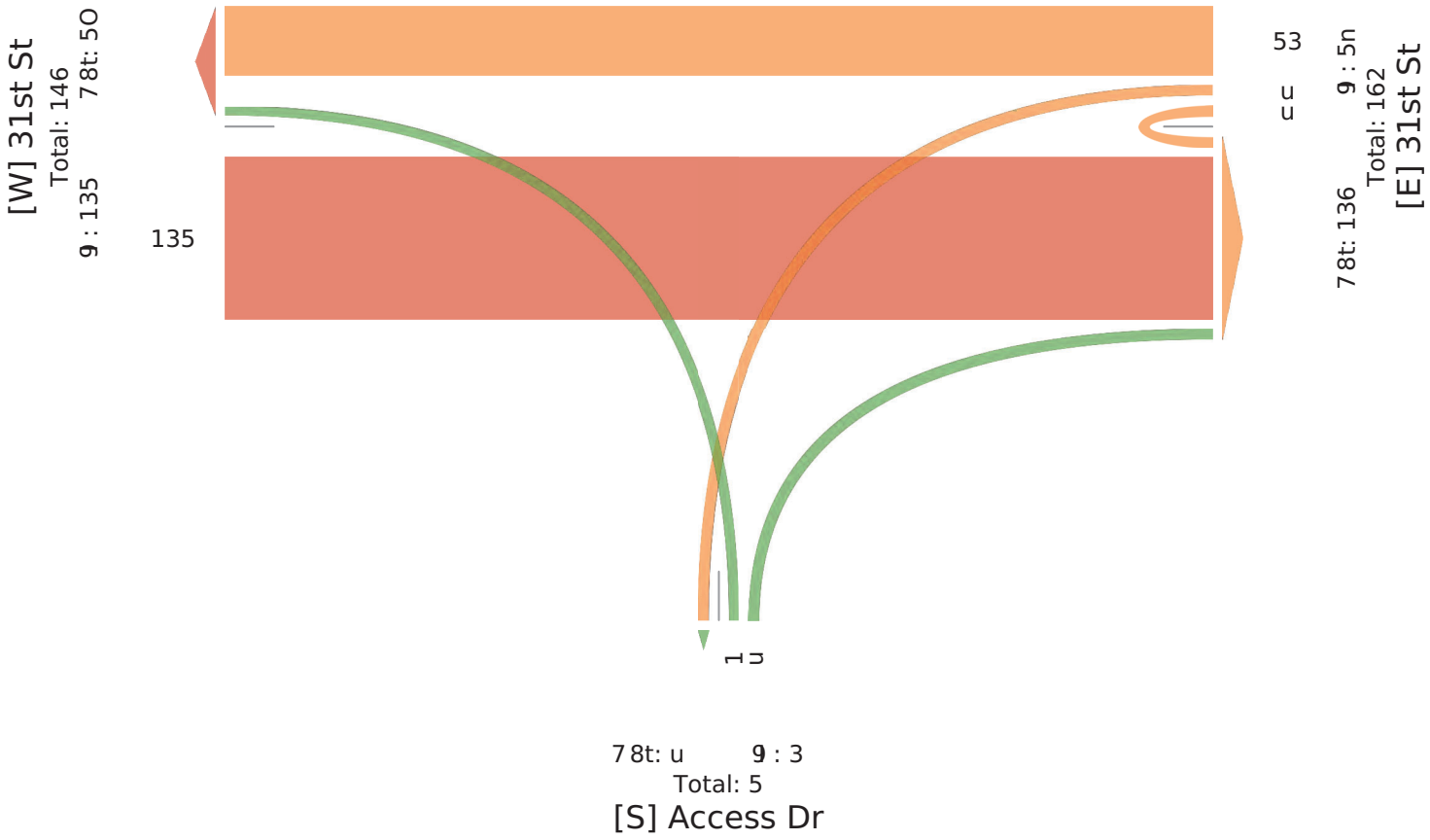
i FU : SrFycS) d	t 1sckc 5 psdK) edo					t 1sckc H FscK) edo					CyyFss : r W) rauK) edo					
TSI F	m	T	B	CEE	6FoN	T	i	B	CEE	6FoN	m	i	B	CEE	6FoN	Dc
707, h0t h7, ng 06A	0	t b	0	**t b**	0	18	0	0	**18**	0	0	0	0	**0**	0	**(,**
ngn(6A	0	7n	0	**7n**	0	17	0	1	**1t**	0	0	0	0	**0**	0	**t 8**
(g06A	0	n0	0	**n0**	0	1n	1	0	**1(**	0	7	1	0	**t**	0	**(3**
(gl(6A	0	t 7	0	**t 7**	0	10	1	1	**17**	0	0	0	0	**0**	0	**nn**
T) qp4	0	1t (	0	**1t (**	0	(t	7	7	**(8**	0	7	1	0	**t**	0	**1b(**
*** CEEr) pyu**	0*	100*	0*	**h**	h	bt .0*	t .(*	t .(*	**h**	h	, , .8*	t t .t *	0*	**h**	h	h
*** T) qp4**	0*	, b.7*	0*	**, b.7***	h	78.7*	1.0*	1.0*	**7b.7***	h	1.0*	0.(*	0*	**1.(***	h	h
6P %	h	0.3nn	h	**0.3nn**	h	0.88b	0.(00	0.(00	**0.3t 3**	h	0.7(0	0.7(0	h	**0.7(0**	h	0.3n1
i SUucs	0	1t (	0	**1t (**	h	(t	7	7	**(8**	h	7	1	0	**t**	h	1b(
*** i SUucs**	0*	100*	0*	**100***	h	100*	100*	100*	**100***	h	100*	100*	0*	**100***	h	100*
kSdU4FhBdSs Treyl s	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** kSdU4FhBdSs Treyl s**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
CrcSye4pcFo Treyl s	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** CrcSye4pcFo Treyl s**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
ResFs	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** ResFs**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
RSyvy4Fs) d m) po	0	0	0	**0**	h	0	0	0	**0**	h	0	0	0	**0**	h	0
*** RSyvy4Fs) d m) po**	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*	0*	0*	**0***	h	0*
6FoFscrSpds	h	h	h	h	0	h	h	h	h	0	h	h	h	h	0	
* 6FoFscrSpds	h	h	h	h	h	h	h	h	h	h	h	h	h	h	h	h

N 6FoFscrSpds pdo RSyvy4Fs) d a r) sswp4 . i gi Ffc2mgmSUuc2TgTure2BgBhiTerd

31st St and Eastern Access Dr TMC - TMC

Thu Mar 26, 2026
AM APae k(7: 0 AM 3 - 7: 0 AM 8 3) OPraw APae l Hur
o wCvassPs kLights, SingvP3Unit Truces, o rticuvatPd Truces, BusPs, APdPstrians, BicycvPs Hn RHad8
o wMHOPmPnts
ID71: 4. : 46, LHcatiHn7(194: 05. . , 3449 0115. 2

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



31st St and Middle Western Access Dr TMC - TMC

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

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

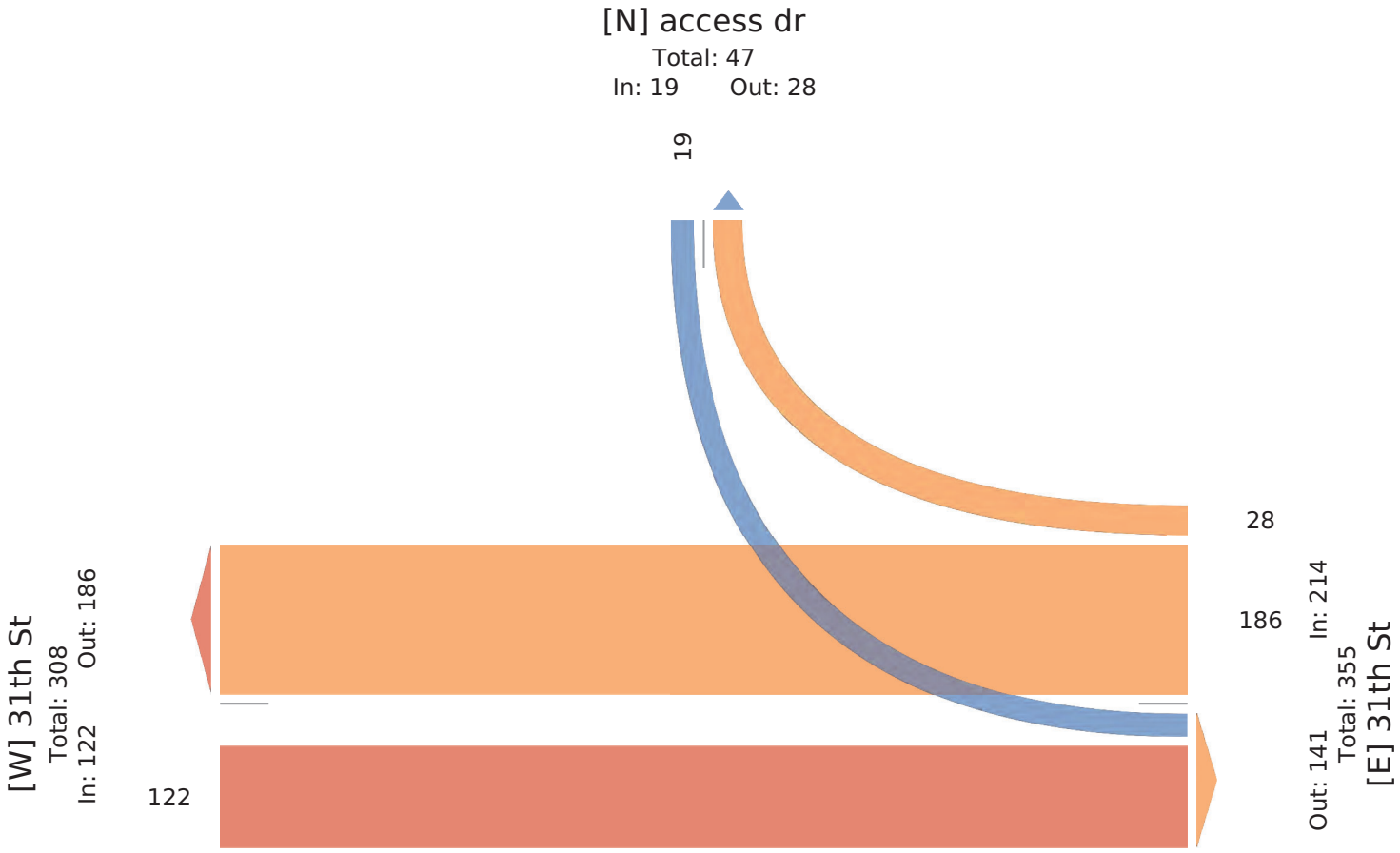
Leg	31th St					31th St					access dr					
Direction	East5ound					West5ound					South5ound					
Time	T	L	U	**App**	Ped*	R	T	U	**App**	Ped*	R	L	U	**App**	Ped*	**Int**
2026-03-26 7:00AM	1	0	0	**1**	0	1	13	0	**14**	0	0	0	0	**0**	0	**1H**
7:1HAM	2	0	0	**2**	0	3	14	0	**17**	0	0	0	0	**0**	0	**19**
7:30AM	1	0	0	**1**	0	4	21	0	**2H**	0	0	0	0	**0**	0	**26**
7:4HAM	2	0	0	**2**	0	2	21	0	**23**	0	0	0	0	**0**	0	**2H**
' ourly Total	6	0	0	**6**	0	10	69	0	**79**	0	0	0	0	**0**	0	**8H**
8:00AM	6	0	0	**6**	0	3	26	0	**29**	0	0	2	0	**2**	0	**37**
8:1HAM	3	0	0	**3**	0	6	23	0	**29**	0	0	0	0	**0**	0	**32**
8:30AM	3	0	0	**3**	0	3	12	0	**1H**	0	0	0	0	**0**	0	**18**
8:4HAM	2	0	0	**2**	0	3	2H	0	**28**	0	0	1	0	**1**	0	**31**
' ourly Total	14	0	0	**14**	0	1H	86	0	**101**	0	0	3	0	**3**	0	**118**
4:00PM	10	0	0	**10**	0	0	4	0	**4**	0	0	1	0	**1**	0	**1H**
4:1HPM	8	0	0	**8**	0	2	3	0	**H**	0	0	0	0	**0**	0	**13**
4:30PM	23	0	0	**23**	0	0	6	0	**6**	0	0	1	0	**1**	0	**30**
4:4HPM	19	0	0	**19**	0	0	1	0	**1**	0	0	2	0	**2**	0	**22**
' ourly Total	60	0	0	**60**	0	2	14	0	**16**	0	0	4	0	**4**	0	**80**
H00PM	19	0	0	**19**	0	1	4	0	**H**	0	0	6	0	**6**	0	**30**
H1HPM	16	0	0	**16**	0	0	H	0	**H**	0	0	4	0	**4**	0	**2H**
H30PM	H	0	0	**H**	0	0	4	0	**4**	0	0	2	0	**2**	0	**11**
H4HPM	2	0	0	**2**	0	0	4	0	**4**	0	0	0	0	**0**	0	**6**
' ourly Total	42	0	0	**42**	0	1	17	0	**18**	0	0	12	0	**12**	0	**72**
Total	122	0	0	**122**	0	28	186	0	**214**	0	0	19	0	**19**	0	**3HH**
% Approach	100%	0%	0%	**-**	-	13.1%	86.9%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	34.4%	0%	0%	**34.4%**	-	7.9%	H2.4%	0%	**60.3%**	-	0%	H4%	0%	**H4%**	-	-
Lights	120	0	0	**120**	-	28	183	0	**211**	-	0	19	0	**19**	-	3HD
% Lights	98.4%	0%	0%	**98.4%**	-	100%	98.4%	0%	**98.6%**	-	0%	100%	0%	**100%**	-	98.6%
Single-Unit Trucks	2	0	0	**2**	-	0	3	0	**3**	-	0	0	0	**0**	-	H
% Single-Unit Trucks	1.6%	0%	0%	**1.6%**	-	0%	1.6%	0%	**1.4%**	-	0%	0%	0%	**0%**	-	1.4%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

31st St and Middle Western Access Dr TMC - TMC

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

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



31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026

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

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

F PPMC4LD LBki

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

l rC4URLR 5mt b LBUd SUBRcrLB 9 BX ara F 5CCBa, :Bo.

O g' H .) UdcUBi I R, duUL 800, I CiLD CBk, :S, 6003A, y d

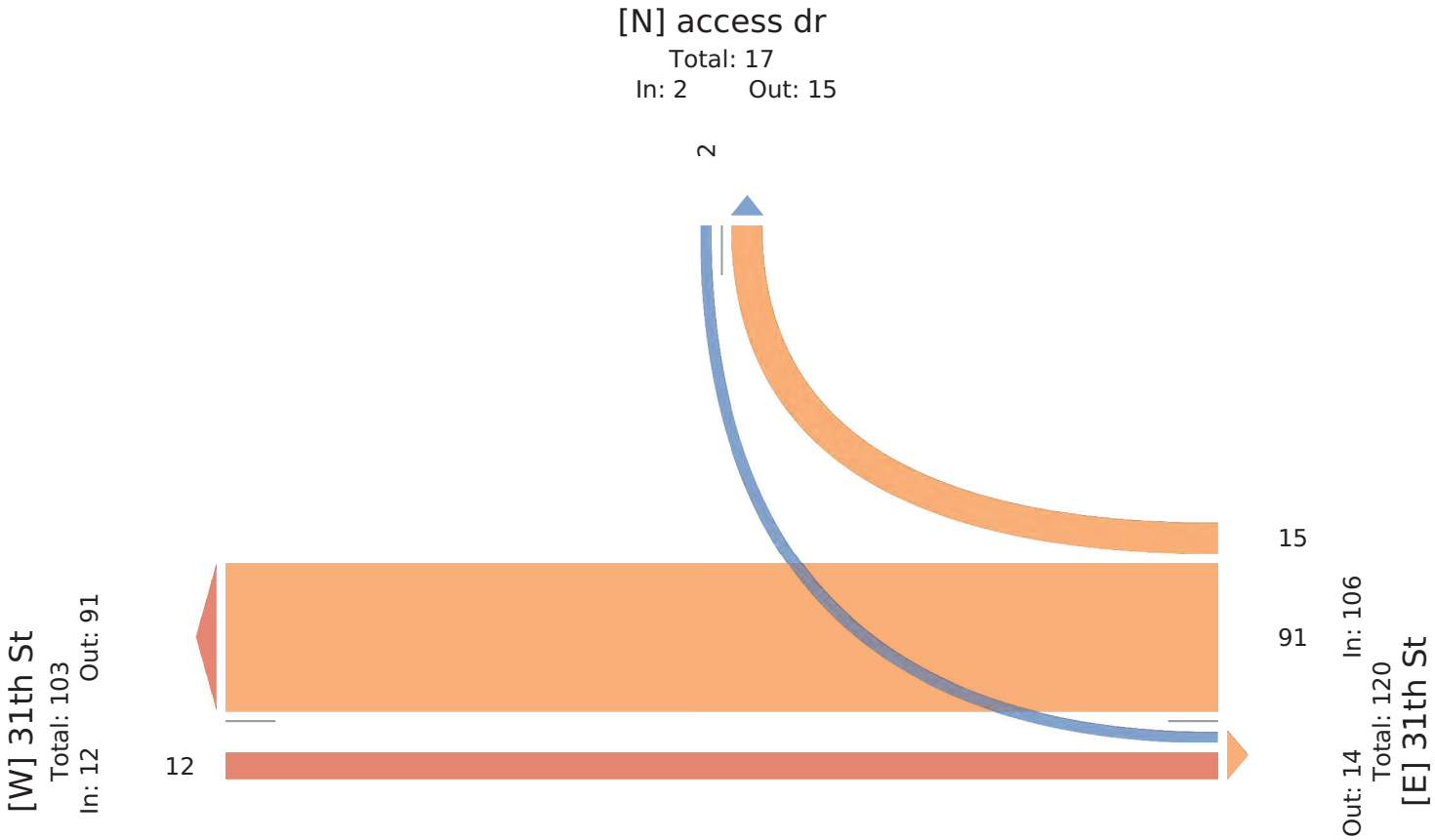
SLc 1 UrLokUCB	(3kh dk Waik5CuBR					(3kh dk H Lik5CuBR					aooLii Rr dCukh5CuBR					
TUDL	T	S	y	FEE	l LRp	I	T	y	FEE	l LRp	I	S	y	FEE	l LRp	:Bk
202670(726 gt(0F M	3	0	0	**3**	0	8	23	0	**2'**	0	0	0	0	**0**	0	**26**
gt8' F M	2	0	0	**2**	0	2	23	0	**2(**	0	0	0	0	**0**	0	**2'**
At00F M	6	0	0	**6**	0	(	26	0	**2O**	0	0	2	0	**2**	0	**(g**
At3' F M	(	0	0	**(**	0	6	2(	0	**2O**	0	0	0	0	**0**	0	**(2**
TClaP	32	0	0	**32**	0	3'	CB	0	**306**	0	0	2	0	**2**	0	**320**
*** FEErCaoh**	300*	0*	0*	**7**	7	38.2*	A' .A*	0*	**7**	7	0*	300*	0*	**7**	7	7
*** TClaP**	30.0*	0*	0*	**30.0***	7	32.' *	g' .A*	0*	**AA(***	7	0*	3.g*	0*	**3.g***	7	7
l) %	0.' 00	7	7	**0.' 00**	7	0.62'	0.Ag'	7	**0.CB8**	7	7	0.2' 0	7	**0.2' 0**	7	0.A33
SUchki	32	0	0	**32**	7	3'	CB	0	**306**	7	0	2	0	**2**	7	320
*** SUchki**	300*	0*	0*	**300***	7	300*	300*	0*	**300***	7	0*	300*	0*	**300***	7	300*
dUBcPL7y BUkTruoei	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** dUBcPL7y BUkTruoei**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
F rkUouPakLR Truoei	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** F rkUouPakLR Truoei**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
v uiLi	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** v uiLi**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
v UomoPLi CB I CaR	0	0	0	**0**	7	0	0	0	**0**	7	0	0	0	**0**	7	0
*** v UomoPLi CB I CaR**	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*	0*	0*	**0***	7	0*
l LRLikrUaBi	7	7	7	7	0	7	7	7	7	0	7	7	7	7	0	
* l LRLikrUaBi	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

pl LRLikrUaBi aBR v UomoPLi CBs rCiiwaPe. St SLfk, I t I Uchk, Tt Thru, y t y 7TurB

31st St and Middle Western Access Dr TMC - TMC

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

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



31st St and Middle Western Access Dr TMC - TMC

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

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

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

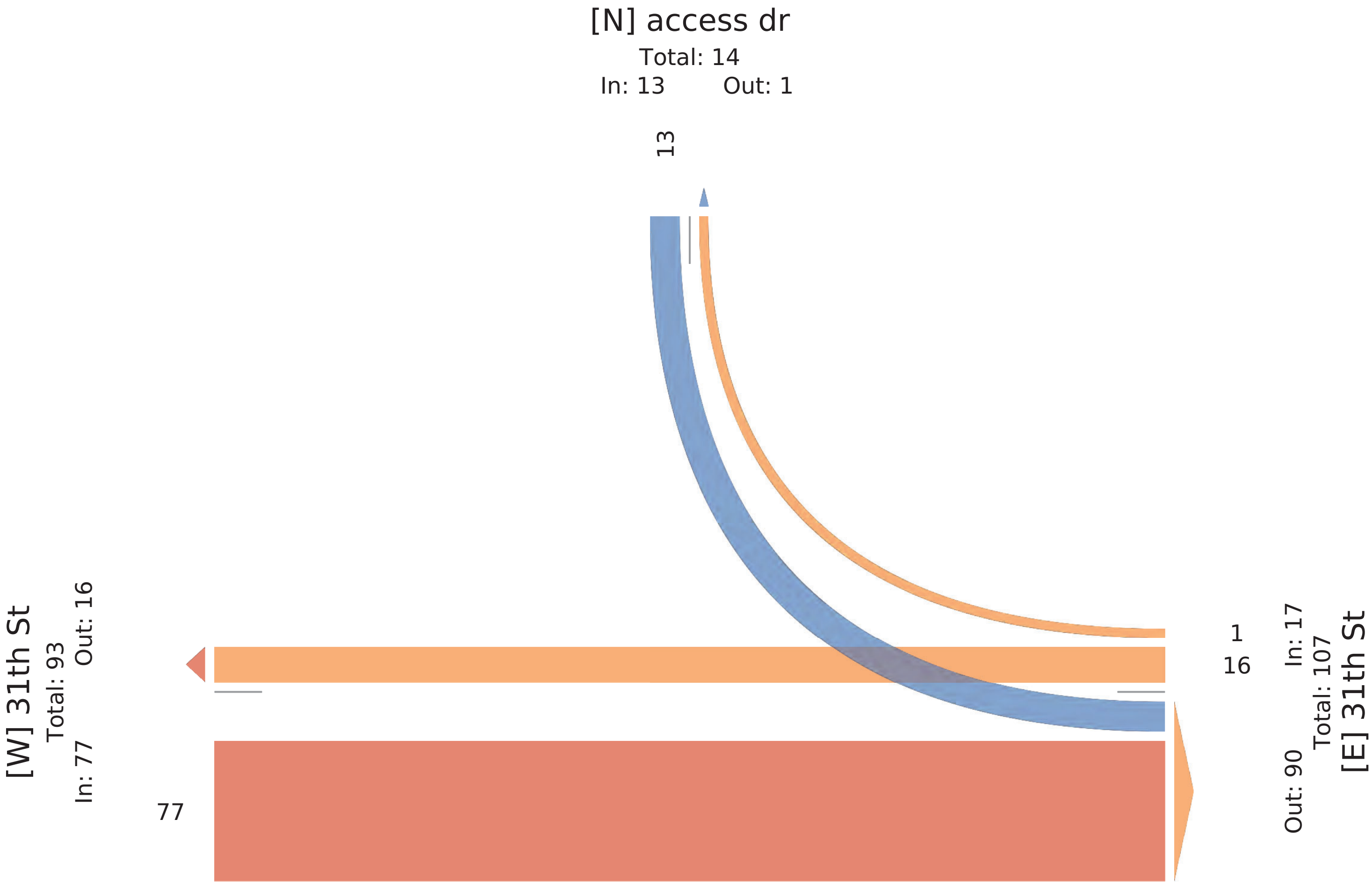
) l s DGl kiGoU	t : ih Si WaPl. ouUil					t : ih Si H l Pl. ouUil					akkl PP dr Souih. ouUil					
TGml	T	)	c	- EE	Fl dp	R	T	c	- EE	Fl dp	R	)	c	- EE	Fl dp	IUi
2026(0t (26 ng: 0FM	2t	0	0	**2t**	0	0	6	0	**6**	0	0	:	0	**:**	0	**t 0**
ngn7FM	: '	0	0	**: '**	0	0	:	0	**:**	0	0	2	0	**2**	0	**22**
7g)0FM	: '	0	0	**: '**	0	:	n	0	**7**	0	0	6	0	**6**	0	**t 0**
7g 7FM	: 6	0	0	**: 6**	0	0	7	0	**7**	0	0	n	0	**n**	0	**27**
Toia9	33	0	0	**33**	0	:	: 6	0	**: 3**	0	0	: t	0	**: t**	0	**: 03**
*** - EEroakh**	: 00*	0*	0*	**(**	(	78 *	' n8 *	0*	**(**	(	0*	: 00*	0*	**(**	(	(
*** Toia9**	328)*	0*	0*	**328)***	(	08 *	: 78)*	0*	**: 78 ***	(	0*	: 28 *	0*	**: 28 ***	(	(
FO%	08lt 3	(	(	**08lt 3**	(	0827 0	0866 3	(	**0880 1**	(	(	087n2	(	**087n2**	(	08l' 2
) GshiP	33	0	0	**33**	(	:	: 7	0	**: 6**	(	0	: t	0	**: t**	(	: 06
***) GshiP**	: 00*	0*	0*	**: 00***	(	: 00*	' t 8l*	0*	**' n8 ***	(	0*	: 00*	0*	**: 00***	(	' ' 8 *
SCLs 9l (c UCi TrukLP	0	0	0	**0**	(	0	:	0	**:**	(	0	0	0	**0**	(	:
*** SCLs 9l (c UCi TrukLP**	0*	0*	0*	**0***	(	0*	68l *	0*	**78 ***	(	0*	0*	0*	**0***	(	08 *
- riCku9ail d TrukLP	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** - riCku9ail d TrukLP**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
BuPl P	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** BuPl P**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
BCkyk9l PoURoad	0	0	0	**0**	(	0	0	0	**0**	(	0	0	0	**0**	(	0
*** BCkyk9l PoURoad**	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*	0*	0*	**0***	(	0*
Fl dl PirGaUP	(	(	(	(	0	(	(	(	(	0	(	(	(	(	0	
* Fl dl PirGaUP	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(	(

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

31st St and Middle Western Access Dr TMC - TMC

Thu Mar 26, 2026
AM APae k(7: 0 AM 3 - 7: 0 AM8
) OOv OallPl kHoChsl, LoiCOP3g i os Trut el,) rsotuOasPS Trut el, n ulPl, APSPlsroai l,
n ot UOPl ci d caS8
) OOMcBPy Pi sl
Rn7I : D1: D(, Hct asoci 7(I 4D I 0D, 3DD40I : (D6

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



31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 138738. , Location: 415833100. , -885012309

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

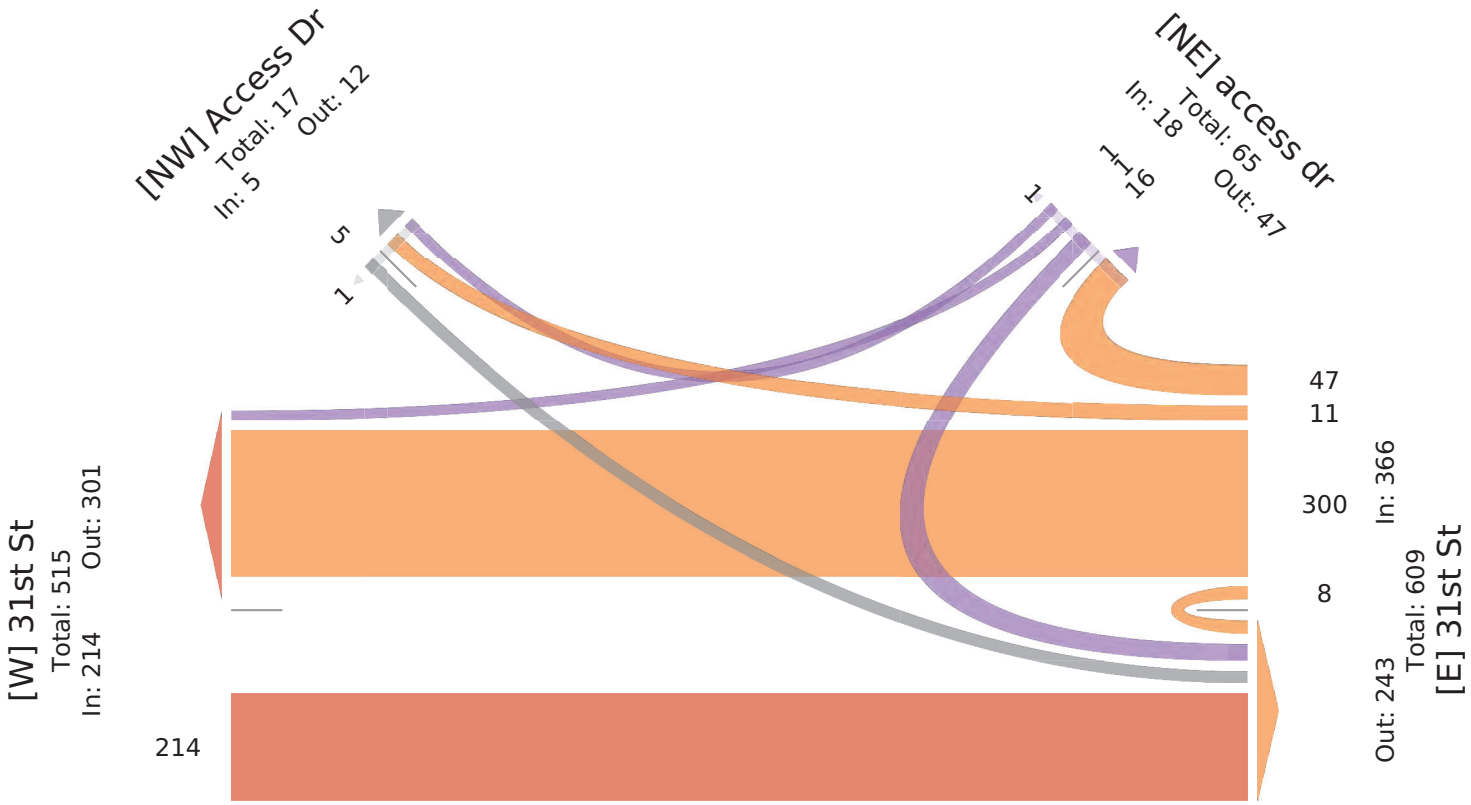
Leg	31st St						31st St						Access Dr						access dr						
Direction	Eastbound						Westbound						Southeastbound						Southp estbound						
Time	T	BL	HL	U	**A****	Ped%	HR	BR	T	U	**A****	Ped%	HR	BL	L	U	**A****	Ped%	R	BR	HL	U	**A****	Ped%	**Int**
2026-03-26 7:00AM	1	0	0	0	**1**	0	0	0	1.	0	**1.**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	**16**
7:1. AM	2	0	0	0	**2**	0	1	0	22	0	**23**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**2.**
7:30AM	1	0	0	0	**1**	0	0	1	30	0	**31**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**32**
7:4. AM	2	0	0	0	**2**	0	1	2	39	1	**43**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**4.**
Hourly Total	6	0	0	0	**6**	0	2	3	106	1	**112**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	1	**118**
8:00AM	10	0	0	0	**10**	0	0	1	41	1	**43**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**. 3**
8:1. AM	3	0	0	0	**3**	0	1	1	3.	0	**37**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**41**
8:30AM	3	0	0	0	**3**	0	0	2	24	0	**26**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**29**
8:4. AM	3	0	0	0	**3**	0	3	4	29	2	**38**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**42**
Hourly Total	19	0	0	0	**19**	0	4	8	129	3	**144**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**16.**
4:00PM	17	0	0	0	**17**	0	6	0	7	0	**13**	0	0	0	0	0	**0**	0	0	1	1	0	**2**	0	**32**
4:1. PM	12	0	0	0	**12**	0	7	0	12	2	**21**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**33**
4:30PM	3.	0	0	0	**3.**	0	9	0	8	0	**17**	0	0	0	0	0	**0**	0	0	0	3	0	**3**	0	**. .**
4:4. PM	22	0	0	0	**22**	0	7	0	8	0	**1.**	0	0	0	0	0	**0**	0	0	0	.	0	**.**	0	**42**
Hourly Total	86	0	0	0	**86**	0	29	0	3.	2	**66**	0	0	0	0	0	**0**	0	0	1	9	0	**10**	0	**162**
. :00PM	3.	0	0	0	**3.**	0	3	0	7	0	**10**	0	0	3	0	0	**3**	0	0	0	1	0	**1**	0	**49**
. :1. PM	30	0	0	0	**30**	0	4	0	8	0	**12**	0	0	1	0	0	**1**	0	0	0	3	0	**3**	0	**46**
. :30PM	24	0	0	0	**24**	0	2	0	9	2	**13**	0	0	1	0	0	**1**	0	0	0	2	0	**2**	0	**40**
. :4. PM	14	0	0	0	**14**	0	3	0	6	0	**9**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**23**
Hourly Total	103	0	0	0	**103**	0	12	0	30	2	**44**	0	0	.	0	0	**.**	0	0	0	6	0	**6**	0	**1. 8**
Total	214	0	0	0	**214**	0	47	11	300	8	**366**	0	0	.	0	0	**.**	1	1	1	16	0	**18**	1	**603**
w Aroach**	100w	0w	0w	0w	**-**	-	125 8w	35 0w	825 0w	252w	**-**	-	0w	100w	0w	0w	**-**	-	. 56w	. 56w	885 9w	0w	**-**	-	**-**
w Total	3. 5 w	0w	0w	0w	**3. 5 w**	-	75 8w	15 8w	495 8w	153w	**6057w**	-	0w	05 8w	0w	0w	**05 8w**	-	052w	052w	257w	0w	**35 0w**	-	**-**
Lights	212	0	0	0	**212**	-	47	11	297	8	**363**	-	0	.	0	0	**.**	-	1	1	16	0	**18**	-	. 98
w Lights	995 1w	0w	0w	0w	**995 1w**	-	100w	100w	995 0w	100w	**995 2w**	-	0w	100w	0w	0w	**100w**	-	100w	100w	100w	0w	**100w**	-	995 2w
Single-Unit Trucks	2	0	0	0	**2**	-	0	0	3	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	.
w Single-Unit Trucks	05 9w	0w	0w	0w	**05 9w**	-	0w	0w	15 0w	0w	**05 8w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	05 8w
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
w Articulated Trucks	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
w Buses	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
w Bicycles on Road	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w	0w	0w	0w	**0w**	-	0w
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
w Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100w	-	-	-	-	-	100w	-

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

31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 138738. , Location: 415 3100. , -885 012309

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



31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026

F M l Lae ngt(0 F M 7 At(0 F M-

F 9 9 4 9 aPPLPn) GshiP, SCLs 9L7c UGTrukeP, F riCku9aiLd TrukeP, BuPLP, l LdLPirGaUP, BCkyk9LPoURoad-

F 9 9 MovLmLLiP

IDt : (Ag(A1,) okaiGoUt 3: 8A(: 001, 7AA80: 2(0.

l rovGdLd 5yt b LUGs) CLds rLUKO ara F 5ooUa, IUk8

. 1g1 H 8' GssCLPRd8, SuGL 300, RoPLmoUi, I) , 600: A, c S

) Ls DGLkiGoU	(: Pi Si WaPi5ouUd						(: Pi Si H LPi5ouUd						F kkLPP Dr SouihLaPi5ouUd						akkLPP dr SouihE LPi5ouUd						
TGmL	T	B)	')	c	Fpp	l Ld*	' R	BR	T	c	Fpp	l Ld*	' R	B)	)	c	Fpp	l Ld*	R	BR	')	c	Fpp	l Ld*	IUi
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l ' w	08300	7	7	7	08300	7	0810 0	0862 1	08AA3	0810 0	08A 1	7	7	7	7	7	7	7	7	7	0821 0	7	08210	7	08A0g
) GshiP	: 6	0	0	0	: 6	7	2	1	: 31	2	: 13	7	0	0	0	0	0	7	0	0	:	0	:	7	: g:
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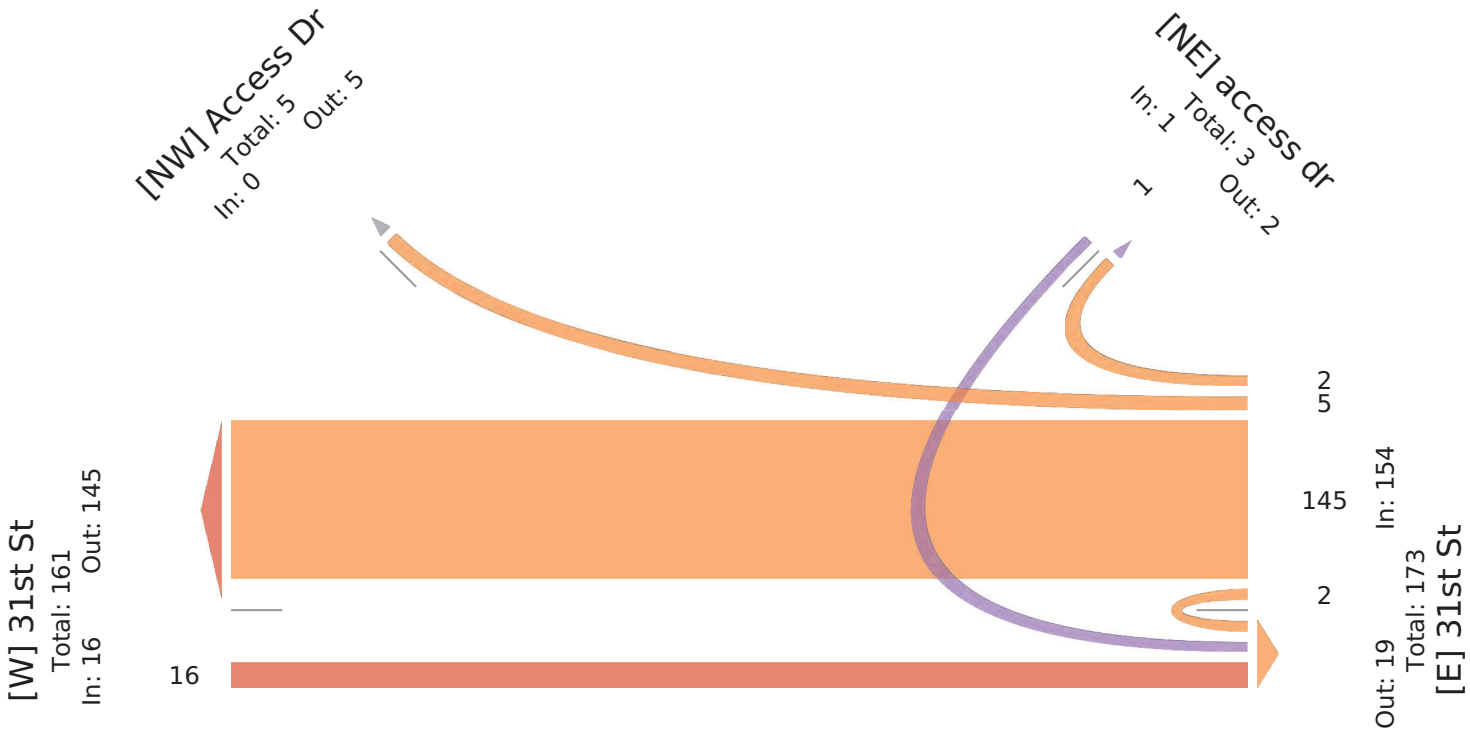
SCLs 9L7c UGTrukeP	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0
% SCLs 9L7c UGTrukeP	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	7	7	0%	0%	0%	0%	0%	7	0%
F riCku9aiLd TrukeP	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0
% F riCku9aiLd TrukeP	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	7	7	0%	0%	0%	0%	0%	7	0%
BuPLP	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0
% BuPLP	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	7	7	0%	0%	0%	0%	0%	7	0%
BCkyk9LPoURoad	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0	0	0	0	0	7	0
% BCkyk9LPoURoad	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	0%	7	0%	0%	0%	0%	7	7	0%	0%	0%	0%	0%	7	0%
l LdLPirGaUP	7	7	7	7	7	0	7	7	7	7	7	0	7	7	7	7	7	0	7	7	7	7	7	0	
% l LdLPirGaUP	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

*l LdLPirGaUP aUd BCkyk9LPoU4 roPPEa9e8B) t BLar 9Lfi, BRt BLar rGshi, ') t ' ard 9Lfi, ' Rt ' ard rGshi,) t) Lfi, Rt RGshi, Tt Thru, c t c 7 TurU

31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
AM Peak (7:30 AM - 8:30 AM)
A00v0allel (HoChsl, Loi C0e-g i os Trut kl, Arsotu0aseS Trut kl, n ul el, PeSelsroai l, n ot Ut0l ci d caS)
A00MoBey ei sl
Rm: I 38738D, Hct asoci : 1I 4-83I 00D, -884 0I 230.

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



31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026
FM FlaLeng:0 FM (7g:0 FMA(- 9lra44FlaL P)ur
C44s 4aiili eSUchki, dUBc4(y BUkTruoLi, CrkUou4akRTruoLi, vuili, FlRlikrUaBi, vUomo4i)BI)aRA
C44M)9lDlBki
:1g3t8.t87, S)oakUBgn35Bt 3007, (8850 32t 0b

Fr)9URlRKmgOlBUc SUBRcrlB-'Para CK))Ba,
:Bo5
b7.7H5PUccUBi IR5,duUl n00,
I)ilD)Bk,:S, 60038, y d

Slc 1 UrlokUJB	t3ikdk WaikK)uBR						t3ikdk HlikK)uBR						Coolii 1r d)ukhlaikK)uBR						aoolii Rr d)ukhElikK)uBR						
TUDl	T	vS	PS	y	**Cpp**	FlR*	PI	vI	T	y	**Cpp**	FlR*	PI	vS	S	y	**Cpp**	FlR*	I	vI	PS	y	**Cpp**	FlR*	**:Bk**
2026(0t(26ng:0FM	t7	0	0	0	**t7**	0	b	0	8	0	**3.**	0	0	0	0	0	**0**	0	0	0	t	0	**t**	0	**77**
ngn7FM	22	0	0	0	**22**	0	.	0	8	0	**37**	0	0	0	0	0	**0**	0	0	0	7	0	**7**	0	**n2**
7g:0FM	t7	0	0	0	**t7**	0	t	0	.	0	**30**	0	0	t	0	0	**t**	0	0	0	3	0	**3**	0	**nb**
7g37FM	t0	0	0	0	**t0**	0	n	0	8	0	**32**	0	0	3	0	0	**3**	0	0	0	t	0	**t**	0	**n6**
T)ka4	322	0	0	0	**322**	0	2t	0	t3	0	**7n**	0	0	n	0	0	**n**	0	0	0	32	0	**32**	0	**3b2**
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% T)ka4	6t 57%	0%	0%	0%	**6t 57%**	(	325 0%	0%	365 3%	0%	**285 3%**	(	0%	25 3%	0%	0%	**25 3%**	(	0%	0%	65 1%	0%	**65 1%**	(	(
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SUchki	322	0	0	0	**322**	(	2t	0	t0	0	**7t**	(	0	n	0	0	**n**	(	0	0	32	0	**32**	(	3b3
% SUchki	300%	0%	0%	0%	**300%**	(	300%	0%	b6 3%	0%	**b8 3%**	(	0%	300%	0%	0%	**300%**	(	0%	0%	300%	0%	**300%**	(	bb 7%
dUBc4(y BUkTruoLi	0	0	0	0	**0**	(	0	0	3	0	**3**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	3
% dUBc4(y BUkTruoLi	0%	0%	0%	0%	**0%**	(	0%	0%	t 2%	0%	**3 5%**	(	0%	0%	0%	0%	**0%**	(	0%	0%	0%	0%	**0%**	(	0 7%
CrkUou4akRTruoLi	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0
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vuili	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0
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vUomo4i)BI)aR	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0	0	0	0	**0**	(	0
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*FlRlikrUaBi aBRvUomo4i)Bsr)iiEa4L5vSgvlar4fk,vIgvlarrUchk,PSgParR4fk,PIgParRrUchk,SgSlfk,IgIUchk,TgThru,ygy(TurB

31th St and Double Access Drives TMC - TMC

Thu Mar 26, 2026

AM APae k(7: 0 AM 3 - 7: 0 AM 8 3) OPraw APae l Hur

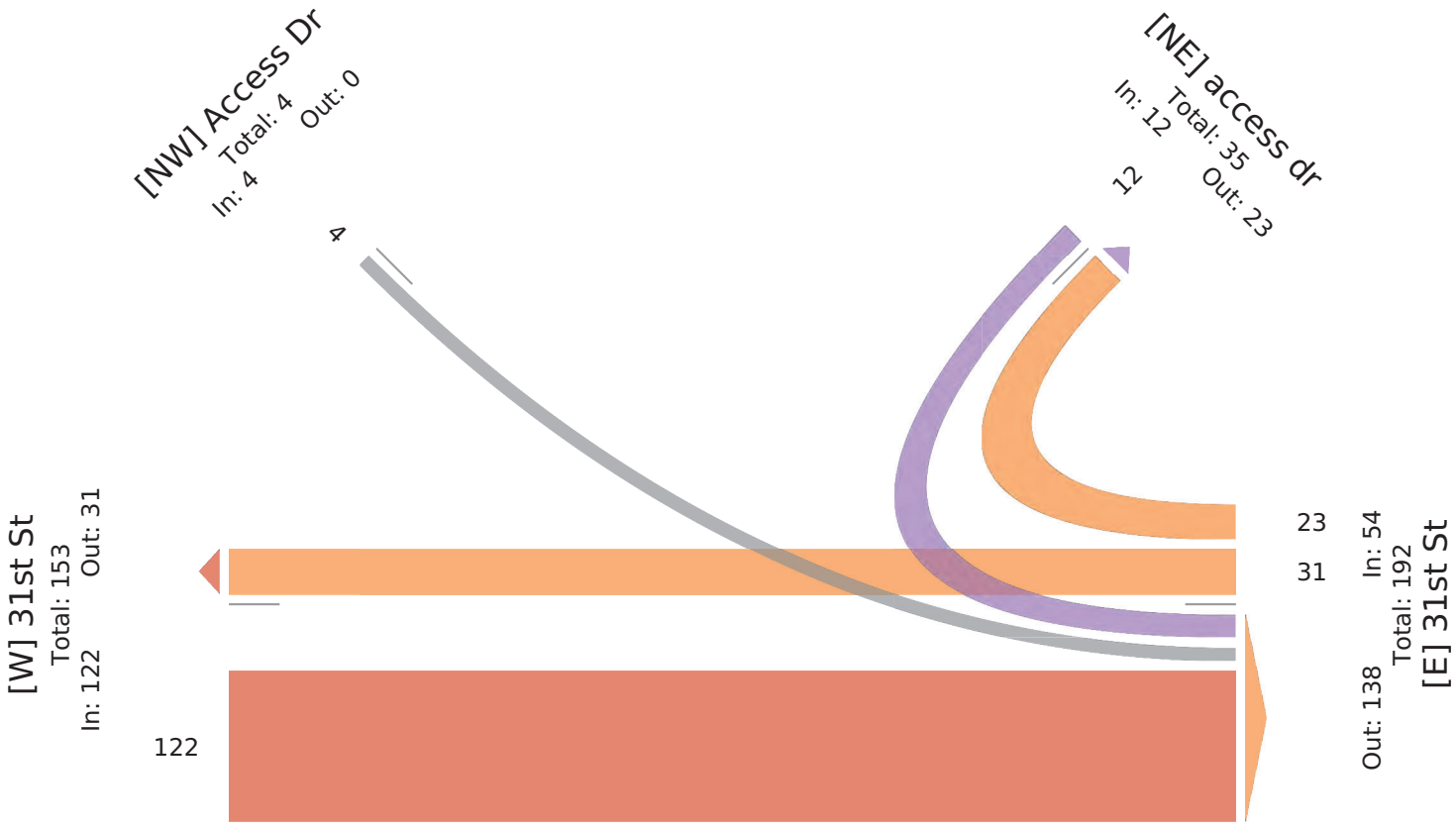
o wCvassPs kLights, SingvP3Unit Truces, o rticuvatPd Truces, BusPs, APdPstrians, BicycvPs Hn RHad8

o wMHOPmPnts

ID71: 4. : 4- , LHcatiHn7(194: 100- , 3449012: 05

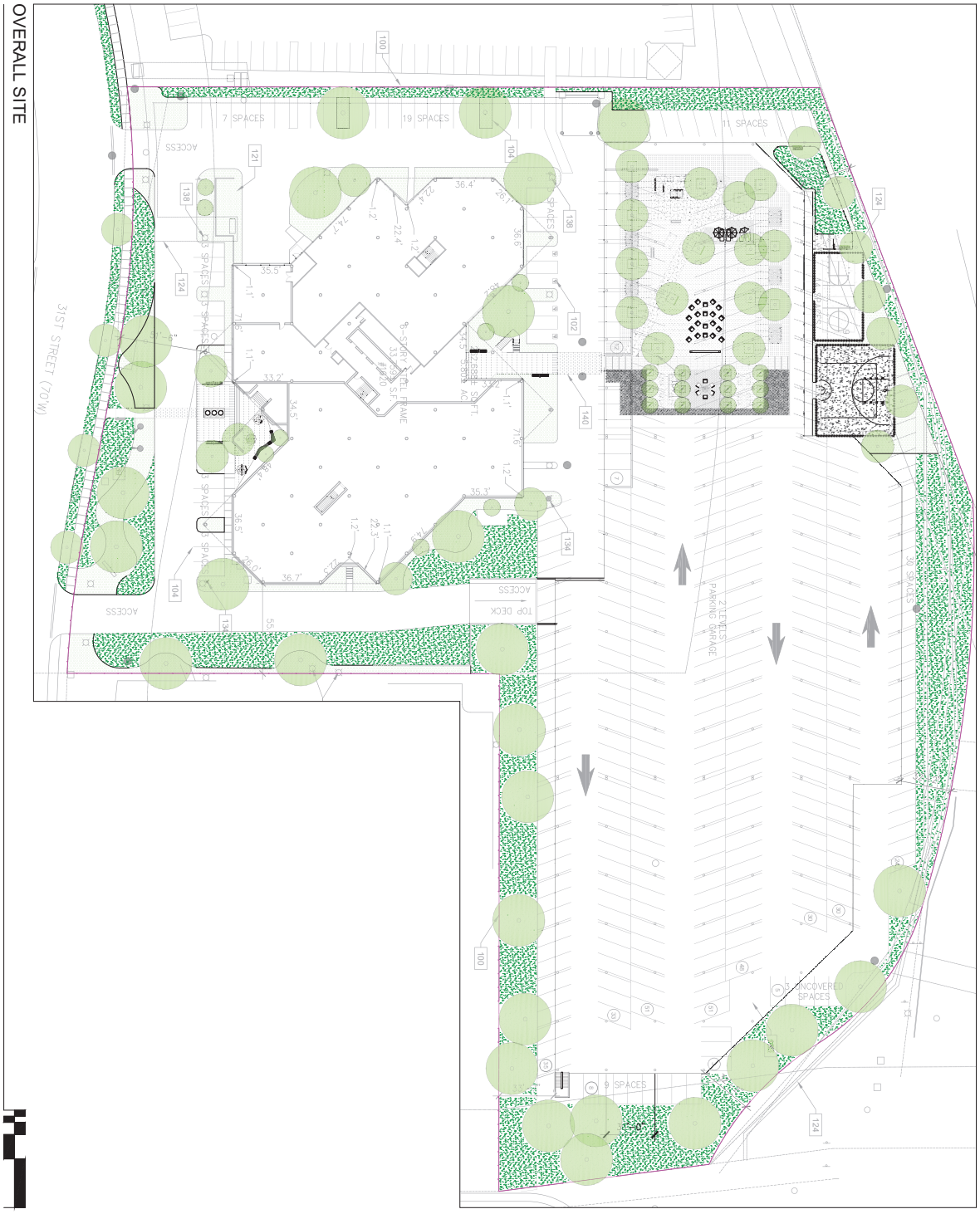
ArHCIdPd by7KPnig LindgrPn) 'l ara o bHHna, Inc9

5- . - W9l iggins Rd9 SuitP (00, RHsPmHht, IL, 60014, US



Site Plan

OVERALL SITE



CONCEPTUAL DESIGN - 1□APRIL-2026

L1.00	OVERALL SITE	1020 W. 31ST REDEVELOPMENT	rev:		studio SPRAWL
date: 04.1□.2026		DOWNERS GROVE,IL			8321 e. evans rd. #101 480.361.9281
project: S26-106					scottsdale, arizona 85260 www.studiosprawl.com

ITE Trip Generation Sheets

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

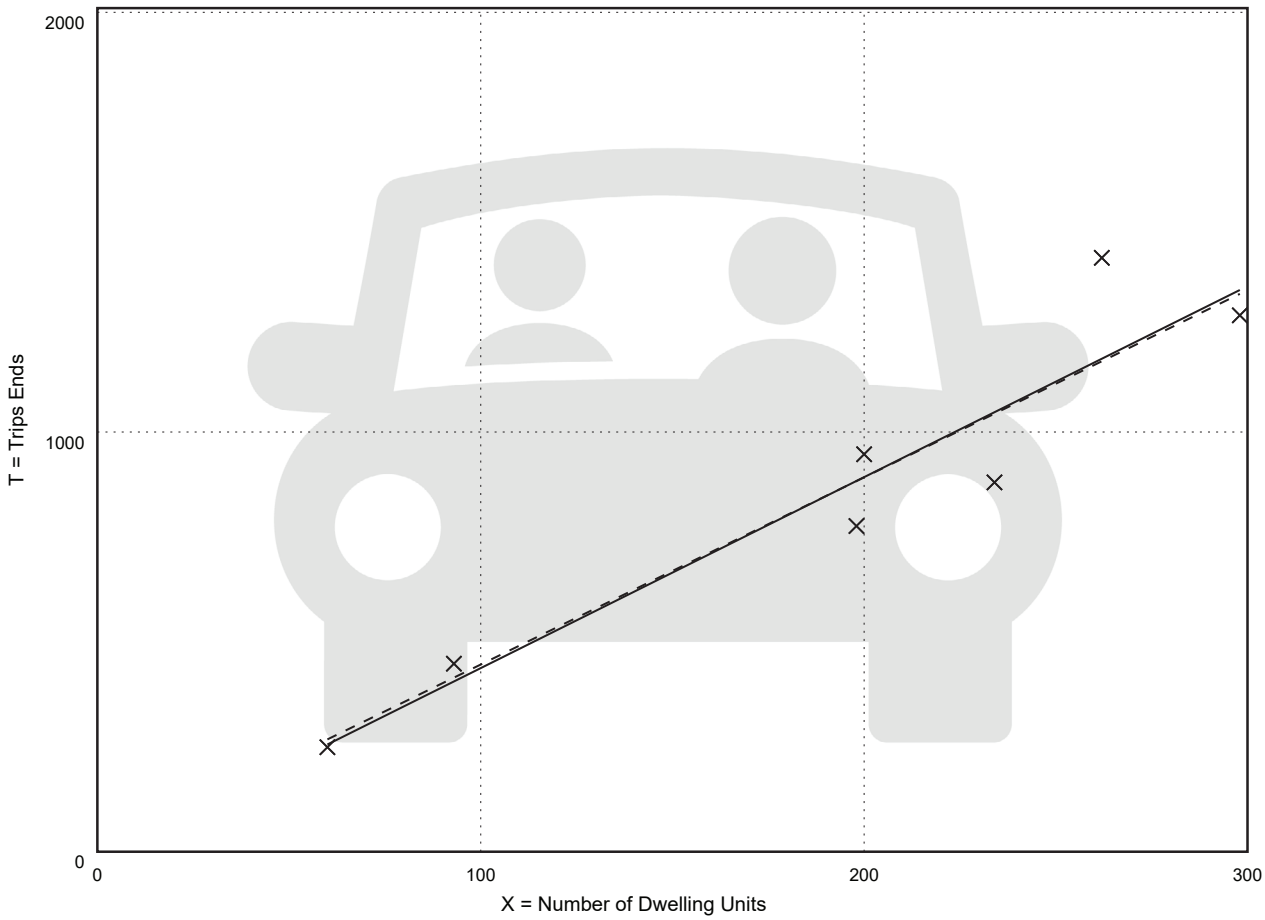
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 4.55(X) - 17.52

R^2= 0.90

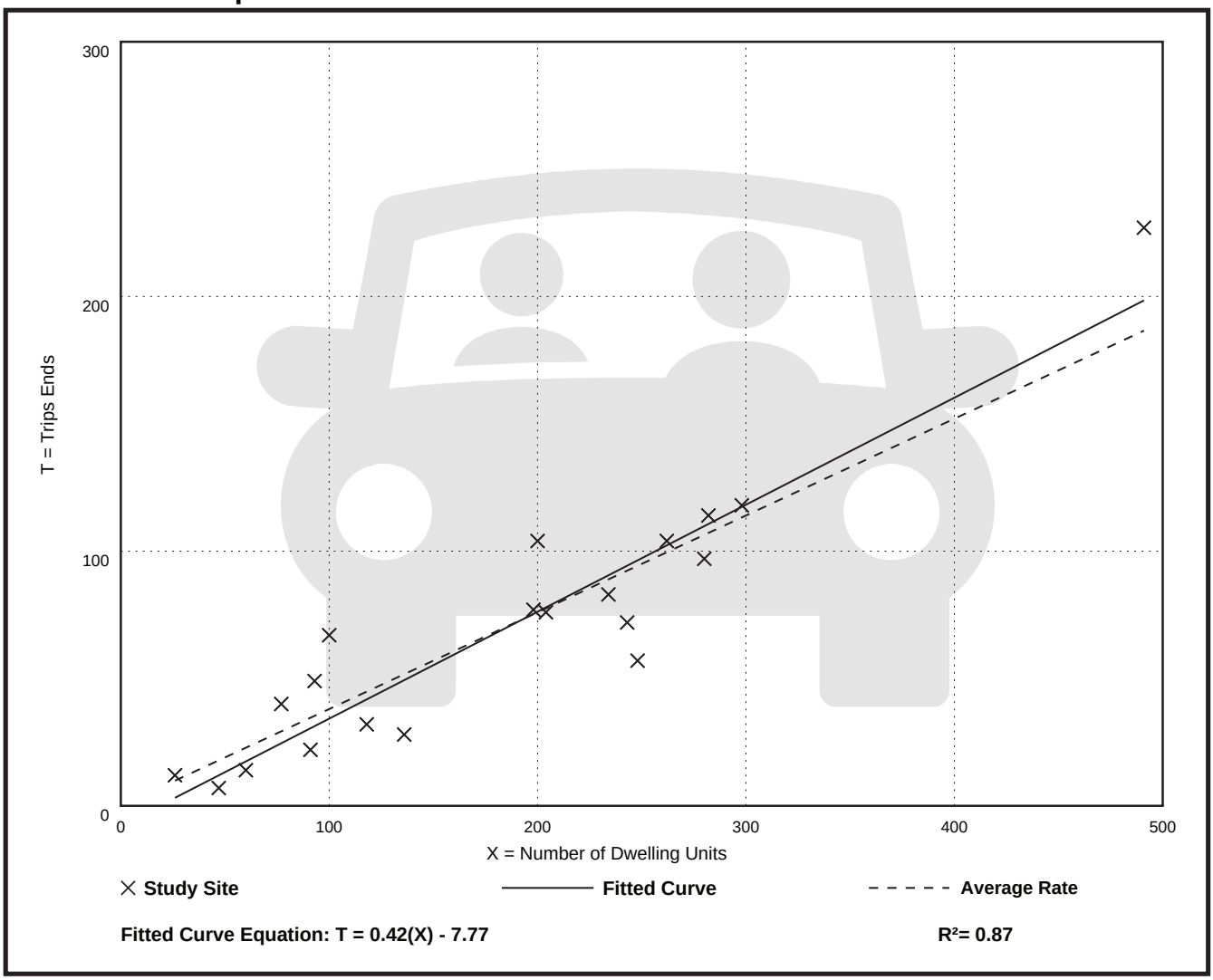
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	20
Avg. Num. of Dwelling Units:	184
Directional Distribution:	23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 0.42(X) - 7.77

R^2= 0.87

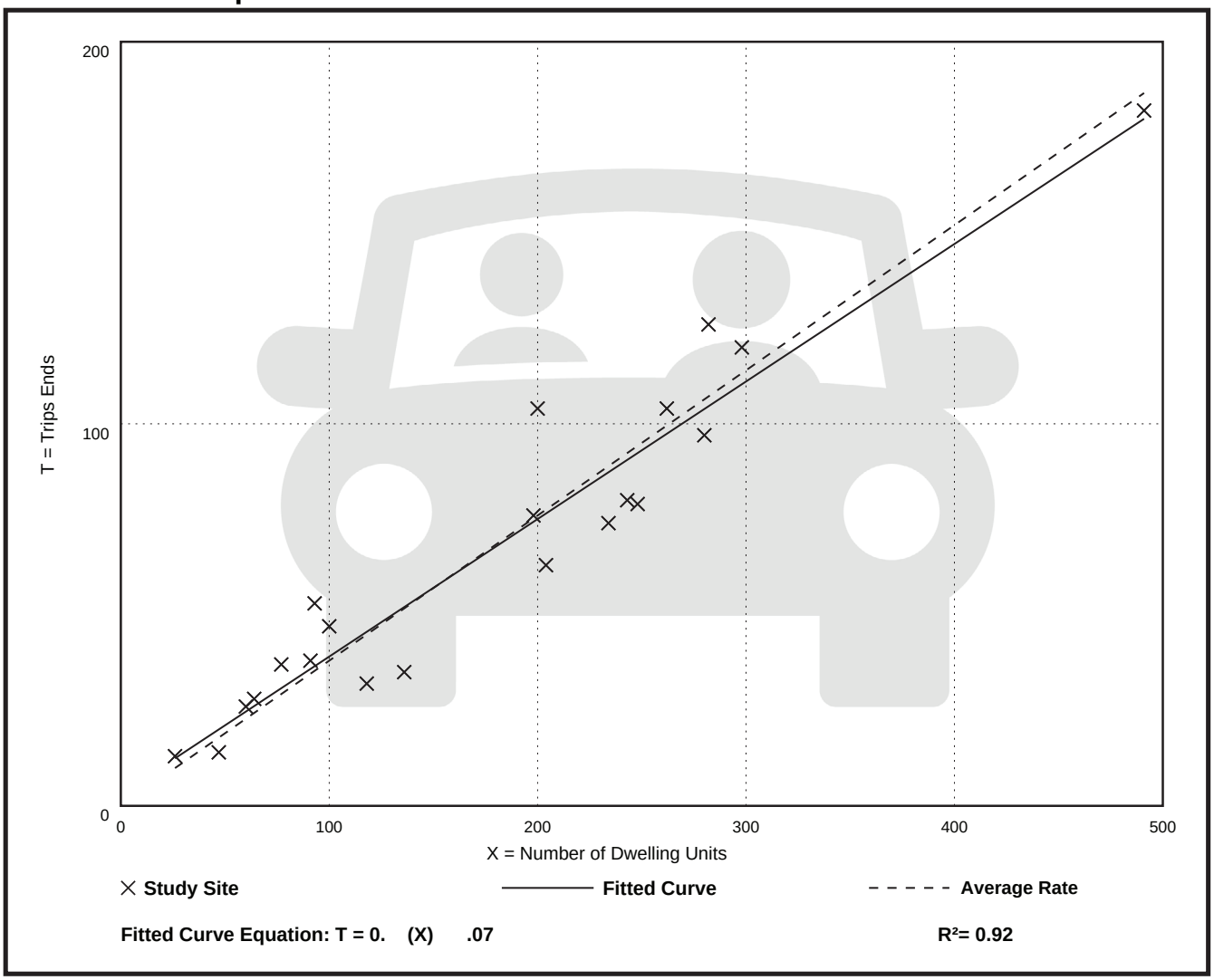
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Fitted Curve Equation: T = 0. (X) .07

R^2= 0.92

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

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

April 16, 2026

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

Subject: Highland Avenue and 31st Street
IDOT

Dear Ms. May:

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

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

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

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

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

cc: Rios (IDOT)
2026_TrafficForecasts\DownersGrove\du-24-26\du-24-26.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

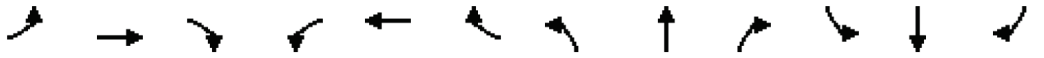
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level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

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

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

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour



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

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

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

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	25	0	7	183	4	0	0	3	0	0	0
Future Vol, veh/h	0	25	0	7	183	4	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	30	0	8	220	5	0	0	4	0	0	0

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

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

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

Intersection	
Int Delay, s/veh	0.1

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

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

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

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	75	101	0	7
Future Vol, veh/h	17	0	75	101	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	20	0	90	122	0	8

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

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

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	86	15	3	0
Future Vol, veh/h	0	14	86	15	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	17	104	18	4	0

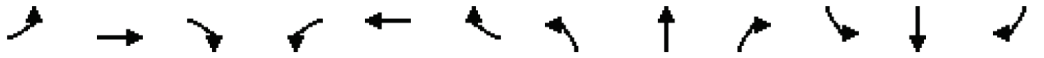
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	122	0	-	0	121	61
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1478	-	-	-	867	998
Stage 1	-	-	-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

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

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

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour



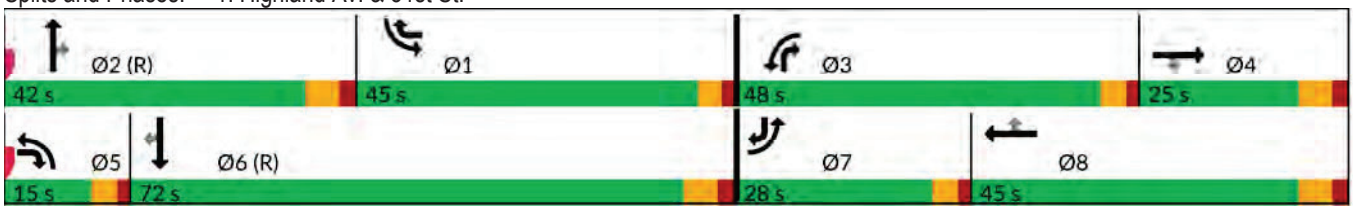
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	34	53	289	28	822	7	569	140	595	926	29
Future Volume (vph)	97	34	53	289	28	822	7	569	140	595	926	29
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width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

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

Intersection Summary

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

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



Intersection	
Int Delay, s/veh	0.4

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

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

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

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	166	37	0	9	0
Future Vol, veh/h	0	166	37	0	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	198	44	0	11	0

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

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

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

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	0	20	17	0	88
Future Vol, veh/h	78	0	20	17	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	93	0	24	20	0	105

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

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

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	14	3	9	0
Future Vol, veh/h	0	69	14	3	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	82	17	4	11	0

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

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

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

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Morning Peak Hour

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

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

Intersection Summary

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

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	31	0	36	230	4	0	0	7	0	0	0
Future Vol, veh/h	0	31	0	36	230	4	0	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	37	0	43	277	5	0	0	8	0	0	0

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

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

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

Intersection	
Int Delay, s/veh	0.1

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

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

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

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	23	0	78	145	0	7
Future Vol, veh/h	23	0	78	145	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	28	0	94	175	0	8

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

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

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	130	15	3	0
Future Vol, veh/h	0	20	130	15	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	24	157	18	4	0

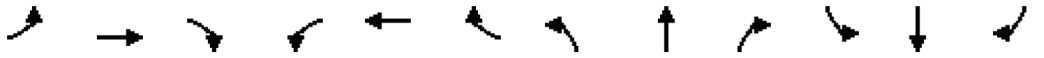
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	175	0	-	0	178	87
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1414	-	-	-	801	960
Stage 1	-	-	-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

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

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

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Evening Peak Hour

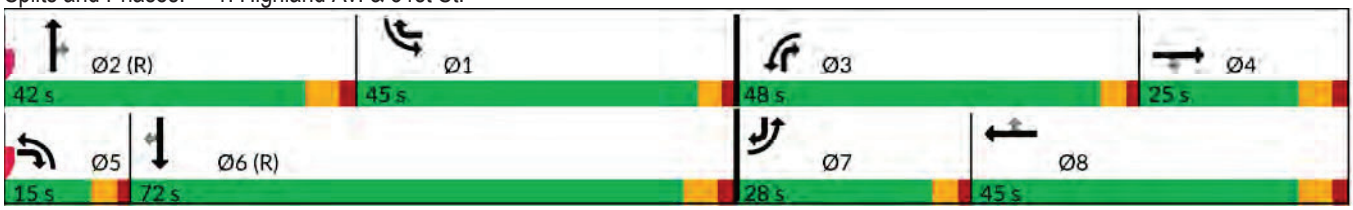


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	48	75	298	35	847	8	586	144	613	954	35
Future Volume (vph)	137	48	75	298	35	847	8	586	144	613	954	35
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane Width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

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

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

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



Intersection	
Int Delay, s/veh	1.2

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

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

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

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	213	46	0	9	0
Future Vol, veh/h	0	213	46	0	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	254	55	0	11	0

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

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

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

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	0	21	25	0	91
Future Vol, veh/h	122	0	21	25	0	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	145	0	25	30	0	108

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

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

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	113	22	3	9	0
Future Vol, veh/h	0	113	22	3	9	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	135	26	4	11	0

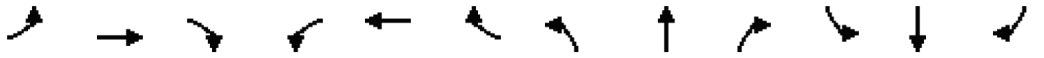
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	30	0	-	0	95	15
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1596	-	-	-	900	1067
Stage 1	-	-	-	-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

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

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

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Morning Peak Hour



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

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

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

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	85	0	36	246	4	0	0	7	0	0	0
Future Vol, veh/h	0	85	0	36	246	4	0	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	4	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	102	0	43	296	5	0	0	8	0	0	0

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

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

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	53	235	11	32	0
Future Vol, veh/h	0	53	235	11	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	64	283	13	39	0

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

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

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	0	78	157	0	7
Future Vol, veh/h	46	0	78	157	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	55	0	94	189	0	8

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

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

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	152	5	22	0
Future Vol, veh/h	0	24	152	5	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	29	183	6	27	0

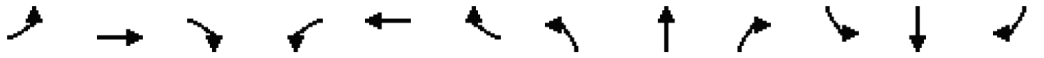
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	189	0	-	0	201	95
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1397	-	-	-	775	950
Stage 1	-	-	-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

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

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

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Evening Peak Hour



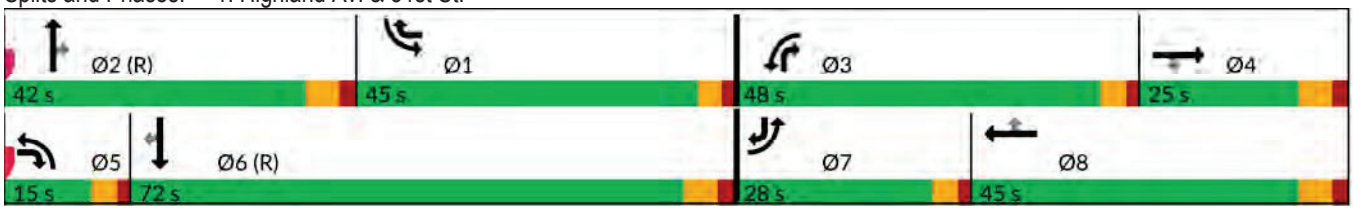
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	58	80	298	52	847	17	586	144	613	954	53
Future Volume (vph)	147	58	80	298	52	847	17	586	144	613	954	53
Ideal Flow (vphpl)	1900	2000	1900	1900	2000	1900	1900	2000	1900	1900	2000	1900
Lane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

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

Intersection Summary

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

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



Intersection	
Int Delay, s/veh	1.1

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

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

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

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

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	232	61	29	15	0
Future Vol, veh/h	0	232	61	29	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	276	73	35	18	0

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

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

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

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	0	21	40	0	91
Future Vol, veh/h	141	0	21	40	0	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	168	0	25	48	0	108

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

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

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	131	25	15	10	0
Future Vol, veh/h	0	131	25	15	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	156	30	18	12	0

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

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

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

Village of Downers Grove

Planning and Zoning Commission - Report

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

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	June 1, 2026 at 07:00 PM
Subject	26-PZC-0002 Zoning Ordinance Text Amendments
Type	Zoning Ordinance Text Amendments
Submitted by	Stan Popovich, AICP Director of Community Development

Background.

In 2025, the Village adopted the Guiding D.G. plans, including the Active Transportation Plan (A.T.P.), the Comprehensive Plan (C.P.), and the Environmental Sustainability Plan (E.S.P). The C.P. 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 D.G. plans.

At the June 1, 2026 meeting, staff will present background information and proposed text amendments related to the following topics:

- Parking over People Act (Informational)
- Parking
- Minor Clarifications and Modifications to the Zoning Ordinance

Parking over People Act.

In 2025, the State of Illinois passed the *People over Parking Act* which prohibits municipalities from enforcing minimum parking requirements on new residential or commercial developments within one-half mile of transit hubs or within one-eighth mile of transit corridors. The Village's three Metra stations qualify as transit hubs. The Village does not have any qualifying transit corridors. This act takes effect on June 1, 2026.

A proposed trailer bill is proceeding through the Illinois Legislature at this time. The trailer bill would restrict the applicability of *People over Parking Act* to municipalities with populations over 2 million. If the trailer bill is not passed into law, the Village will not be able to enforce parking standards within one-half mile of its three Metra stations. A map of this area is attached.

Parking.

The Comprehensive Plan included an action item to re-examine shared parking agreement regulations and to examine parking requirements to encourage outlot redevelopment and green space. Staff has reviewed the Village's shared parking agreements and is not recommending any changes to these sections of the parking regulations. Staff is proposing some changes to the required minimum number of parking spaces and is proposing an update to the maximum number of parking spaces amongst other parking regulation updates.

A summary list of the proposed parking amendments is shown below and are identified in the attached Zoning Ordinance excerpts.

Table 2 – Proposed Parking Modifications

Section	**Description**	**Attachment Page**
28.7.020 Maximum Requirements	Maximum parking regulations for non-residential uses have been updated to include a lower threshold for applicability. A lower maximum is also proposed.	Page 1
Section 28.7.030 Minimum Motor Vehicle Parking Ratios Table 7-1: Minimum Vehicle Parking Requirements	Updated table to align with use categories shown in the use table (Table 5-1). Updated minimum parking requirements so that in most instances similar uses have the same parking requirements.	Pages 2 to 10
Section 28.7.050 Parking Exemptions and Reductions Table 7-2 Shared Parking Calculations	Updated table to align with use categories shown in the use table (Table 5-1).	Pages 11 to 12

Section	Description	Attachment Page
Section 28.7.060 Bicycle Parking Table 7-2 Minimum Bicycle Parking Ratios	Updated table to align with use categories shown in the use table (Table 5-1).	Pages 12 to 14
28.7.070 Location of Off-Street Parking	Adds that parking is prohibited in the street yard of the Fairview zoning districts. Adds that off-street parking shall be connected to the principal use via private or public sidewalk.	Page 14
Section 28.7.100 Parking Area Design	Clarified that all multi-family residential developments may be eligible for a reduction in stall width.	Pages 14-15
Section 28.7.130 Drive-Through and Drive-In Facilities Table 7-5: Stacking Space Requirements	Updated table to align with use categories shown in the use table (Table 5-1). Updated car wash and fueling stations stacking requirements.	Pages 15

Minor Clarifications and Modifications.

This section of proposed amendments updates and clarifies various sections of the Zoning Ordinance. Over time and through practice, staff has identified code sections where further clarification and minor adjustments in language that would prove useful to both the practitioner and residents. The proposed changes are intended to further improve the review process while also ameliorating common questions and inquires that staff regularly receive.

A summary list of the proposed amendments is shown below and are identified in the attached Zoning Ordinance excerpts.

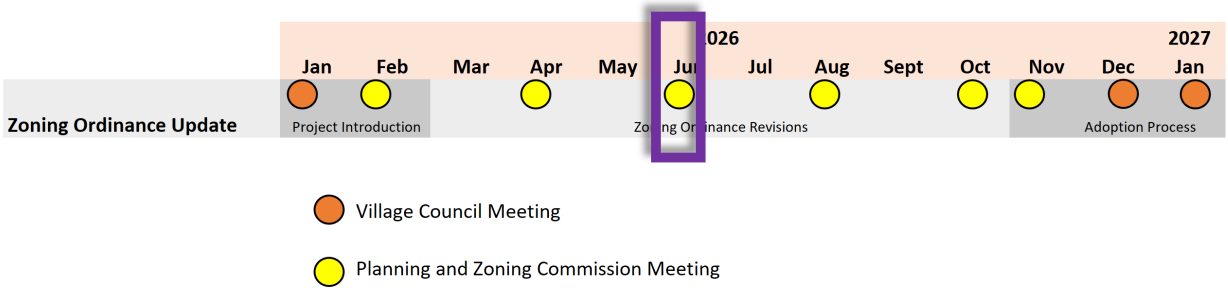
Table 2 – Proposed Minor Clarifications and Modifications.

Section	**Description**	**Attachment Page**
28.3.030 Lot and Building Regulations	Clarified minimum setback for commercial properties that are adjacent to residential zoning districts.	Page 16
28.6.030 Day Care	Added adult day care use to this section and clarified screening requirements.	Page 16
28.6.050 Small Group Homes	Eliminated separation distance requirement.	Pages 17 to 18

Section	Description	Attachment Page
28.6.140 Temporary Real Estate Offices	Clarified that a sales office may be located in a model dwelling unit in R-1 through R-4 zoning districts.	Page 18
28.8.040 Screening	Clarified screening requirements for ground mounted mechanical equipment and prohibits exterior roof access ladders.	Pages 18 to 19
28.10.010 Fences	Clarifies that chainlink fences with vertical slats or woven mesh are not considered solid-design fences. Also clarifies fence allowances for residential properties that front an alley.	Pages 19 to 21
28.12.050 Special Uses	Adds that Special Uses granted in conjunction with Planned Unit Developments do not expire. Provides for minimal decreases in green spaces.	Pages 21 to 24

Section	Description	Attachment Page
28.14.080 Building Coverage	Clarifies building coverage bonus.	Page 24
28.14.100 Setbacks	Increases eave and gutter encroachment into street and rear yards.	Page 24
28.14.130 Height	Clarifies that stair enclosures without programmable space are exempt from height requirements.	Page 25

Schedule.




People over Parking Act Map
2,700
0
2,700 Feet
N

Proposed Parking Amendments.

Sec 28.7.020 Maximum Requirements.

~~Commercial~~ Non-residential uses requiring ~~one hundred (100)~~ fifty (50) or more parking spaces may not provide more than 140% of parking in excess of the minimum standards as set forth in Table 7-1 ~~four and one-half (4.5) spaces per one thousand (1,000) square feet of floor area~~ unless otherwise approved through the special use approval process of DGMC Section 28.12.050. The special use permit application must include a parking study prepared by professional transportation planner or traffic engineer that includes estimates of parking demand based on reliable data collected from comparable uses or on external data from credible research organizations (e.g., Institute of Transportation Engineers (ITE) or American Planning Association).

Sec 28.7.030 Minimum Motor Vehicle Parking Ratios.

Except as otherwise expressly stated, off-street motor vehicle parking spaces must be provided in accordance with Table 7-1.

Table 7-1 Minimum Motor Vehicle Parking Ratios.

Residential Use.

Categories		Existing Regulations	Proposed Minimum
Detached house		2 spaces per dwelling unit	No change
Attached house		2 spaces per dwelling unit	No change
Two–unit house		2 spaces per dwelling unit	No change
Apartment / Condo	Apartment / condo	2 spaces per dwelling unit	No change

Categories		Existing Regulations	Proposed Minimum
	Apartment/condo in DB, DC, FC and FB zoning districts	1.4 spaces per dwelling unit	No change
	Apartment/condo (for persons 62 or older)	0.6 spaces per dwelling unit	No change
	Apartment/condo (for persons 62 or older and offering on-site assisted living services)	0.4 spaces per dwelling unit	No change
	Apartment / Condo (Inclusive Dwelling Units provided for in the F Zoning Districts)	1 space per Inclusive Dwelling Unit	No change
Group Living (except for the following uses)		0.5 spaces per bed	No change
Group home, small (8–person max. occupancy)			No change
Group home, large (9 or more occupants)			No change
Nursing home		0.5 spaces per bed	0.25 spaces per bed
Sheltered Care		0.5 spaces per bed	0.25 spaces per bed

Public, Civic and Institutional Use.

Categories	Existing Regulations	Proposed Minimum
Aircraft Landing Area	28.7.040g	No change
Cemetery	None	28.7.040g
College or University	28.7.040g	No change
Community Center	1 space per 4 occupants (maximum capacity)	3 spaces per 1,000 square feet of gross floor area

Categories		Existing Regulations	Proposed Minimum
Fraternal Organization		4 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
Governmental Facility		28.7.040g	No change
Hospital		28.7.040g	No change
Library		5 spaces per 1,000 square feet	2.5 spaces per each 1,000 square feet of gross floor area
Museum or Cultural Facility		2 spaces per 1,000 square feet	No change
Natural Resource Preservation		None	No change
Parks and Recreation	Park	5 spaces per acre	28.7.040g
	Swimming Pool	10 spaces per 1,000 square feet of water surface	28.7.040g
	Tennis Court	2.25 per court	28.7.040g
Religious Assembly	Religious Assembly (Existing as of 01-14-1991 and located within 1,000 feet of DC or DB zoning district)	1 space per 8 occupants (maximum capacity)	No change
	Religious Assembly (other)	1 space per 4 occupants (maximum capacity)	No change
Safety Service		28.7.040g (CD Director)	No change
School	School (Elementary and Junior High)	0.10 spaces per student	28.7.040g
	School (Senior High)	0.30 spaces per student	28.7.040g
Minor: Utilities and Public Service Facility		None	No change
Major: Utilities and Public Service Facility		28.7.040g	No change

Categories	Existing Regulations	Proposed Minimum
Wireless Telecommunications: Freestanding tower	None	No change
Wireless Telecommunications: Building or tower–mounted antenna	None	No change

Commercial Use.

Categories		Existing Regulations	Proposed Minimum
Adult Entertainment Establishment		Section 28.7.040(g)	No change
Animal Service	Boarding or shelter	3.5 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
	Grooming	3.5 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
	Veterinary care	3.5 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
Assembly and Entertainment (except for the following uses)		1 space per 3 occupants (maximum capacity)	0.20 spaces per person, based on maximum occupancy
Auditorium		1 space per 3 occupants (maximum capacity)	0.20 spaces per seat, based on maximum occupancy
Cinema		1 space per 3 occupants (maximum capacity)	0.20 spaces per seat, based on maximum occupancy
Theater		1 space per 3 occupants (maximum capacity)	0.20 spaces per seat, based on maximum occupancy
Broadcast or Recording Studio		1 space per 3 occupants (maximum capacity)	0.20 spaces per seat, based on maximum occupancy
Building Service		1.17 spaces per 1,000 square feet	No change

Categories		Existing Regulations	Proposed Minimum
Business Support Service		3.5 spaces per 1,000 square feet	2.5 spaces per 1,000 square feet of gross floor area
Consumer Maintenance and Repair Service		3.5 spaces per 1,000 square feet	2.5 spaces per 1,000 square feet of gross floor area
Personal Improvement Service	General Personal Improvement Services	4 spaces per 1,000 square feet	3.5 spaces per 1,000 square feet of gross floor area
	Health and Fitness Services	5 spaces per 1,000 square feet	3.5 spaces per 1,000 square feet of gross floor area
	Studio or Instructional Services	3.5 spaces per 1,000 square feet	No change
	Fortune-telling or psychic services		3.5 spaces per 1,000 square feet of gross floor area
	Massage Therapy		3.5 spaces per 1,000 square feet of gross floor area
	Tattoo and body piercing establishments		3.5 spaces per 1,000 square feet of gross floor area
Research Service		1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Day Care	Day Care Home	None	No Change
	Day Care Center	2 spaces per 1,000 square feet, plus 1 drop-off or pick-up space per 1,000 square feet (not to exceed a maximum of 10)	No Change

Categories		Existing Regulations	Proposed Minimum
Eating and Drinking Establishment	Restaurant	10 spaces per 1,000 square feet or 1 space per 4 seats, whichever is greater, plus stacking spaces per Section 7.130.	10 spaces per 1,000 square feet of gross floor area
	Bar/Tavern/Brewpub	Currently Not a Listed Use	5 spaces per 1,000 square feet of gross floor area
	Carry-out restaurant	3.5 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
	Wine and Beer Boutique	10 spaces per 1,000 square feet or 1 space per 4 seats, whichever is greater	3 spaces per 1,000 square feet of gross floor area
Financial Service		3.5 spaces per 1,000 square feet, plus stacking spaces per Sec. 7.130	2.5 spaces per 1,000 square feet of gross floor area
Funeral or Mortuary Service		12.5 spaces per 1,000 square feet	4 spaces per each 1,000 square feet of gross floor area
Lodging		1.25 spaces per room, plus parking required by this section for restaurants, bars, banquet facilities and other accessory uses	1 space per guestroom plus parking required by this section for restaurants, bars, banquet facilities and other accessory uses
Bed and Breakfast		1.25 spaces per room	1 space per guestroom
Office	Business and Professional Office	3 spaces per 1,000 square feet	2.5 spaces per 1,000 square feet of gross floor area
	Medical, Dental, and Health Practitioner	4.50 spaces per 1,000 square feet	3.3 spaces per 1,000 square feet of gross floor area
Parking, Non-Accessory			No Change
Retail Sales	Convenience Goods	3.50 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area

Categories		Existing Regulations	Proposed Minimum
	Consumer Shopping Goods	3.50 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
	Guns and firearm supplies		3 spaces per 1,000 square feet of gross floor area
	Building Supplies and equipment		3 spaces per 1,000 square feet of gross floor area
	Multi-Tenant Shopping Center	4 spaces per 1,000 square feet	3 spaces per 1,000 square feet of gross floor area
	Furniture/ large appliance store	1.67 spaces per 1,000 square feet	No Change
Self–service Storage Facility		0.2 spaces per 1,000 square feet	0.1 space per storage unit
Trade School		1 space per 4 occupants (maximum capacity)	No Change
Vehicle Sales and Service	Commercial Vehicle Repair and Maintenance	1 per service bay plus stacking spaces per Sec 7.130	No Change
	Commercial Vehicle Sales and Rentals	2 spaces per 1,000 square feet of showroom area, plus 0,4 spaces per 1,000 sq ft of outdoor display spaces, plus 2 per service bay	1.67 spaces per 1,000 square feet of showroom area
	Fueling Station	1 space per pump island, plus 1 space per service bay, plus 3.33 spaces per 1,000 square feet of retail sales area	1 space per four pumps, plus 3 spaces per 1,000 square feet of retail

Categories		Existing Regulations	Proposed Minimum
	Personal Vehicle Repair and Maintenance	1 per service bay plus stacking Car wash current - 1 per wash bay, plus stacking per Sec 7.130	No change - delete car wash
	Personal Vehicle Sales	2 spaces per 1,000 square feet of showroom area, plus 0.4 spaces 1,000 square feet of outdoor display space, plus 2 per service bay	1.67 spaces per 1,000 square feet of showroom area
	Personal Vehicle Rental	New Category	2.5 spaces per 1,000 square feet of gross floor area, plus 1 space per rental vehicle
	Vehicle Body and Paint Finishing Shop	1 per service bay, plus stacking spaces	No Change
	Automobile dealership off-site vehicle storage		

Wholesale, Distribution and Storage Use.

Categories	Existing Regulations	Proposed Minimum
Equipment and Materials Storage, Outdoor	0.67 spaces per 1,000 square feet	No change
Trucking and Transportation Terminals	0.67 spaces per 1,000 square feet	No change
Warehouse	0.67 spaces per 1,000 square feet	No change

Categories	Existing Regulations	Proposed Minimum
Wholesale Sales and Distribution	0.67 spaces per 1,000 square feet	No change

Industrial Use.

Categories	Existing Regulations	Proposed Minimum
Artisan Industrial	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Limited Industrial	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
General Industrial	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Intensive Industrial	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Junk or Salvage Yard	-	No Change

Recycling Use.

Categories	Existing Regulations	Proposed Minimum
Recyclable Material Drop–off Facility	Section 28.7.040(g)	No Change
Recyclable Material Processing	None	28.7.040(g)

Agricultural Use.

Categories	Existing Regulations	Proposed Minimum
Animal Agriculture	None	None
Community Garden	None	No change
Crop Agriculture	None	28.7.040(g)

Other Use.

Categories	Existing Regulations	Proposed Minimum
Drive–in or Drive–through Facility	Stacking spaces per DGME Section 28.7.130	No Change
Medical Cannabis Cultivation Center	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Medical Cannabis Dispensing Organization	6 spaces per 1,000 square feet (where shared parking is available) or 7.5 spaces per 1,000 square feet (where shared parking is not available)	3 spaces per 1,000 square feet of gross floor area
Adult Use Cannabis Business Establishments	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Adult Use Cannabis Craft Grower	6 spaces per 1,000 square feet (where shared parking is available) or 7.5 spaces per 1,000 square feet (where shared parking is not available) for dispensary portion of business plus 1.17 spaces per 1,000 square feet for non-dispensary areas of business	3 spaces per 1,000 square feet of gross floor area for dispensary portion of the business plus 1 space per 1,000 square feet of non-dispensary areas of business
Adult Use Cannabis Cultivation Center	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Adult Use Cannabis Dispensing Organization	6 spaces per 1,000 square feet (where shared parking is available) or 7.5 spaces per 1,000 square feet (where shared parking is not available)	3 spaces per 1,000 square feet of gross floor area
Adult Use Cannabis Processing Organization or Processor	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area

Categories	Existing Regulations	Proposed Minimum
Adult Use Cannabis Processing Organization or Processor	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area
Adult Use Cannabis Transporting Organization or Transporter	1.17 spaces per 1,000 square feet	1 space per 1,000 square feet of gross floor area

Sec. 28.7.050(b) Shared Parking.

(3) Methodology. The number of parking spaces required under a shared parking arrangement must be determined in accordance with the following:

a. Multiply the minimum parking required for each individual use, as set forth in DGMC Section 28.7.030 by the percentage identified for each of the six (6) designated time periods in Table 7-2.
b. Add the resulting sums for each of the six (6) columns.
c. The minimum shared parking requirement is the highest sum among the six (6) columns resulting from the above calculations.
d. Select the time period with the highest total parking requirement and use d. that total as the shared parking requirement.

Table 7-2: Shared Parking Calculations.

	Weekday			Weekend		
Land Use	Midnight–7:00 a.m.	7:00 a.m. – 6:00 p.m.	6 p.m. – Midnight	Midnight–7:00 a.m.	7:00 a.m. – 6:00 p.m.	6 p.m. – Midnight
Office and Industrial	5%	100%	10%	0%	60%	5%

Lodging	100%	60%	90%	100%	65%	80%
Eating and Drinking Establishments	50%	70%	100%	45%	70%	100%
Religious Assembly	0%	10%	30%	0%	100%	30%
Assembly & Entertainment	10%	50%	100%	5%	80%	100%
Retail Sales & Commercial Service	5%	70%	90%	0%	100%	60%

Sec 28.7.060 Bicycle Parking.

(a) Minimum Requirements. Bicycle parking spaces must be provided in accordance with the minimum ratios established in

Table 7-3: Minimum Bicycle Parking.

Categories	Existing Regulations Minimum Bicycle Parking Spaces (% of Motor Vehicle Parking)	Proposed Regulations
Apartment / Condo	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater.	No change

Categories	Existing Regulations Minimum Bicycle Parking Spaces (% of Motor Vehicle Parking)	Proposed Regulations
Community Center	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
Library	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
Museum or Cultural Center	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
Parks and Recreation	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
School (Elementary and Junior High)	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
School (Senior High)	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
Assembly and Entertainment	None for first 19 vehicle spaces, then 5% or 2 spaces, whichever is greater	No change
~~Health club, fitness facility~~ Health and Fitness Services	None for first 9 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change

Categories	Existing Regulations Minimum Bicycle Parking Spaces (% of Motor Vehicle Parking)	Proposed Regulations
Studio or~~,~~ Instructional ~~or~~ Services	None for first 19 vehicle spaces, then 10% or 2 spaces, whichever is greater	No change
Eating and Drinking Establishment	None for first 19 vehicle spaces, then 5% or 2 spaces, whichever is greater	No change
Financial Service	None for first 19 vehicle spaces, then 5% or 2 spaces, whichever is greater	No change
Office	None for first 19 vehicle spaces, then 5% or 2 spaces, whichever is greater	No change
Retail Sales	None for first 19 vehicle spaces, then 5% or 2 spaces, whichever is greater	No change

Sec 28.7.070 Location of Off-Street Parking.

(c) Downtown and Fairview. Parking is prohibited in the street yard of any lot located within a DC, DB, ~~or~~ DT, FB, FC or FT zoning district except that parking is allowed on approved driveways serving detached houses, attached houses and two-unit houses.

(d)(2) Location. Off-site parking areas must be located within a one thousand foot (1,000') radius of the use served by such parking, measured between the entrance of the use to be served and the outer perimeter of the farthest parking space within the off-site parking lot. Off-street parking shall be connected to the

use served by such parking via private or public sidewalks. Off-site parking lots are allowed only in zoning districts that permit the principal use to be served by the off-site parking spaces, unless approved as a special use. See Figure 7-2

Sec 28.7.100 Parking Area Design.

(b)(2) Stall dimensions may be reduced by up to six inches (6") in width and length in commercial parking lots containing more than fifty (50) parking spaces or in multi-family residential developments if a parking study demonstrates that parking activity is projected at medium to low turnover conditions, defined as Class B or C by the Institute of Transportation Engineers (ITE), and that the typical parking space in such lot or structure will be occupied by no more than one (1) or two (2) different vehicles during the course of the business day. Stall size reductions are not allowed for parallel spaces.

Sec. 28.7.130 Drive-Through and Drive-In Facilities.

(c) Stacking Spaces Required. Stacking lanes must be provided in accordance with the minimum requirements of Table 7-5

Table 7-5: Stacking Space Requirements.

Use	Minimum Number of Stacking Spaces Required
Bank/financial institution	4 spaces per drive-through lane
Car wash (self-serve)	2 spaces per approach lane, plus 2 drying spaces at end of bay
Car wash (automatic)	10 spaces per approach lane, plus 1 drying space at end of bay and 1 additional space for any manual detailing/drying operations.
Vehicle repair/maintenance	2 per service bay (can be provided as parking spaces)
~~Gasoline pump~~ Fueling Station	~~2~~ 1 spaces~~s~~ per pump per side

Restaurant	8 total spaces, with at least 3 spaces between order and pick-up station
Other	3 spaces per lane, ordering station or machine

Minor Clarifications and Modifications.

Sec 28.3.030 Lot And Building Regulations.

Notes to Table 3-2:

[5] On lots abutting the rear lot line of property in R district, a minimum twenty foot (20') rear setback is required, plus one foot (1') of set-back per foot of building height above twenty feet (20'). On lots abutting the side lot line of property in R district, the minimum side setback of the abutting R district must be provided, not to exceed 10 feet, plus one foot (1') of additional setback per foot of building height above twenty feet (20').

Sec 28.6.030 Day Care.

(a) Day care centers and day care homes must be licensed by the State of Illinois under the Illinois Child Care Act (225 ILCS 10/2.09) or other applicable statute, or accredited by the State of Illinois as an adult daycare facility

(b) Day care homes and day care centers for children in R districts must include an outdoor play area, fenced and screened from view from adjoining properties by a solid fence with a minimum height of six feet (6'), with a minimum of two hundred fifty (250) square feet of outdoor play area for each child at the facility, based on maximum enrollment of the day care facility.

(c) Day care centers for children located in nonresidential districts must include an outdoor play area, fenced and screened from view from adjoining properties by a solid fence with a minimum height of six feet (6'), with a minimum of seventy-five (75) square feet of outdoor play area for each child in the play area at any one time.

Sec 28.6.050 Group Homes.

(a) Small Group Homes. Group homes for eight (8) or fewer persons, including supervisory and oversight personnel, are permitted as of right in all districts that allow household living uses as of right, subject to the following regulations:

(1) The use must occupy a detached house, which is consistent in type and general outward appearance with other detached houses in the surrounding area.

(2) The facility must be operated by a governmental, religious or other not-for-profit agency.

(3) Occupancy may not exceed one (1) person per room, where "room" means a whole room used for living purposes, including living rooms, dining rooms, kitchens, bedrooms, furnished recreation rooms and enclosed porches suitable for year-round use, but not including strip or Pullman kitchens, bathrooms, open porches, balconies, halls, half-rooms, utility rooms, unfurnished attics, unfinished basements or unfinished storage spaces.

(4) A copy of the State license or certification for the group home, if a State license or certification is required it must be provided to the Village.

(5) ~~Each proposed small group home must be separated by a minimum distance of five hundred feet (500') from any existing group home, as measured in a line from the nearest point of a lot line occupied by a group home to the nearest point of a lot line occupied by a group home.~~

~~(6)~~ (5) An inspection must be conducted by the Community Development Department to ensure that existing building code requirements for residences are met prior to any occupancy or re-occupancy.

~~(7)~~ (6) Small group home uses may not include any formalized counseling for persons other than the residents of the group home

and may not include any formalized medical treatment other than physical or occupational therapy for residents only.

~~(8)~~ (7) Small group home uses may not be any type of "long-term care facility," as defined in 210 ILCS 45/1-113.

~~(9)~~ (8) In order to implement these requirements, a statement of the number of proposed occupants, a copy of the necessary licenses or certificates, if any are required, a floor plan depicting the number, size and location of rooms, and a site plan must be submitted at the time of application for an occupancy permit.

Sec 28.6.140 Temporary Real Estate Offices.

(c) R-1, R-2, R-3 and R-4 Districts. Temporary real estate sales offices in R-1, R-2, R-3 and R-4 zoning districts are subject to the following regulations:

a) ~~No more than twenty-five percent (25%) of the gross floor area of a dwelling may be used for sales office purposes.~~ Sales may be conducted in a model dwelling unit and the ~~remainder of~~ building may be used for displaying styles of architecture, construction work, interior decoration and similar matters related to real estate sales.

Sec 28.8.040 Screening.

(b) Ground-mounted Mechanical Equipment. All ground-mounted mechanical equipment over thirty inches (30") in height must be screened from view by a fence, wall, dense hedge, or combination of such features providing at least eighty percent (80%) direct view blocking. The hedge, fence or wall must be at least as tall as the tallest part of the equipment. Fencing expressly excludes chainlink with vertical slats or woven mesh. The hedge must be this tall at the time of planting. See Figure 8-12.

(c) Roof-mounted Mechanical Equipment. Exterior roof access ladders, placed on an exterior facade, are expressly prohibited in the Village. Alternative Roof-mounted mechanical equipment (e.g., air conditioning, heating, cooling,

ventilation, exhaust and similar equipment, but not solar panels, wind energy or similar renewable energy devices) must be screened from ground-level view in one of the following ways (and as illustrated in Figure 8-13):

(1) a parapet that is as tall as the tallest part of the equipment;
(2) a screen around the equipment that is at least as tall as the tallest part of the equipment, with the screen providing at least eighty percent (80%) direct view blocking and which is an integral part of the building's architectural design; or
(3) an equipment setback from roof edges that is at least three feet (3') in depth for each one (1) foot of equipment height.

Sec 28.10.010 Fences.

(a) General. The general regulations of this subsection apply to all fences.

(1) Applicability. All fences, including plants and walls in the nature of a fence, must be erected and maintained in conformance with the requirements of this Section.
(2) Permits Required. It is unlawful to erect or alter any fence within the Village unless a permit has been issued by the Community Development Director. A written application for a fence permit, including applicable fees as established in the User-Fee, License & Fine Schedule must be filed with the Community Development Department. A fence permit issued under this Section is valid for a term of six (6) months.
(3) Public Safety. Fences may not be constructed or maintained in any way that would impair public protection services or impair public safety by obstructing the vision of persons using the street, sidewalks or driveways.
(4) Structural Elements. All fences must be constructed so that fence posts and structural elements are located on the side of the fence facing the property being enclosed.
(5) Open-Design Fences. Open design fences must be constructed in such a manner that no post or vertical and horizontal element exceeds a width

of six inches (6"), and the open area is not less than fifty percent (50%) of the closed area, with the open area distributed uniformly over the entire fence surface. Open-design fences include split rail, post and board and similar designs, expressly excluding chain-link, shadow box and woven mesh fences.

(6) Solid-Design Fences: Expressly excludes chainlink with vertical slats or woven mesh.

See Figure 10.1 below: (not shown, no proposed changes)

(2) Side and Rear Yards. The regulations of this subsection apply to fences in the side and rear yards of lots located in R districts.

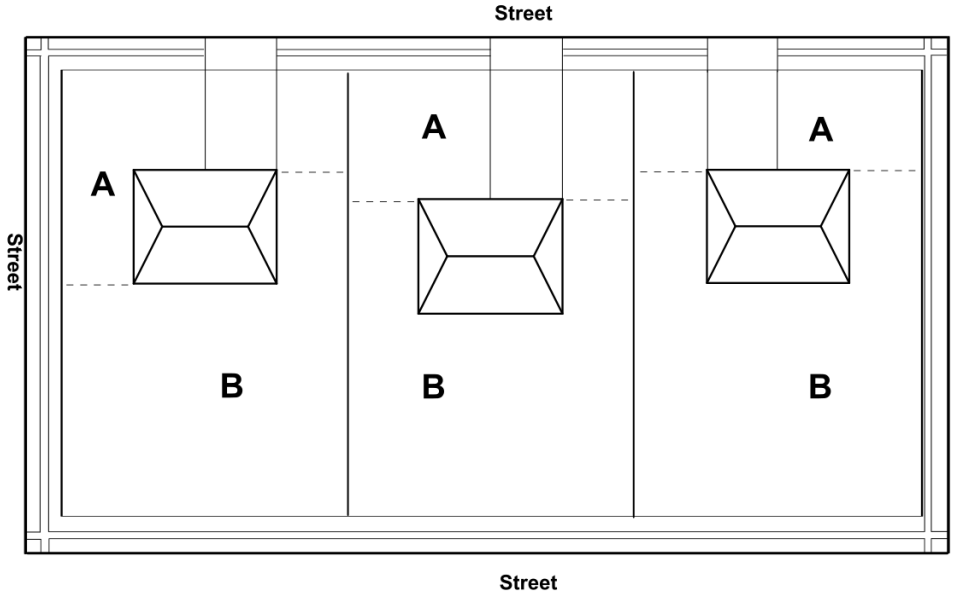
a. Fences, including chain-link and woven mesh designs, are permitted in side and rear yards and required setbacks. Fences in side and rear yards may not exceed six feet (6') in height. In residential districts abutting nonresidential districts, fences of up to eight feet (8') in height and closed in design may be erected only in the side and rear yards of the residential district properties that abut the nonresidential districts. On double-frontage lots, when the rear of any principal structure located on the lot faces a street, and all directly abutting lots share this layout, the yard along that street frontage is considered a rear yard for purposes of these fence regulations. On double-frontage lots, when the rear of any principal structure located on the lot faces a street, and one or more directly abutting lots has the front of a principal structure that faces the same street, the fence must adhere to the yard requirements of the front facing principal structure.

b. On lots where one street frontage is along a street and the opposite frontage is along an alley, when the rear of any principal structure located on the lot faces a street, and the front of the principal structure faces an alley and one or more directly abutting lots has the same layout, the yard along the public alley is considered a street yard for purposes of these

fence regulations; while the yard facing the street is considered a rear yard.

~~b.~~ c. On corner lots with three (3) lot lines abutting a street, fences up to six feet (6') in height, including chain-link and woven mesh designs, are permitted only within the two (2) street-facing side yard areas located from the rear building line to the rear lot line. Any fences outside this area are subject to a maximum height limit of four feet (4').

Figure 10-3: Residential Multi-Frontage Fence Regulations



Sec 28.12.050 Special Uses.

(i) Lapse of Approval

(1) The applicant may submit, and the Village Council may approve, as part of the ordinance authorizing the special use, a maximum 2-year schedule for establishing the approved special use. If such a schedule is not approved by the Village Council, the approved special use will lapse and have no further effect one (1) year after it is approved by the Village Council, unless:

a. a building permit has been issued (if required);
b. a certificate of occupancy has been issued; or
c. the special use has been lawfully established.

(2) The Village Council is authorized to extend the expiration period for good cause on up to two (2) separate occasions, by up to six (6) months each. Requests for extensions must be submitted to the Community Development Director and forwarded to the Village Council for a final decision.

(3) A special use also lapses upon revocation of a building permit or a certificate of occupancy for violations of conditions of approval or upon expiration of a building permit to carry out the work authorized by the special use.

(4) If any special use is discontinued or not in operation for a continuous period of six (6) months or more, the special use for such use is void, and such use may not be reestablished unless and until a new special use is obtained in accordance with the procedures of this Section.

(5) A special use granted in conjunction with the approval procedures set forth in Sec. 28.12.040 for Planned Unit Developments does not expire.

(k) Amendments. Amendments to approved special uses may be approved in accordance with the following requirements. The special use amendment procedures may not be used to vary or modify zoning ordinance standards.

(1) Minor Amendments

a. The Community Development Director is authorized to approve the following minor amendments to approved special uses:
    1. any amendments expressly authorized as minor amendments at the time of special use approval;
    2. the addition of customary accessory uses and structures; and

3. changes to the development site or to structures necessitated by engineering, architectural or physical limitations of the site that could not have been foreseen at the time the special use permit was approved and that are not otherwise classified as major amendments pursuant to DGMC Section 28.12.050(k)(2).

b. Applications for minor amendments to approved special uses must be filed in a form established by the Community Development Director. If no action is taken on the minor amendment application within twenty (20) days of filing of a complete application, the minor amendment is deemed denied.

(2) Major Amendments

a. All of the following constitute major amendments to approved special uses:
   1. an increase in overall building coverage by more than five percent (5%);
   2. an increase in building height by more than ten percent (10%) or five feet (5'), whichever is less;
   3. ~~an overall reduction in the amount of common open space or landscaping~~ an overall reduction in the amount of usable open space, common open space or landscaping by more than five percent (5%);
   4. a reduction in off-street parking by more than ten percent (10%) or one space, whichever results in a greater reduction;
   5. a change in the vehicle circulation pattern that would increase points of access, change access to another street or increase projected traffic volumes; and
   6. any combination of three (3) or more minor changes that were not expressly authorized by the approved special use permit.

b. Major amendments to an approved special use must be processed as a new special use application, including all requirements for fees, notices and public hearings.

Sec. 28.14.080 Building Coverage.

Building coverage is measured as the area of the lot that is occupied by principal and accessory buildings and by structures with a surface area of more than four (4) square feet and a height of eighteen inches (18") or more, including pergolas and pools. All areas beneath a roof are counted for purposes of measuring building coverage, except on FT or R-zoned lots with a lot width of sixty feet (60') or less, detached garages, Extended Family Accessory Housing or Home Occupation units in the rear yard and rear-loading attached garages with a building footprint of five hundred (500) square feet or less are not counted towards overall building coverage provided that the detached garage, Extended Family Accessory Housing or Home Occupation units in the rear yard or the rear-loading attached garage is the only garage or unit on the subject property. If the building footprint for the previously listed uses exceeds five hundred (500) square feet, it is no longer exempt from the building coverage calculation.

Sec. 28.14.100 Setbacks.

(b) Table 14-1: Permitted Yard Obstructions

Eaves and gutters	Yes	Yes	Yes	Yes	In street setback and rear setback - 4 ft. max. encroachment In side setback - 2 ft. max. encroachment

Sec 28.14.130 Height.

(b) Exceptions

(1) Lawfully established parapet walls, chimneys, elevators bulkheads, stair enclosures (without programmable space), equipment penthouses, cooling towers, monuments, water towers, stacks, flag poles, stage towers and scenery lofts, ornamental towers, spires, and necessary mechanical appurtenances are exempt from zoning district height limits and are not included in building height measurements.

(2) Building-mounted solar energy systems may extend up to three feet (3') above the applicable maximum zoning district height limit, provided they do not extend more than five feet (5') above the roof line.