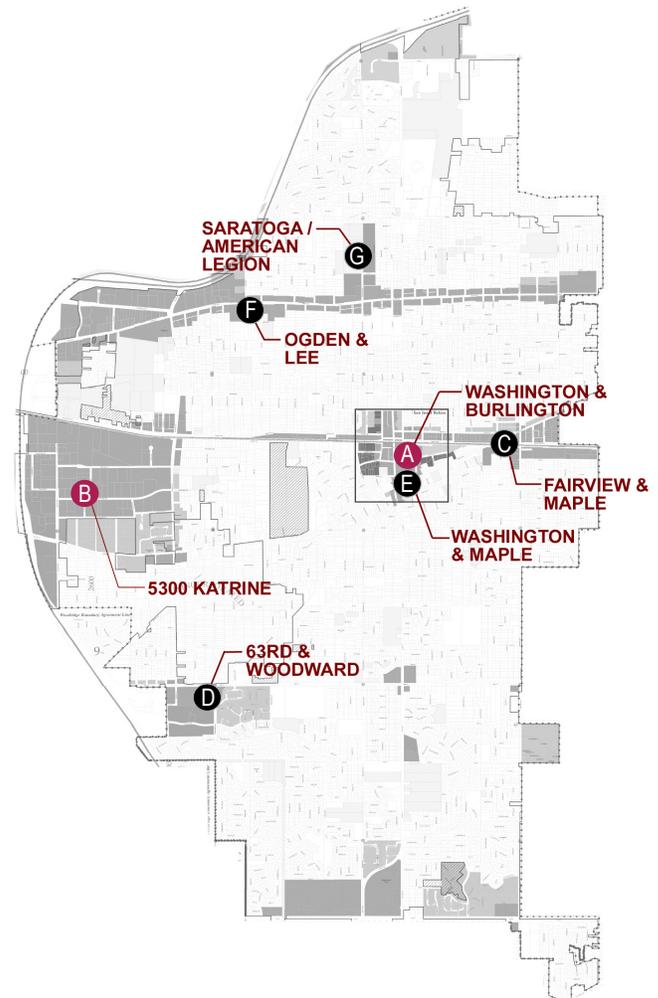


4 SITE ANALYSIS

It is the intent of this study to look broadly at the community to determine the best available site(s) for the project. Toward this end, seven sites were considered in locations listed on this page and shown on the Village map. Each site had certain merits when studied using site plan diagrams in terms of their capability to accommodate the necessary functional needs. Two sites were considered to have the most advantageous merits for further evaluation: the downtown site currently owned by the Village offers the advantages of excellent downtown location, easy recognition by residents, economy due to no land acquisition required, a potential for selling part of the current property to help fund the project, traffic improvements at rail-road crossings, a further redevelopment of downtown and the potential of a downtown greenspace adjacent to Village Hall. The Wisconsin Street site at Katrine offers the potential to

group the Police Facility with an existing Fire Station adjacent to the site, good access to the entire village, more land area for surface parking and the capability to remove much of the police vehicle traffic from Downtown. Extensive evaluation of the existing campus has been completed and documented in this report. More discussion of alternate sites follows in this section.

PROPERTY	LAND AREA
A Downtown Site - Washington & Burlington	4.8 acres
B Wisconsin Street Site - Wisconsin & Katrine	5.3 acres
C Fairview and Maple	3.7 acres
D 63rd and Woodward	7.0 acres
E Washington and Maple	2.0 acres
F Ogden and Lee	8.8 acres
G Saratoga and American Legion	9.7 acres



NOTE:

Various properties referenced are currently under not municipal property and have been identified as a potential location for planning purposes only. Acquisition of such property shall not be pursued with out the participation of the property owner.



4A VILLAGE CAMPUS SITE

VILLAGE CAMPUS SITE ANALYSIS



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1. INTRODUCTION

The Village of Downers Grove is a community of 49,094 located west of downtown Chicago. The Village campus site is an 8.3 acre site that is suitable for redevelopment at the edge of the Downers Grove downtown. Current uses include the Village Hall, the Police Station, the Fleet Services facilities, and the Counseling & Social Services facilities.

Several factors that affect the site were considered for this assessment. These included an analysis of the physical site, existing and future land use, zoning regulations, transit and transit-oriented development options, existing and future parking needs, recent downtown development, capital improvements and demographic trends.

The purpose of this study is to evaluate the character of existing and future land use, review development plans for the Village and assess how land use regulations will impact the Village campus site.

Growth within Downers Grove is putting a strain on the current Village facilities. In particular, the downtown area is witnessing extensive transit-oriented growth, the facilities that are located on the campus site may therefore need to be rehabilitated, reconstructed or located off-site in order to promote this growing trend of development. Encouraging private development of the site is another option that may be considered a revenue producer for the Village.

The Village Hall at 801 Burlington Avenue is shown in Figure 1. The Village campus site depicted in Box A includes the Village Hall, the Counseling & Social Services building, the Police Station, a Fleet Services facility, and the Metra commuter parking lots. This parcel incorporates the entire area analyzed within this assessment. Located nearby is the Curtiss Street parking deck (Box B) and Metra Main Street Station (Box C).



Figure 1 Location Map

Several buildings have been constructed and renovated to accommodate each of these uses, but the buildings no longer can meet the needs of the expanding and redeveloping Village. As shown in Table 1, the Village’s population and employment are expected to increase by 19% and 35%, respectively.

Table 1

Downers Grove 2030 Forecast					
	1990	2000	2030	% Change 1990-2000	% Change
2000-2030					
Population	46, 858	48, 724	60, 153	4%	19%
Households	17, 660	18, 979	24, 515	7%	19%
Employment	36, 354	38, 534	59, 459	6%	35%

2. PHYSICAL SITE ANALYSIS

The 8.3 acre Village campus site is located to the east of the downtown along the south side of the Burlington Northern Santa Fe (BNSF) railroad tracks. A ridge on the north side of the property slopes south to Curtiss Street. A fence surrounds the Fleet Services facility on the campus site (See Figure 2).



Figure 2 Site Plan

The Village Hall is a collection of buildings. It has entrances facing both parking lots and adjoins the transportation facility at the east end of the site. Due to the site's elevation, the Police Station appears to be a single-story building based upon the main entrance on the north side of the building, but it actually is a two-story building with a ground level parking garage for police vehicles facing Curtiss Street. The Counseling & Social Services building is a converted single-family home in the southwest corner and is similar in visual character to the residential neighborhoods surrounding the campus site.

2.1 Parking & Sidewalks

Five parking lots are present within the boundaries of the study area. The visitor and Village employee parking lot is located north of the Police Station and west of the Village Hall. The employee parking lot is located south of the Village Hall along Curtiss Street. Metra commuter parking is located on the west

end of the site closest to the train station, while the Counseling & Social Services building has its own parking lot in the southwest corner of the site. Parking also is present for the Fleet Services facility to the east end of the site. Sidewalks are located along Curtiss Street and are adjacent to each of the parking lots. Two sets of stairs connect the employee parking lot to the visitor parking and Village Hall entrance. All handicap accessible parking spaces are located in the visitor's lot.

2.2 Existing Utilities

Any redevelopment of the site should consider the capacity of the utilities to serve the property. Existing utilities on the property may need to be moved or relocated as part of the redevelopment process.

A schematic of known utilities on and around the site are included in Attachment A, Site Utilities. A water main, gas main,

sanitary sewer and storm sewer are located within the public right of way on Curtiss Street.

Utility service information for the site was obtained from the Building Services Manager. He identified the approximate locations where the utility service lines entered the buildings. These locations are shown in Attachment A as stubs entering the building. Given the lack of information regarding these service lines, no attempt was made to approximate the locations of these utilities underground.

Service connections to the gas and water mains and storm sewer originate on the east wall of the Police Station, and a telephone line connects to the south wall of the Village Hall from the east wall of the Police Station. A sanitary sewer connection to the main sewer is made on the south wall of the Police Station. The water service connection is provided to the Village Hall through its west wall. Numerous water and gas valves, water vaults, manholes, and catch basins exist throughout the site for access to the utilities.

Utility items of note include the following:

- Information was not provided for the drainage system of the parking lot. This would include the parking lot catch basins and the relatively shallow (approximately 5-6 ft. depth) connections to the main sewers.
- An enclosed creek exists below the parking lot on the eastern portion of the site. It is contained within a 36-inch concrete pipe. Any redevelopment of the site will have to account for the presence of the creek.
- The existing sanitary sewer in the Curtiss Street right-of-way is 8 inches.
- Utilities on-site are maintained by private organizations, and the suitability of these utilities should be analyzed prior to redevelopment.
- Storm water can be directed to the northwest or southeast along Curtiss Street. The current grades of the property are 6 to 9 feet above the storm sewer invert. Storm drainage should not pose a problem for development. However, on-site runoff storage may be required.
- The sanitary sewer main is located along Curtiss Street, and its invert elevation at Curtiss and Belden Avenue is 704.3 feet.
- Information also was not obtained for the water main size.

Water service currently is provided from the northwest corner of the site and along Curtiss Street.

- The sanitary sewer and main lines currently are adequate to serve the campus site. The capacity of the main water and sanitary lines should be verified based upon the type of redevelopment that is proposed.

2.3 Site Grading

The site slopes from northwest to southeast. The slope varies throughout the site. Attachment B, Site Plan and Elevations, contains the site elevation plan. The information used to create this figure was derived from the site plan at the time of the construction of the Police Station. Therefore, some elevations shown do not represent the existing conditions accurately, but the general slope of the site has not changed significantly.

The northern section of the site directly adjacent to the BNSF/Metra tracks is sloped to facilitate drainage of the rail bed. The rail bed has a uniform longitudinal slope of approximately 3% from east to west. The site slopes towards the tracks from Washington Street to a point adjacent to the loading bay of the Village Hall. At this point, the slope reverses and slopes toward the Village Hall and away from the tracks. The side slopes in this area range from 24 to 31%. A small drainage swale exists at the base of the slope for the length of the site adjacent to the BNSF/Metra tracks.

2.4 Storm Water Regulations

Any future developments must comply with Chapter 26, Article V of The Village of Downers Grove Municipal Code. According to Section 26-50-2b, any redevelopment of this site would need to consider site runoff storage. Runoff storage requirements can be found in Section 26-53. A planning calculation was done, to determine the runoff storage that potentially could be required. A 24-hour storm with 100-year recurrence was used to estimate peak rainfall (as per Section 26-53-3c). The following assumptions were made:

- 80% of the site will be impervious and 20% will be pervious.
- The pervious soil is a typical sodded or seeded lawn.
- The rainfall will fall at a constant rate over the storm duration period.
- The runoff release rate is 0.1 cubic feet per second per acre (as per Section 26-53-2).

The result of these calculations is that 2.56 acre-feet of runoff storage would be needed on-site. This runoff could be stored through detention ponds, underground storage (enlarged pipes), parking lots, roof tops, or a combination of these. Also, the Village could consider the use of porous materials for the parking lots to reduce run-off coefficients.

2.5 Drainage

When discussing physical aspects of the site with the Village’s Building Services Manager, stormwater drainage was cited as an occasional problem in the employee parking lot after heavy rains. One to two inches of water occasionally pools on the surface of the parking lot when storm water flow exceeds the capacity of the drainage pipe.

3. LAND USE

3.1 Current Land Use

Land use was recorded during a site visit to determine the compatibility of the site with its surroundings. The main land use of the site is institutional and/or office-related activity. This includes the Village Hall, the Police Department, and Counseling & Social Services. The Fleet Services facility is an industrial land use located to the east of the Village campus site. A map of existing land use is shown in Figure 3.

BNSF tracks are north of the site. Freight trains and Metra commuter trains run frequently along these three tracks. To the north of the railroad tracks, residential, commercial, and manufacturing land uses are present.

To the east and south across Curtiss Street are single family homes and apartment buildings. The Village campus site pro-



Figure 3 Existing Land Use

vides a transition between the commercial uses in the Village downtown and the residential neighborhood. The Village Hall is active during business hours and quiet in the evenings when most residents are at home.

The Fleet Services facility at the eastern edge of the site conflicts with the character of the adjacent single family homes. Currently, several trees and a 12 to 15-foot fence screen the view of the site from the homes, but the open parking lot and materials yard still is visible from some locations. Vehicles entering and exiting the site may create negative visual and auditory effects for the surrounding homes.

The downtown is located west of the site. This commercial area is a pedestrian-friendly environment with sidewalks, street furniture and landscaping.

3.2 Future Land Use

The Village has completed a Future Land Use Plan and map for the areas surrounding the Village campus site. The Future Land Use Plan is an accompanying narrative describing the various categories found within the map. The classification of the Future Land Use Plan and map as policy does not appear evident based on the information and data available.

The Village campus site remains unchanged as compared to the current land use map. The Future Land Use Map indicates the campus site as an area encompassing office/research use. A map of the Future Land Use is shown in Figure 4.

The areas to the south of the railroad tracks remain unchanged. To the north of the site, current land use consists of medium residential development and some commercial properties.

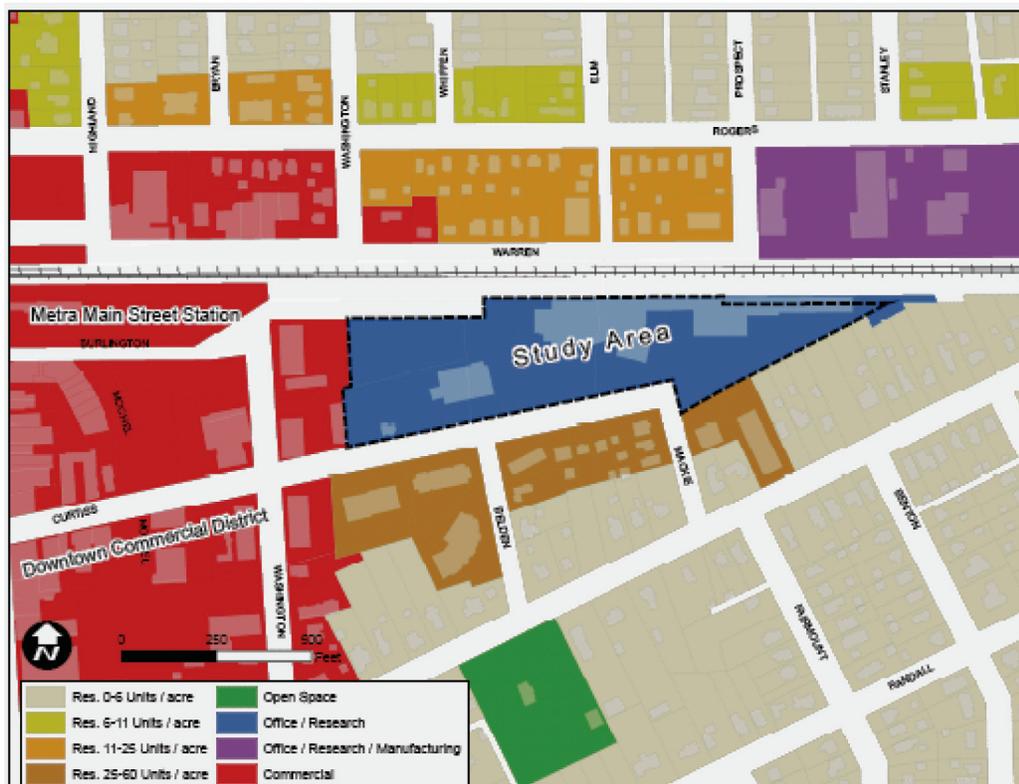


Figure 4 Future Land Use

serve as a transition between the Village's downtown business area and nearby areas of single-family homes. These areas of transition should be maintained, not only to protect against the business areas from expanding too close to existing residential areas, but also to protect against low density residential uses being established on property too close to the retail area.

The Downtown Transition District provides for an appropriate mix of uses and allows an amount of flexibility for development and redevelopment within the zoned district.

The current uses of Village Hall, the Police Station, Counseling & Social Services, and Fleet Services facility conform to the zoning regulations established by the Municipal Code. Permitted uses account for institutional facilities.

4.1 Building Requirements within the Downtown Transition District

Within the Downtown Transition District, building requirements must be followed in order to maintain the character of the area. According to Section 28-611. Downtown Transition District (e) through (o), the following standards are required:

- (e) Minimum square feet of lot area, total: Single family residential—7,500. All other residential—10,500. All non-residential—7,500.
- (f) Minimum lot width: 50 feet. (g) Minimum front setback: None if any point of front lot line abuts the DB Downtown Business District; 10 feet in all other cases.
- (i) Minimum side yard: 5 feet.
- (j) Minimum rear yard: 20 feet.
- (k) Maximum height: 60 feet, except 35 feet for all residential uses other than multiple family.
- (l) Minimum open space, landscaped green space, and common open space: None.
- (m) Maximum lot coverage: None.
- (n) Minimum square feet of floor area per dwelling unit: Single family—950. Two-family—750. Multiple family: 3-bedroom—750, 2-bedroom—620, 1-bedroom—500, studio—400.
- (o) Maximum floor area ratio: Multiple family residential and all non-residential 2.5; all other not applicable.

Floor-area-ratio (FAR) is the ratio of total lot area to building area. The 8.3 acre site currently has a total of 76,159 square feet of building space, resulting in a FAR of 0.21. As per the zoning ordinance (Section 28-611 (o)), a FAR of 2.5 is permissible on the Village campus site. This FAR would allow the construction of more than 10 times the current building area.

5. TRANSIT-ORIENTED

DEVELOPMENT

In 2003, the Village completed a plan that listed the downtown as a major focus area for redevelopment. One of the goals of this plan was to encourage transit oriented (TOD) and mixed-use developments to revitalize the downtown as a destination for residents, workers and tourists. These emphases can be seen in recent developments.

One block west of the Village campus site is a series of buildings and landscapes under construction that was adopted as a planned development by the Village in 2005. Acadia on the Green, a development by New England Builders, Inc, is a mixed-use planned development that will incorporate more than 30,000 square feet of retail space, 126 condo units and 215 parking spaces. The density of this 2.92 acre development is 43.2 units per acre and is located within the Downtown Business District adjacent to the Metra station.

The Village campus site has many amenable qualities for redevelopment as a TOD. TOD is a development style that encourages dense, mixed-use development around transit stations to help reduce automobile trips, to increase housing options for residents and to enhance the visual appearance of a village center. TOD offers high-quality living and shopping options near public transit in a pedestrian-friendly environment. Homeowners and tenants of retail spaces often favor this type of setting as it minimizes the need for a private automobile and encourages walking, non-motorized vehicles and transit as the preferred modes of travel. The TOD concept is gaining popularity throughout Illinois as communities redevelop their downtowns with a renewed emphasis on living, working and playing in an environment that reduces the need for an automobile.

6. BURLINGTON NORTHERN SANTA FE/ METRA

The Burlington Northern Santa Fe (BNSF)/Metra have three stations: Downers Grove Main Street, Fairview Avenue and Belmont. The Main Street Station is adjacent to the Village campus site.

BNSF and Metra are willing to consider platform shifts, which ultimately can affect vehicular traffic flow both on the campus site and on surrounding streets. In addition, the Village campus site currently houses a Metra commuter parking lot. If the Village campus site is redeveloped, the parking lot may be lost. For these reasons, a discussion of the impacts of the commuter rail on the existing campus site in relation to the future redevelop-

opment of the site is provided.

Metra collects planning information concerning their inbound ridership. This information, when coupled with programmed and desired capital needs for Downers Grove, provides a useful context in which to consider the Village campus site and its relationship to Metra and BNSF.

6.1 Market Shed Demographics

Metra uses Northeastern Illinois Planning Commission’s (NIPC), now known as the Chicago Metropolitan Agency for Planning (CMAP), demographic information to forecast future ridership for all of their existing lines. Metra identifies a market shed for each of their station stops in order to provide these forecasts. The market shed is a loosely defined area surrounding the station used for Metra planning purposes. The area contained within the market shed is not consistent between all stations within the Metra system. It is defined by proximity to the station and density of residential and commercial uses. The market shed analysis considers population, number of households, and employment. The 2030 forecasts for the Downers Grove market shed are shown in Table 2.

The 2030 population, employment and number of households show considerable growth from current levels. Employment growth tends to be slightly lower within the market shed than elsewhere in the Village (See Table 1), but population and household growth are expected to increase at the same rate within the market shed as elsewhere in the Village.

Table 2

Downers Grove Market Shed Forecasts			
	2000	2030	%Growth
Population	25, 490	31, 383	19%
Households	9, 550	12, 235	22%
Employment	23, 733	33, 205	29%

6.2 Ridership Levels

In 2002, over two thousand commuters used the Downers Grove Main Street Station (See Table 3). Total ridership of inbound boarders has grown steadily over the last 15 years at approximately 6% each year. Of these riders, most board inbound trains during the morning peak period. Therefore, vehicular traffic congestion due to stopped and passing trains most likely occur during this time. For these reasons, BNSF and Metra have considered platform shifts in order to accommodate trains to hold the large amounts of riders and to alleviate traffic congestion.

Table 3

Historic Ridership Information		
Year	Total # of Inbound Boarders	Total # of AM Peak Inbound Boarders
1987	2090	1872
1989	2261	1985
1991	2044	1803
1993	2021	1781
1995	2023	1773
1997	2205	1868
1999	2277	1960
2002	2371	2065

6.3 Platform Location

Metra’s Main Street boarding platform stretches a distance of 900 feet between Main and Washington Streets. A 10-car train with all of its doors open on the platform is 915 feet long. Trains of this size frequently are used for the Metra line stopping at the Main Street Station.

Currently, the crossings at Main and Washington Streets are blocked by passing and stopped trains, which affect vehicular and non-motorized traffic circulation in the downtown. The Village of Downers Grove has been exploring the possibility of changing the stop location of loading platforms to allow the Main Street crossing to remain open while trains are stopped at the station.

Shifting the inbound platform east across Washington Street would improve automobile traffic flow because it would allow all inbound trains to clear the Main Street crossing. Traffic control delay at this crossing would be reduced for motorists and

pedestrians, especially during the morning peak period when longer trains are expected to accommodate the heavy ridership.

If inbound trains are pulled farther to the east, however, one car would open in the middle of Washington Street. Station platforms are raised to minimize the step onto and off of the train. Within the street crossing, no platform is present, which results in an additional 8-inch drop from the final step onto the street. Metra receives numerous claims for slip and fall accidents in these situations; thus, this practice is not preferred.

Future planning indicates that the BNSF railroad would like to have the grade crossing at Washington Street closed to vehicle traffic. The crossing still could remain open to pedestrians, but closing the crossing to vehicle traffic could vacate property adjacent to the Village campus site, while preserving the pedestrian connection between the north and south sides of the BNSF tracks. Automobile traffic from downtown could continue to access the Village campus site from Curtiss Street by way of Main Street. BNSF has considered this as part of an overall plan that would include a grade separation at Maple Avenue (the next crossing to the east), the elimination of the crossing at Washington Street, and the shifting of both platforms to the east

to free up the Main Street crossing.

Therefore, to assess the impact of closing the Washington Street grade crossing, home origins of walkers to the Downers Grove station were examined (a further discussion of mode of access to the Metra Station is presented in Section 6.4 Station Mode of Access). As Figures 6 and 7 illustrate, commuters walk to the station from all parts of the Downers Grove community. 64% of the Metra respondents live north of the station and 36% live south. Home origins almost are split evenly east and west of Main Street, with 52% east and 48% west.

This balance of home origins (especially those east of Main Street) indicates that if the Washington Street crossing was closed and was not replaced with either a pedestrian crossing or a pedestrian grade separation, a large number of existing riders would be forced to walk greater distances to access the station. Additionally, traffic patterns would need to be re-evaluated to ensure that other crossings do not exceed capacity causing severe delays for automobile traffic. Therefore, any closure of Washington Street needs to be accompanied by a plan to accommodate walkers living east of Main Street and vehicles moving through this area.

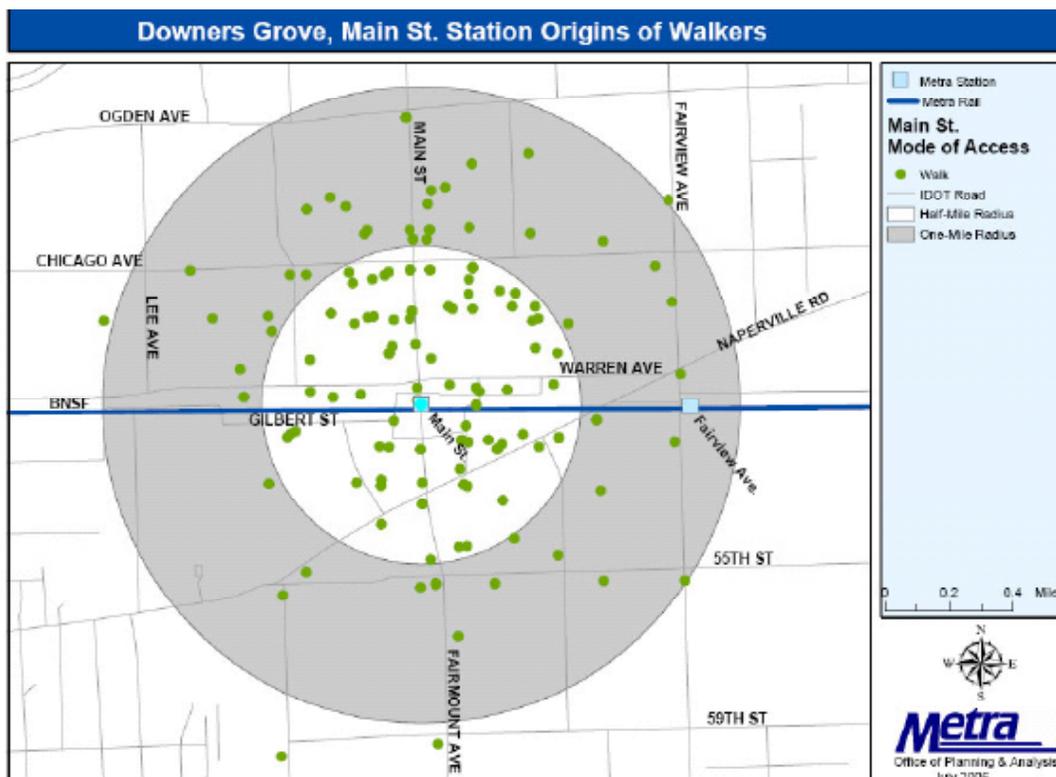


Figure 6 Main Street Station Origins (Pedestrians)

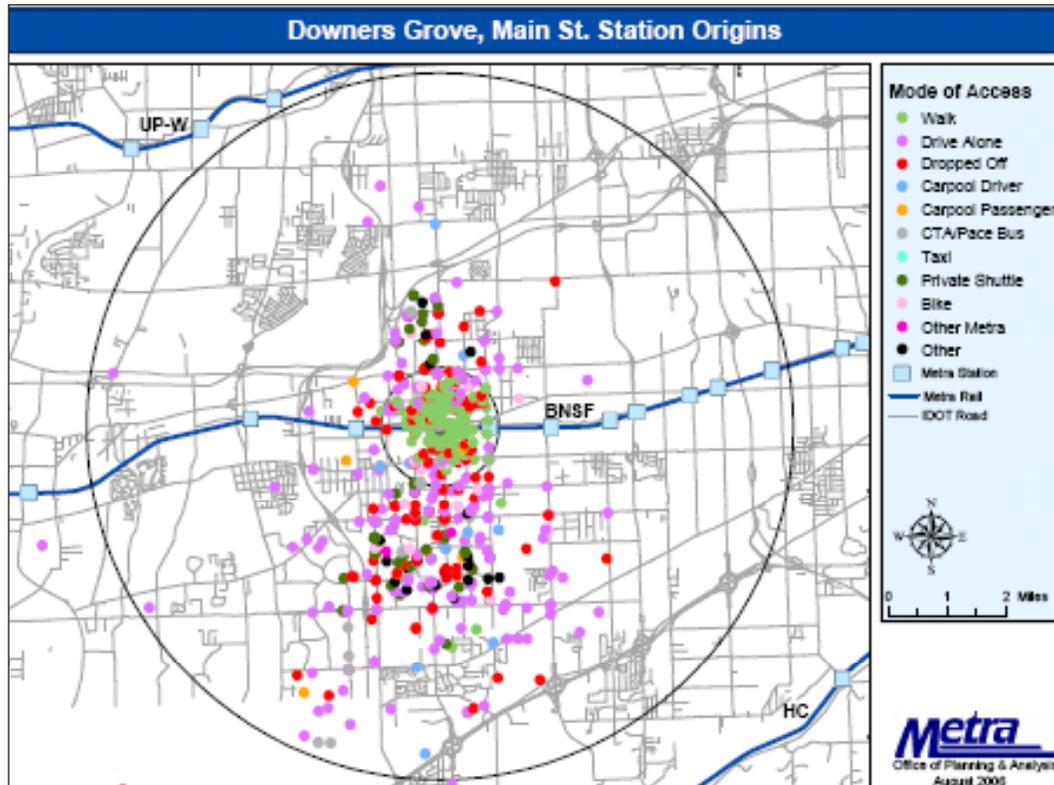


Figure 7 Main Street Station Origins (All Modes)

Additionally, the platform changes have the potential to affect the Village campus site since the platforms would be adjacent to the northwest corner of the site.

Another concern is the danger associated with pedestrians, walking around the end of a stopped inbound and/or outbound train, who are not expecting a train from the opposite direction on one of the other two tracks (especially the center track). This situation can be improved if the locomotive pulls a minimum of 100 to 150 feet east of the Main Street crossing allowing pedestrians to have a better view down the tracks and to see oncoming trains.

As ridership increases, which trends have indicated, longer trains may become necessary on the BNSF rail tracks. In order to accommodate the longest Metra trains at Main Street, which have 11 cars and 2 locomotives, as well as to provide a required 150 feet of clear sight distance, the platform would need to be 1,215 feet long. This would be approximately 315 feet longer than the current platform.

On the other hand, the outbound platform is more difficult to

shift than the inbound. Outbound trains activate the signal crossing gates at Main Street, while they are stopped at the station. If a train is stopped for an extended period of time at the station, the crossing gates at Main Street can open. Many outbound trains, however, currently do not rest long enough at the station for the gates to remain open to facilitate traffic movement along Main Street.

If a train stops too close to Main Street, the gates will close before the train even begins moving. A stopped outbound train must be at least 500 feet east of the crossing at Main Street in order to activate the gates in time for the crossing. In this arrangement, the locomotive and 4 cars could be stopped on the current platform and the remaining cars would need to be located to the east.

6.4 Station Mode of Access

As mentioned previously, Metra is concerned with how commuters arrive at the Main Street Station. This type of data collection allows the agency to make planning decisions regarding parking and non-motorized travel facilities.

Table 4 shows Metra commuter mode of access by distance from the station. About one-quarter of all Metra riders at Main Street walk to the station. The closer a Metra commuter lives to the station, the more likely he or she will arrive on foot. Seventy percent of commuters who live more than 6 miles from the station drive and require a parking space. Proximity to the station plays a major role in determining one's mode of travel to the Metra Station.

Table 4

Station Mode of Access					
Distance	Walk/Bike	Drive Auto	Auto Pass.	Transit/Other	Total
<1/2 mile	307	0	35	4	346 (15%)
1/2-1 mile	199	153	139	118	609 (26%)
1-6 miles	63	666	304	266	1299 (55%)
> 6 miles	0	81	20	15	116 (5%)
Total	569 (24%)	900 (38%)	498 (21%)	403 (17%)	2370 (100%)

Mode of access to the train station is important for considerations for the redevelopment of the Village campus site. This information helps determine the Villages' current and future needs for pedestrian and motor facilities to accommodate commuters. The Village may need to supply additional parking spaces for commuters, and may need to promote measures to ensure the safe crossing of pedestrians and bicyclists to the commuter station based upon the data collected for mode of access.

6.5 Parking

Metra also maintains parking inventory and occupancy information for every station within its rail system. Currently 669 parking spaces within Downers Grove are identified as commuter spaces for Metra. 250 of these parking spaces are located in the new Curtiss Street parking deck (Lot 27 shown within Figure 8), while 85 spots are located on the Village campus site (Lot 24).

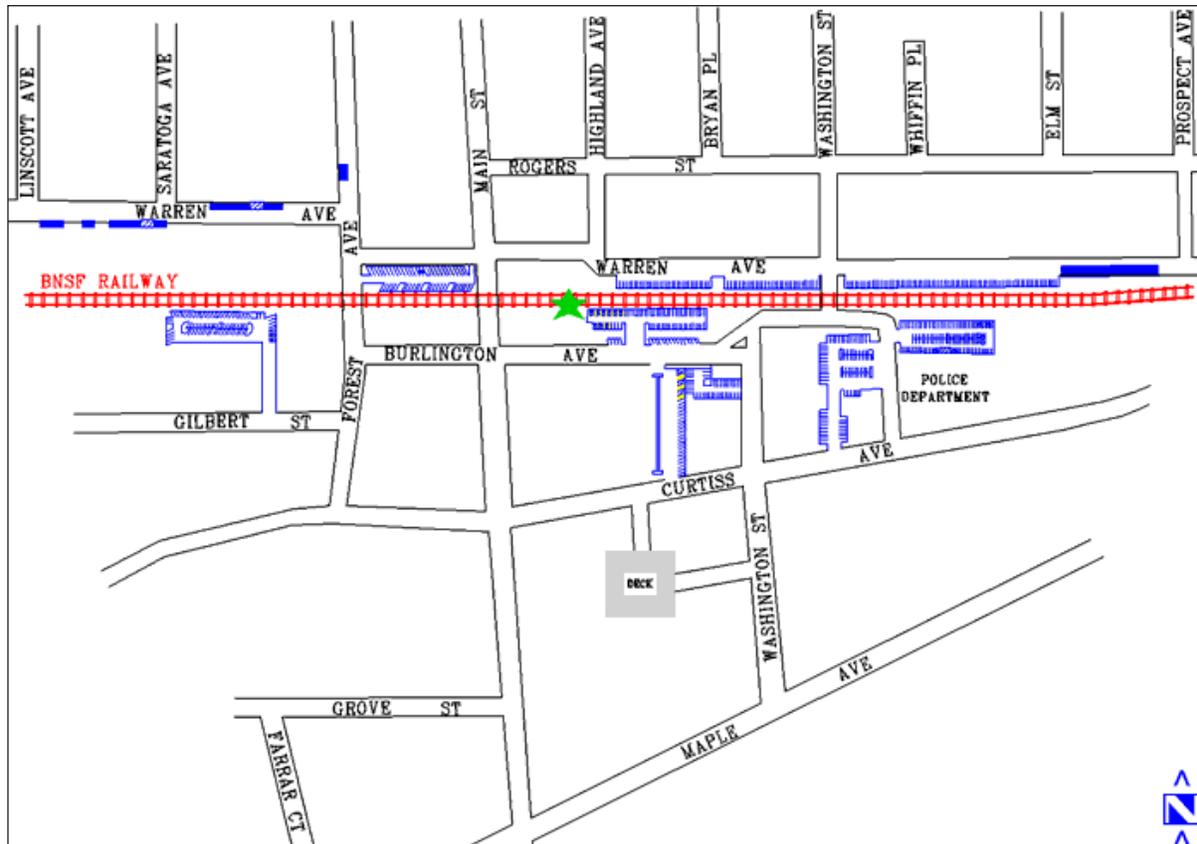


Figure 8
Metra Parking Lots for Downers Grove

Table 5 contains the most recent occupancy counts for both types of commuter lots. The information illustrated within the table shows that parking is filled nearly to capacity.

In addition, the Metra mode of access study found that 900 riders drove and parked at or near the station; yet the parking counts in Table 5 show only 679 spaces and 621 parkers. This means that 279 passengers are finding parking spaces that are not managed by Metra.

Table 5

Parking Inventory and Occupancy			
Type	Capacity	Use	Percent of Spaces Used
Permit	321	280	87%
Daily	282	275	98%
Daily/Permit	76	66	87%
Total	679	621	91%

*Located on the Village campus site

The Metra parking lot on the Village campus site may be removed to allow the redevelopment of the site. This action results in a loss of 85 permit spaces (13% of the total allotted spaces). Additional pressure may be placed on the Curtiss Street parking deck and other parking locations within the immediate vicinity of the station. The loss of the parking spaces at the Village campus site could result in the need for increasing the parking deck allotment for Metra customers (of the 350 total spaces, 249 are available to Metra customers), for developing additional on-street parking in the downtown by Metra commuters or for encouraging a change in modes of access used.

6.6 Metra Capital Improvement Plans

Metra currently is finalizing its 2007-2011 capital program. The preliminary drafts of the program do not include any projects in the station area that physically will impact the Village campus site.

The station and waiting shelters have been rehabilitated recently. The platforms are in need of replacement and have been identified by Metra as potential out-year projects. Given capital budget constraints facing Metra, the platforms likely will not be funded in 2007 or 2008. No other capital improvements are programmed for this station.

7. RECOMMENDATIONS/ CONCLUSIONS

General

The existing buildings on the Village campus site are aging and in need of repairs and upgrades. Population and employment growth in the Village has increased demand for Village services and has caused added pressures on Village facilities. Forecasted growth will place additional demand on these facilities.

The Village's downtown area is transforming into a mixed use area amenable to commercial and residential development. This transformation is similar to other suburban downtown areas throughout Illinois. The Metra station provides a valuable transportation center for those wishing to commute to downtown Chicago and to encourage development of Village commercial resources.

Physical Constraints and Limitations

The site has several physical constraints that will impact the redevelopment of the campus site. The site is shaped like a pentagon forming an acute angle at the east end of the property. The narrow angle of the property is difficult to build on and most likely will result in open land without development potential.

The Village campus site changes in grade between 10 and 15 feet. This change in grade will affect the placement of buildings on the property as well as require consideration for access and parking. Likewise, a stream, enclosed within a 36-inch diameter concrete pipe, is located below the campus site. The presence of this pipe will pose a constraint for development.

Additionally, stormwater management creates a significant challenge. Planning calculations indicate that as much as 2.56 acre-feet of runoff storage may be needed (See Section 2.4 Storm Water Regulations). The actual storage amount could vary widely based on the type, development and methodology required to determine stormwater run-off and storage. This runoff potentially could be stored through detention ponds, underground storage (enlarged pipes), parking lots, roof tops or a combination of these. The Village could consider the use of porous materials for the parking lots to reduce run-off coefficients. This storage volume is for planning purposes only. It suggests that the need for storm water detention may have an important impact on the redevelopment of the campus site.

The site is well-served by utility main lines (water, sanitary, electric, gas). The location of all on-site utility service connections will need to be verified. Redevelopment of the site is expected to generate additional water demand and sanitary waste water. The capacity of the existing lines should be checked in relationship to the proposed redevelopment of the site.

An environmental assessment of the campus site should be completed. The current transportation facility and the site's proximity to the BNSF tracks would indicate that an environmental assessment is warranted. The assessment also should be used to suggest if further examination of the campus buildings for hazardous substances is necessary.

Zoning

The campus site presently is zoned "Downtown Transitional District." All of the current land uses on the site are permitted under this classification.

The 8.3 acre site currently has a total of 76,159 square feet of building space, resulting in a floor area ratio (FAR) of 0.21. As previously stated, a FAR of 2.5 is permissible on the campus site. This FAR can accommodate new construction of more than 10 times the current building area on the site.

Setback and height regulations may restrict the development of the site as well as parking restrictions. These regulations are summarized in Section 4. Zoning, Downers Grove Municipal Code Parking Regulations.

Existing and Future Surrounding Land Use

The site is on the eastern edge of the downtown. The downtown area is a mix of commercial, office and high density residential land use. Directly to the west of the site is high density residential uses. The campus site protrudes east of the downtown into an area that is predominantly residential with some light industrial use to the northeast. The Metra station boarding platforms are at the northwest corner of the campus site. The campus site is influenced by its proximity to the downtown, to the Metra station, and to the surrounding residential land use.

The mix of land use makes a decision for the redevelopment of the campus site complex. The current uses on the campus site, with the exception of the Fleet Maintenance facility, are accept-

able future land uses. However, private and/or public office and high density residential land use also would be compatible with existing and future land use plans.

Village Reuse of Site

The reuse of the campus site will be dependent upon the space needs of the Village. An exercise should be conducted to determine facility and location criteria that are important to the Village stakeholders. These criteria provide a basis for important decision-making processes as to whether to maintain the Village facilities on-site or to relocate them off-site.

Several conclusions can be reached based on these current conditions:

- Fleet Services should be relocated off-site. This facility does not appear to be compatible with current and proposed land use both on the campus site and in surrounding areas.
- The Police Station is a compatible use, and it increases the perception of safety on the campus site; but it could be relocated to another site if the Villages requires the use of the land for another purpose. A complex analysis of location criteria related to Police Department needs and the desires of Village stakeholders should be undertaken prior to reaching a determination for the location of the Station.
- The Village Hall is compatible with the campus site. The Village Hall's proximity to the downtown provides an important economic, as well as symbolic, function for the Village. The administrative function of the Village Hall could include the offices that are contained in the Department of Counseling & Social Services building, as well.
- Another possibility would be to relocate some or all of the Village's administrative functions off-site. This action primarily would be an economic decision based on the value of the Village land. This decision should be based upon criteria determined by engaging stakeholders in discussions prior to finalizing plans for the future placement of the Village facilities.

Private Development of Site

The Village campus site also has the potential to be redeveloped as transit-oriented development (TOD). The nearby Acadia on the Green Project illustrates possible ways in which the Village campus site could be redeveloped. The trend to

encourage TOD in suburban downtowns provides a valuable opportunity for the Village of Downers Grove. Portions of the site or the entire parcel could be sold to enhance the Village financial situation. The campus site would be amenable to residential or office uses.

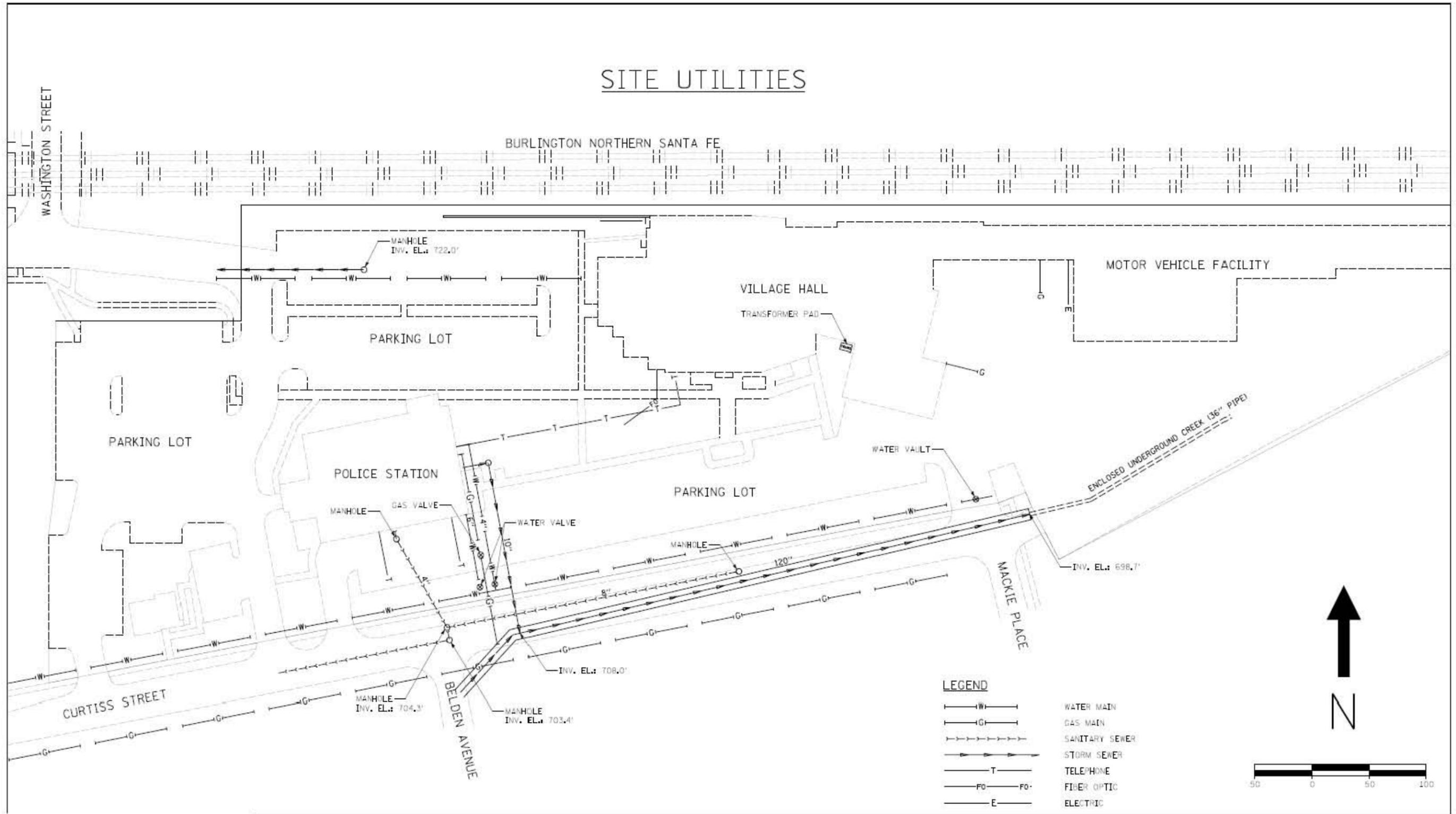
The Village Hall also could be rebuilt on its current site as part of a transit-oriented development. The Village may consider a public-private relationship in the redevelopment of the site. Downers Grove may be able to arrange an agreement with a developer to build a new Village Hall on-site as part of a multi-use TOD project.

Metra/BNSF Impacts

Metra commuter parking is expected to be lost with the redevelopment of the campus site. This commuter lot represents 13% of the commuter parking in the downtown. A plan for working with Metra to resolve this loss of parking should be considered.

The Village would like to keep traffic moving along Main Street when commuter trains are in the station. The Main Street BNSF crossing often is closed when Metra trains are in the station. The station platforms would have to be extended east to accommodate this objective. The platform movement would leave Main Street open for traffic for extended periods of time. The eastward movement of the platforms would reposition the Metra Station adjacent to the campus site. Therefore, the relocated station platforms should be considered in any redevelopment plans for the campus site.

Extending the station platforms to the east also may require Washington Street to be closed. The closing of the Washington Street crossing would eliminate a safety concern for the railroads. However, it should remain open for pedestrians. Requiring pedestrians to walk to Main Street would increase pedestrian travel times significantly. In another manner, the closing of Washington Street would provide additional land for the Village campus site. A traffic analysis would be warranted to study the impacts of closing the at-grade crossing.



4B ALTERNATIVE SITES

Fairview and Maple

This site was considered by looking at a triangular property on each side of Maple and also another variation that closed Maple Street in order to combine the two triangular properties into one parcel. The combined site was deemed to be adequate in size but the site location at the edge of the Village boundaries and the prospect of closing Maple were considered undesirable.

63rd and Woodward

The partially vacant shopping center on the southeast corner of the intersection was considered. The focus was on the eastern portion of the center. Nearly all of the eastern half of the center would be needed to accommodate the project. There is adequate space to meet building and surface parking needs if the Field Court were placed in the shopping center building. The location away from downtown and the prospect of taking property off the tax roles were limiting factors for this site.

Washington and Maple

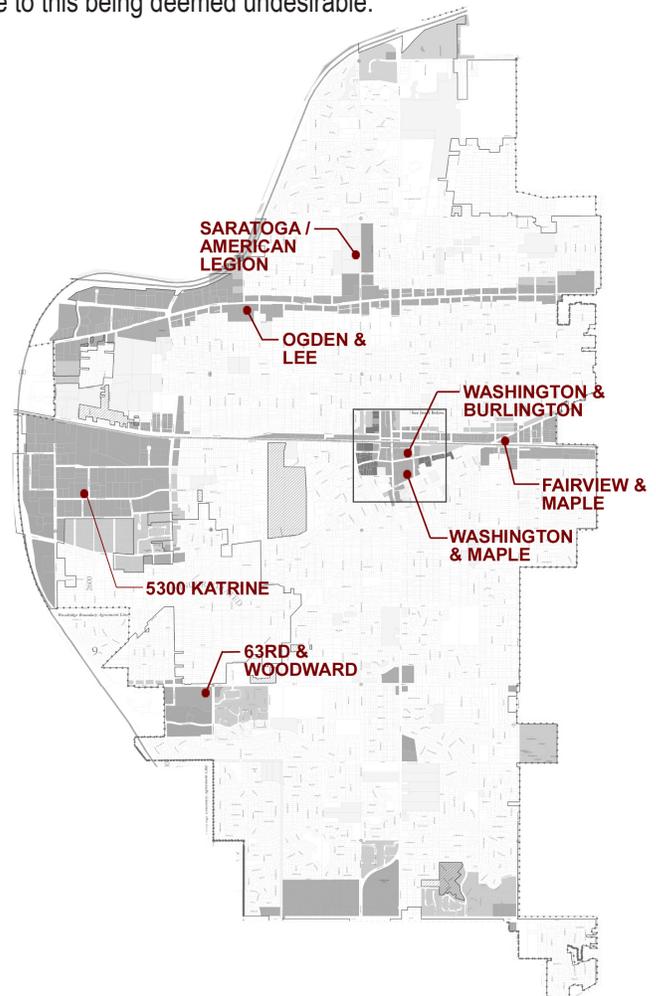
This site offers good downtown location and high visibility but the site is too small to accommodate parking. With the Field Court eliminated from the project, the site would still call for structured parking, perhaps in the form of an extension of the current Village parking deck. This site was considered more suitable for private use.

Ogden and Lee

This site is more than large enough and could accommodate a combination facility but the location seemed peripheral to most of Downers Grove and the site was considered a good candidate for private development with the result of sizeable long term tax revenue to the Village.

Saratoga and American Legion

This site currently serves as Field Court and has substantial land area. However, limitations for development of the property due to memorial and cemetery land use along with dedicated memorial trees along with remote distance from Curtiss contribute to this being deemed undesirable.



PROPERTY	LAND AREA
• Fairview and Maple	3.7 acres
• 63rd and Woodward	7.0 acres
• Washington and Maple	2.0 acres
• Ogden and Lee	8.8 acres
• Saratoga and American Legion	9.7 acres

NOTE:

Various properties referenced are currently not municipal property and have been identified as a potential location for planning purposes only. Acquisition of such property shall not be pursued without the participation of the property owner.