NAPERVILLE PLAN COMMISSION
COUNCIL CHAMBERS – MUNICIPAL CENTER
FINAL AGENDA
04/21/2010 - 7:00 PM

CALL TO ORDER:

A. Roll Call

B. Approve Minutes

1. Approve the minutes of the April 8, 2010 Plan Commission meeting.

C. Old Business

D. Public Hearings

1. PC Case # 10-1-021 Plank Road Study
Petitioner: City of Naperville
Location: Plank Road between Columbia Street and the city's eastern planning area boundary.

Request: Continue the Public Hearing and recommend approval of the Plank Road Study, which includes a future land use map for the study area and supplemental future land use recommendations.

Official Notice: Published in the Naperville Sun February 21, 22 and 23, 2010

2. PC Case # 10-1-028 Boarding Facilities Text Amendment
Petitioner: City of Naperville
Location: N/A

Request: Conduct the Public Hearing for the amendments to Title 6 (Zoning Regulations) of the Municipal Code pertaining to boarding rooms and boarding houses, including amendments to Section 6-1-6 (Definitions); Section 6-2-15 (Boarding Rooms in Residential Structures); 6-6C-3 (R2 District, Conditional Uses); 6-7C-3 (B3 District, Conditional Uses); 6-7G-3 (CU District, Conditional Uses); 6-9-3 (Schedule of Off-Street Parking Requirements); and 6-10-4 (Registration of Nonconforming Uses).

Official Notice: Published in the Naperville Sun April 5, 12, and 19, 2010

E. Reports and Recommendations

F. Correspondence

G. New Business

H. Adjournment

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 1350 Aurora Avenue, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.

NAPERVILLE PLAN COMMISSION
MINUTES OF APRIL 8, 2010

Call to Order **7:05 p.m.**

A. Roll Call

Present:	Chairman Brown, Edmonds, Gustin, Meyer, Meschino, Sterlin
Absent:	Herzog, Messer, Trowbridge
Student Members:	Stancey
Staff Present:	Planning Team – Thorsen, Emery, Liu, Zawila Engineer – Grabow

B. Minutes

Edmonds – Clarified that her concerns about density (noted on page 9) were dismissed due to similarity of the proposed density to the land use plan for the area.
Sterlin – Requested the minutes reflect his attendance at the meeting.

Approve the minutes of March 17, 2010.

Motion by: Meyer — Approved
Second by: Sterlin — (6 to 0)

C. Old Business None

D. Public Hearings

D1. PC# 10-1-006 Knox Presbyterian Church

Request for approval of a planned unit development (PUD) and a major change to the existing conditional use for a religious institution in order to create a church campus

Ying Liu, Planning Services Team, gave an overview of the request

Kathleen West, Dommermuth, Brestal, Cobine and West, 123 Water Street, Naperville IL 60540, attorney on behalf of the petitioner:

- The subject property is located one block west of Washington Street
- Two adjoining residential lots are owned by the church, which is requesting the establishment of a campus in order to utilize a play area on one residential lot. The homes will remain used for residential purposes.
- The play area is accessed directly from the church. A fence and landscape screening will be installed around the play area.
- The church has children's programming that is oriented to church members but is open to the public. The Children's Day Out program was described. Approximately 10 to 20 children who participate in the

program will use the outside play equipment at a given time.

- The play area is consistent in scale and use with the residential area. The existing R1A zoning allows schools and preschools, which also provide play areas.
- Kathy West responded to points in a letter from the adjoining neighbor (Robert Snyder) that was forwarded to the Plan Commission:
    - The conditional use and PUD will restrict the use of the two additional lots, providing greater control by the city.
    - Rezoning of the properties is not proposed.
    - The church does not currently plan to change the use of the houses.
    - The church is not proposing any change to its operation, other than the use of the play equipment.
    - Because the church is not changing its programming, there will be no change in traffic or parking.
    - The church programming is not a school.
    - The play area is no different than other facilities in the vicinity (e.g. Elmwood School, St Raphael and Happy Times preschool whose playground equipment abuts single-family homes).

Public Testimony:

Robert Snyder, 217 W. Gartner Road: Wishes to postpone approval to address issues related to concerns about outdoor storage or meeting space in homes.

Petitioner responded to testimony

- The church will use the houses for residential purposes, but not necessarily staff housing.
- The church met with the neighborhood and does not feel that postponement is warranted.

Plan Commission inquired about:

- The PUD procedures that would be required to modify use of the houses
- Whether the Municipal Code would limit the number of children using the play equipment at any given time
- Whether chain link fencing is permitted and the nature of screening
- Impact to parking for special events

Plan Commission closed the public hearing.

Plan Commission Discussion:

- Meyer: Stated that in the area, many children often congregate or use playground equipment in one backyard area. The use is consistent with the neighborhood.
- Edmonds: Expressed concern about the number of children using the playground.

- Brown: Feels that the use is compatible with the surrounding neighborhood, and believes that a PUD is a good plan for the area. Believes that the limited hours of operation will reduce the impact of many kids in one area.

Plan Commission moved to recommend approval of PC# 10-1-006 Knox Presbyterian Church, a planned unit development (PUD) and a major change to the existing conditional use for a religious institution in order to create a church campus, which includes the property located at 220 W. Gartner Road in accordance with staff's memo dated April 8, 2010 subject to the following modification:

- that the language on page 14 of the packet, which states that the structures will be maintained as church staff housing, be modified to reflect that the structures will be used for housing.

Motion by: Meyer — Approved
Seconded by: Gustin — (6 to 0)

Ayes: Sterlin, Meyer, Meschino, Edmonds, Gustin, Brown

D2. PC# 09-1-178 Medical or Dental Clinics/Offices Text Amendment

Proposed text amendment to Title 6 (Zoning Regulations) of the Municipal Code pertaining to medical or dental clinics/offices and the definition of hospitals

Ying Liu, Planning Services Team, gave an overview of the proposed amendment:

- A key distinction between the hospital and medical office definitions will be operation on a 24-hour basis.
- Regardless of the treatments or procedures offered at a healthcare facility, the primary impacts are associated with the hours of operation and traffic generation.
- The proposed definitions are not in conflict with State of Illinois definitions.
- Clinics are removed as a permitted use in the R4 District and are provided as a conditional use to allow Plan Commission and City Council review.

Public Testimony:

Anissa Olley, 101 Springwood: Likes that 24-hour facilities are delineated under the "hospital" definition. Expressed concern that staff does not recommend a separate land use classification for a surgical center, especially with respect to medical waste and safety in a residential neighborhood.

Staff responded to testimony

- Areas in which medical offices may be established as a conditional use for residentially zoned properties (i.e., home-to-office conversion) are located along arterial roads and are subject to City Council approval.

- Home-to-office is not a defined term, but it has a boundary area that is defined within the Municipal Code.
- Medical uses of greater intensity tend to locate in office commercial areas due to facility needs, whereas those that are located in home-to-office areas are of smaller scale.

Plan Commission inquired about:

- State definitions for hospitals as compared to the city's definition
- Whether hours of operation should be incorporated in the text amendment
- Impact of the amendment on late business hours for medical offices
- The city's ability to restrict hours of operation for a conditional use
- Whether there is a need to develop a definition for home-to-office conversions
- Procedures for modifying conditions of a conditional use
- How the amendment was initiated
- Whether the term "hospital" creates an ambiguity for 24-hour facilities that are not hospitals

The following revisions to the text of the Code are recommended:

- Change the term "office" to "office/clinic"
- Eliminate the phrase "or permit overnight lodging for patients" from the office/clinic definition
- Change "and" to "or" in reference to overnight lodging for the definition of hospital
- Change the word "an" to "a" in reference to a building for the definition of hospital

Plan Commission closed the public hearing.

Plan Commission Discussion:

- Meyer: Believes that there should be an additional category for medical facilities to address surgical facilities.
- Edmonds: It would be difficult to anticipate the range of definitions for medical facilities. The mechanism under which medical facilities can be located (i.e., permitted or conditional use) is the most effective way to regulate the use.
- Brown: Expressed comfort with the text amendment, as it is consistent with state definitions for medical care facilities.

Plan Commission moved to recommend approval of PC#09-1-178, Medical Clinic/Offices and Hospitals Text Amendment, in accordance with staff's memorandum dated April 28, 2010, which amends Title 6 (Zoning Regulations) of the Municipal Code pertaining to medical or dental clinics/offices and the definition of hospitals in accordance with the changes made during the course of the Plan Commission meeting.

Motion by: Edmonds
Seconded by: Sterlin

Approved
(5 to 1)

Ayes: Edmonds, Meschino, Sterlin, Gustin, Brown
Nays: Meyer

D3. PC# 10-1-014 North Central College

Proposed 2010-2020 North Central College Master Land Use Plan and a text amendment to Section 6-7G (College/University District) of the Naperville Municipal Code

Ying Liu, Planning Services Team, gave an overview of the request.

Paul Loscheider, 30 S. Brainard Street, Naperville IL 60540, Vice President for Business Affairs, on behalf of North Central College (NCC):

- College has held three neighborhood meetings and worked with ECHO on a monthly basis through the planning process for the 2020 Plan.
- The college has been able to reuse and renovate buildings that might otherwise be demolished.
- Although student population has not changed significantly, more students attend full-time and desire to live on campus.
- Fewer resident students bring cars to campus as a result of NCC's parking management efforts.
- Additional parking may be accommodated on the south end of campus if needed, but the college has first employed other management strategies including street parking, off-site shuttle parking, ZipCar, bicycle program, and increase in fees.
- The college will need a new science center for current and future needs. The science center will stay within the boundaries of the college; 3-4 sites are identified.
- A new residence hall or academic building may be constructed in the future, as well as a natatorium between the recreation center and Merner Field House. A pedestrian spine along the alley between Brainard and Loomis is also contemplated.

Kathleen West, Dommermuth, Brestal, Cobine and West, 123 Water Street, Naperville IL 60540, attorney on behalf of the petitioner:

- Minor modifications to the College/University District regulations are proposed to meet the needs of the college and reflect the 2020 Master Land Use Plan.
- A zoning provision is proposed that allows North Central College to request that property not included within the Master Land Use Plan be rezoned to the College/University District, which is necessitated by history associated with the college's land use.

Public Testimony: None

Plan Commission inquired about:

- Bicycle programs and coordination
- Whether the provision related to rezoning (proposed 6-7G-10:7) is necessary, given that the college as a landowner has the right to request rezoning
- Procedures for review of new college buildings

Plan Commission closed the public hearing.

Plan Commission moved to recommend approval of PC# 10-1-014 NCC Master Land Use Plan, the 2010-2020 North Central College Master Land Use Plan and a text amendment to Section 6-7G (College/University District) of the Naperville Municipal Code consistent with the new Master Land Use Plan in accordance with staff's memorandum dated April 8, 2010.

Motion by: Gustin — Approved
Seconded by: Meschino — (6 to 0)

Ayes: Edmonds, Meschino, Meyer, Sterlin, Gustin, Brown

D4. PC# 10-1-024 Keystone Parking Deck

Request for approval of a preliminary/final plat of subdivision and a variance to Section 6-2-14 (Major Arterial Setback) to accommodate a parking deck

Amy Emery, Planning Services Team, gave an overview of the request.

Cynthia Milka, 1751 W. Diehl Road, property owner; and
Stan Anton, 121 N. Wilmette, Westmont IL, builder on behalf of the petitioner

- Available for questions only

Public Testimony: None

Plan Commission inquired about:

- Buildings served by the proposed deck
- Egress from the proposed deck and new curb cuts
- Height of the proposed deck versus the existing buildings

Plan Commission closed the public hearing.

Plan Commission moved to recommend approval of PC Case # 10-1-024 the Keystone Parking Deck, a preliminary/final plat of subdivision and a variance to Section 6-2-14 (Major Arterial Setback) to accommodate a one-story parking deck, in accordance with staff's memorandum dated April 8, 2010 and subject to staff's technical review related to landscaping and elevations.

Motion by: Meyer — Approved
Seconded by: Sterlin — (6 to 0)

Ayes: Sterlin, Meyer, Meschino, Edmonds, Gustin, Brown

D5. PC# 10-1-029 United Martial Arts Studio

Request for a major change to a conditional use in the B1 District (Neighborhood Convenience Shopping Center) to expand United Martial Arts

Jason Zawila, Planning Services Team, gave an overview of the request

Thomas Patrick McGee, 1260 E. Chicago Avenue, the petitioner; and Allison Kuchny, 2901 Butterfield Road, Oak Brook IL 20563, realtor on behalf of the petitioner:

- The existing business and nature of the expansion was described.

Plan Commission inquired about:

- Parking available on-site
- How vacant sites are included in the parking calculations

Plan Commission closed the public hearing.

Plan Commission moved to recommend approval of PC# 10-1-029, United Martial Arts Studio, a major change to a conditional use in the B1 District (Neighborhood Convenience Shopping Center) to expand the existing martial arts studio (United Martial Arts) from 2,080 square feet to 3,585 square feet in accordance with staff's memorandum dated April 8, 2010.

Motion by: Gustin — Approved
Seconded by: Meyer — (6 to 0)

Ayes: Sterlin, Meyer, Meschino, Edmonds, Gustin, Brown

E. Reports and Recommendations — None

F. Correspondence — None

G. New Business — None

H. Adjournment — 10:07 p.m.

Naperville

PLAN COMMISSION
AGENDA ITEM

PC CASE: **10-1-021** **AGENDA DATE:** **4/21/2010**

SUBJECT: DRAFT Plank Road Study

LOCATION: Unincorporated properties near the intersection of Naper Boulevard and Plank Road, as well as unincorporated properties fronting Plank Road between Columbia Street and the city's eastern planning area boundary as depicted on Figure 2 of the Plank Road Study report.

☐Correspondence ☐New Business ☒Old Business ☐Public Hearing

SYNOPSIS:
The Plank Road Study presents future land use recommendations as an update to the East Sector Comprehensive Master Plan.

PLAN COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Action
3/17/2010	Plan Commission considered recommendations for the future land use map and supplemental recommendations. Nine people provided testimony during the public hearing. The public hearing was continued to April 21, 2010.

ACTION REQUESTED/RECOMMENDED THIS MEETING:
Recommend approval of the *Plank Road Study*, which includes a future land use map for the study area and supplemental future land use recommendations.

PREPARED BY: Amy Emery, AICP, Community Planner

BACKGROUND:
The City of Naperville is conducting the Plank Road Study to evaluate future land use of unincorporated properties along Plank Road as an update to the East Sector Plan. The purpose of the Plank Road Study is to:

- Re-evaluate the 1998 East Sector Update to the Comprehensive Master Plan and establish recommendations that will guide the future land use of property within the study area.
- Evaluate and identify opportunities in relation to the transportation network serving the area (including the roadways, sidewalks, vehicular, bicycle and pedestrian access).
- Evaluate and give special consideration to neighborhoods within and surrounding the study area to protect existing neighborhood character and natural resources.

- Evaluate existing infrastructure and availability of infrastructure to properties within the study area.
- Develop a plan to serve as an amendment to the Naperville Comprehensive Master Plan – 1998 East Sector Update through a public process which includes area residents, property owners, developers, the city and other interested stakeholders.

Plan Commission Action – March 17, 2010
Concerns raised by area residents during the public hearing included: traffic, tree preservation, introduction of new commercial uses and stormwater. At the conclusion of the public testimony, the Plan Commission initiated discussion about each of the individual sub-areas. Most of the Plan Commission discussion focused on the mix of uses in Sub-Areas 3 and 4. The March 17, 2010 minutes are attached to this agenda item to provide a detailed account of comments received.

DISCUSSION:
Staff has included additional information and clarification relative to Plan Commission discussion on March 17, 2010.

Technical Edits
Based on feedback received a series of minor technical edits were made to the draft plan to clarify recommendations and conditions within the study area. Technical edits of particular interest include:

- Clarification language has been provided to note that modification to the planning area boundary was not a part of the scope of the Plank Road Study (Page 10).
- Images within the "Conservation Subdivision Design" spotlight (Page 18) have been replaced with more general illustrations also used within the City's Southwest Sector Area Comprehensive Master Plan.
- The boundary between Sub-Areas 5&6 has been refined to ensure consistency between all plan maps (Pages 8, 23, and Appendix B).

Sub-Area 3 (Pages 20-21)
The Planning Services Team continues to recommend ROLC (Residential, Office and Limited Commercial) uses in the northeastern portion of this sub-area. This recommendation recognizes the important transition that occurs in this area between intensive commercial activity along Ogden Avenue and outlying low-density residential areas to the south and west along Plank Road. Unlike Sub-Areas 5&6, this area has two points of direct roadway access to Ogden Avenue (in addition to its frontage along Naper Boulevard – a major arterial with more than 30,000 vehicles per day). Portions of Sub-Area 3 are also directly adjacent to established office uses along Iroquois Avenue.

It is important to appreciate that any office or commercial uses proposed in his area would need to conform with the supplemental recommendations contained in the plan report (pg 25). These recommendations restrict the size, scale, design and limit the intensity uses.

Staff has revised the plan recommendations for Sub-Area 3 to require that any commercial use which is not abutting a property with Ogden Avenue frontage will be subject to an additional level of public review (e.g., conditional use or planned unit development). Moreover, given the restrictions on the scale of allowable non-residential development in the ROLC area and the requirement that only a single principal building is permitted on a property unless a PUD is granted, staff is confident that the planning process will yield developments that are compatible and appropriate to the scale and intensity of the area as envisioned in the plan recommendations.

Sub-Area 4 (Page 22)
The future land use map for Sub-Area 4 has been revised to recommend medium-density residential uses along the Plank Road frontage to complement the ROLC uses proposed in Sub-Area 3 and acknowledge the proximity of these properties to both a major arterial road (Naper Boulevard) and the signalized intersection at Naper Boulevard and Plank Road. The remaining portions of Sub-Area 4 are now recommended for low-density residential uses consistent with Plan Commission feedback and public comments received at the March 17, 2010 public hearing. The low-density residential recommendation respects existing development patterns and current land uses in the area.

Supplemental Recommendations (Pages 24-25)
The supplemental recommendations provide additional land use and transportation policies and guidelines for future redevelopment in the study area. The future land use map and supplemental recommendations will be used in tandem to guide potential redevelopment within the study area.

In addition to the refinements to the supplemental recommendations for ROLC noted above, the supplemental recommendations have been revised to include a new section called "Open Spaces and Tree Preservation." Whereas the previous Plank Road Study draft included recommendations related to these topics sporadically throughout the document, the revised draft consolidates all recommendations in this one location.

Summary of Land Use Recommendations
The proposed future land use map for the study area is provided on page 15 of the draft Plank Road Study. The land use recommendation for each sub-area is summarized in the table below. This table also notes the recommendation contained in the 1998 plan for each sub-area.

Sub-Area #	1998 Plan Future Land Use Recommendation	Proposed Future Land Use	Plan Page # Reference
1	Low-Density Residential	Low-Density Residential	17 - 18
2	Medium-Density Residential	Medium-Density Residential and Utilities	19
3	Low-Density Residential	Residential, Office & Limited Commercial (ROLC) and Low-Density Residential	20-21
4	Low-Density Residential	Medium-Density Residential along the Plank Road frontage between Tuthill Road and south of Naper Boulevard Low-Density Residential for all remaining areas	22
5	Low-Density Residential	Rural Estate Residential	23
6	Low-Density Residential	Rural Estate Residential	23

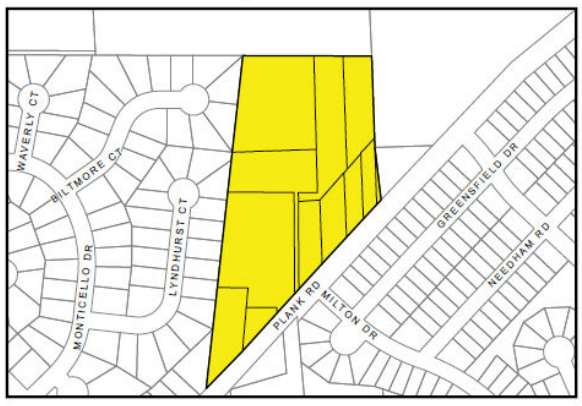
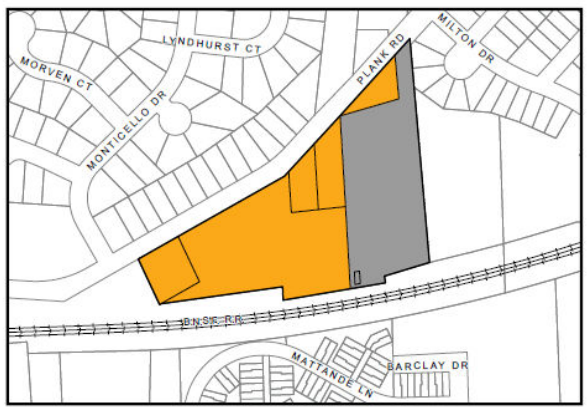
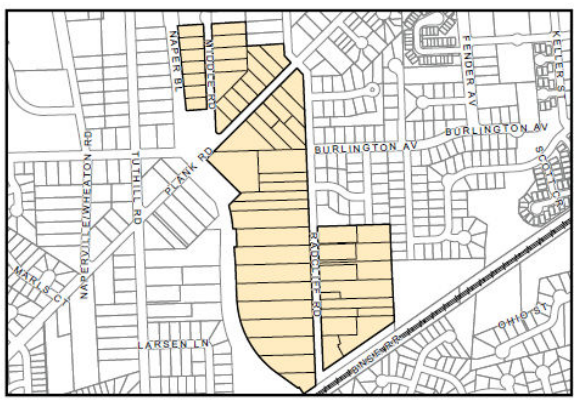
Action Requested

At the conclusion of the public hearing, staff recommends that the Plan Commission offer recommendations relative to the land use map and supplemental recommendations. The Plan Commission may either provide a single recommendation to City Council or offer recommendations specific to each sub-area. A matrix has been provided to assist the Plan Commission with discussion of this item (Attachment 1).

Attachments

1. Plank Road Study - Recommendation Summary Matrix – PC 10-1-021
2. Plank Road Study – Revised Draft Plan Report – PC 10-1-021
3. Plank Road Study - March 17, 2010 Plan Commission Minutes – PC 10-1-021
4. Plank Road Study - March 17, 2010 Agenda Item and Correspondence – PC 10-1-021
5. Plank Road Study – Correspondence Received Since March 17, 2010 Public Hearing – PC 10-1-021

PLAN COMMISSION DISCUSSION MATRIX
PLANK ROAD STUDY FUTURE LAND USE RECOMMENDATION
April 21, 2010

Sub-Area 1  	**Location:** Immediately west of Seager Park, north side of Plank Road **Proposed Future Land Use** (including supplemental recommendations): Low-Density Residential • Single-family & duplex • Up to 2.5 units per Acre	**Discussion:**
Sub-Area 2  	**Location:** Parcels on the south side of Plank Road, adjacent to the railroad corridor, west of Spring Hill Subdivision **Proposed Future Land Use** (including supplemental recommendations): Medium-Density Residential • Up to 8 units per acre • Single-family, duplex and townhome Utilities (Stormwater facility)	**Discussion:**
Sub-Area 3 	**Location:** Parcels located west of Naper Boulevard, north of Plank Road, south of Ogden Avenue **Proposed Future Land Use** (including supplemental recommendations): Residential, Office and Limited Commercial Low-Density Residential	**Discussion:**
Sub-Area 4 	**Location:** Parcels on the east side of Naper Boulevard **Proposed Future Land Use** (including supplemental recommendations): Medium-Density Residential Low-Density Residential	**Discussion:**
Areas 5 & 6  	**Location:** Parcels on the east side of Naper Boulevard **Proposed Future Land Use** (including supplemental recommendations): Rural Estate Single-Family Residential • Single-family residential • Up to 2 units per acre	**Discussion:**

PLANK ROAD STUDY

DRAFT

Naperville

Transportation, Engineering, and Development Business Group

Acknowledgements

City Council

Mayor A. George Pradel

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APPENDIX

A. Public Meeting Summary
B. Property Catalogue

1.0 Executive Summary

The Plank Road Study was conducted to plan the future land use of unincorporated areas along Plank Road between Columbia Street and Naperville's eastern planning boundary. The purpose of the study was to provide recommendations that will be used to evaluate any requests for annexation, including zoning, transportation improvements, and infrastructure extensions.

The recommendations contained in this report were developed based on a comprehensive planning process that extended over a period of approximately one year and considered a number of factors, including:

- Public input on existing conditions *(Section 4.1 Summary of Community Input)* and future opportunities;
- An evaluation of land use in the study area, including site location and context, compatibility, zoning, and platting patterns *(Appendix B: Property Catalogue)*;
- An analysis of natural features *(Section 3.3 Natural Features)* and infrastructure availability *(Section 3.4 Infrastructure)*; and
- An examination of existing and future transportation conditions *(Section 5.0 Transportation and Access)*.

Based on public input received throughout the planning process combined with a professional analysis of existing conditions and trends, a future land use map was developed *(Page 15)*. The map will serve as a guide to determine land uses that would be appropriate if annexation and redevelopment is proposed. Supplemental recommendations are also provided to offer clarification and supporting information.

Vision Statement

The 2030 vision for the Plank Road Study Area is below. This vision expresses concepts that cannot be easily illustrated on plan maps or other graphics. It provides a focus – a purpose and common pursuit – for implementation.

In 2030, the Plank Road Study Area is a predominately residential area that offers mature trees, sizable lots and unique park spaces. Residents take great pride in their neighborhood and enjoy easy access to commercial uses along Ogden Avenue and downtown Naperville. Bicycle, pedestrian and vehicle traffic flows smoothly through the area with connections to Ogden Avenue and the Naperville Metra Station. Through careful land planning, transitional uses have established in limited areas immediately south of Ogden Avenue along Naper Boulevard. These uses effectively buffer outlying single-family residential neighborhoods from intensive commercial activity along Ogden Avenue. As a result, the character of the Plank Road corridor is maintained, while allowing growth and development to occur.

2.0 Introduction

2.1 EAST SECTOR UPDATE

The City of Naperville's Comprehensive Master Plan, first adopted in 1985, serves as a guide for growth and development in the city. The plan is divided into three main planning sectors: the East Sector, Northwest Sector and Southwest Community Area, as shown in *Figure 1: City of Naperville Planning Sector Map*. As a guiding document, the Comprehensive Master Plan is subject to amendments or updates from time to time in order to ensure that it remains a reliable document to guide the city's growth.

The East Sector is Naperville's largest planning area, encompassing more than 27 square miles of land and a number of community resources, including downtown Naperville, the Naperville Metra Station, the Historic District, North Central College, the I-88 Tollway Corridor and numerous established neighborhoods, businesses, and institutions. Since the adoption of the 1998 East Sector Update, the sector has continued to experience growth and is now almost fully developed. Nevertheless, the area remains desirable for continued infill development and redevelopment activity.

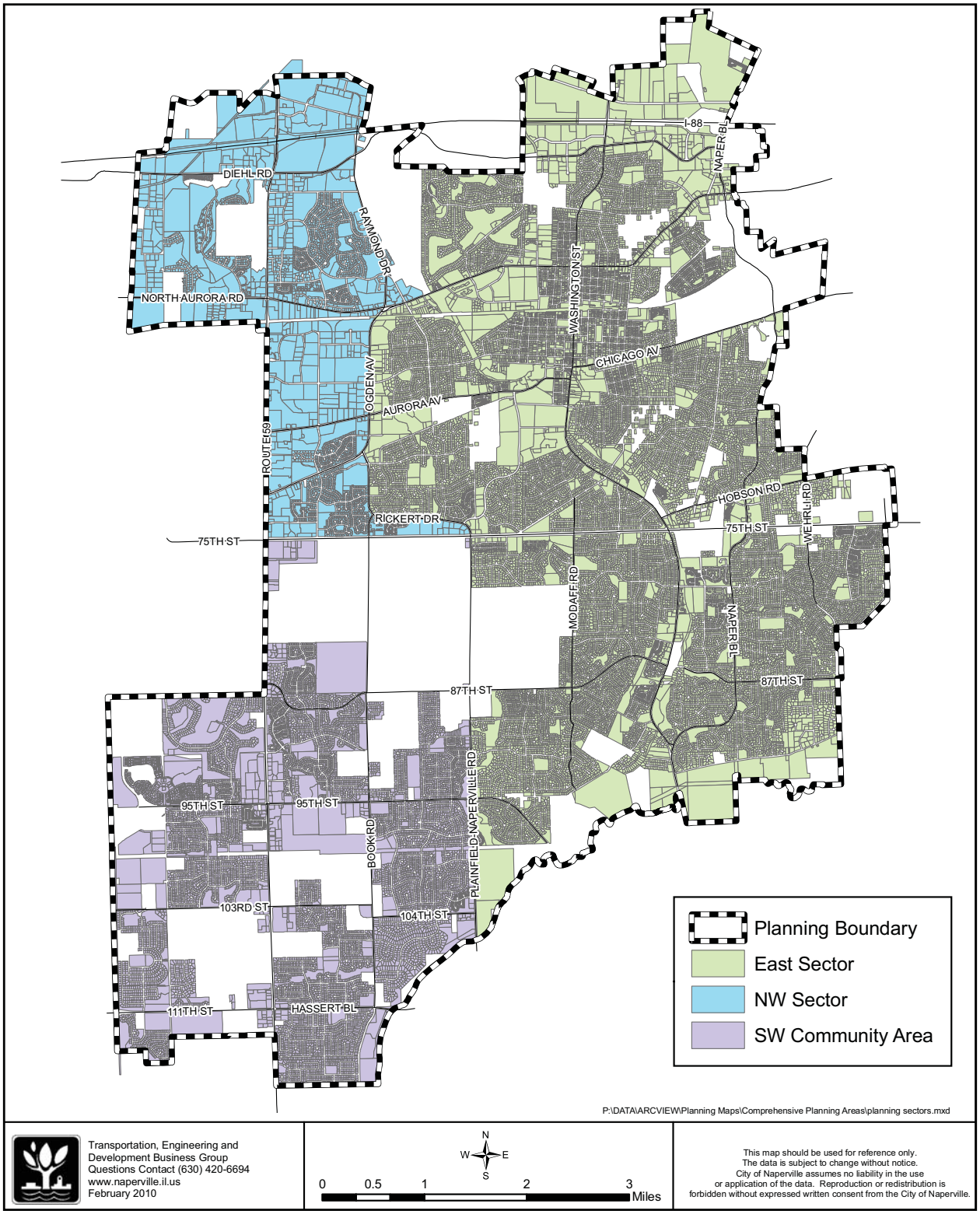
In order to re-examine the 1998 East Sector Plan and provide updated guidance and policy direction for the future development of the East Sector, on August 6, 2007, the Naperville City Council initiated amendments to the East Sector Plan. The Plan will be updated through a series of eight small area studies, including the Plank Road Study. Two sub-area plans have been completed including the 75th Corridor Study (2008) and 5th Avenue Study (2009).

Did you know?

The City of Naperville's Comprehensive Master Plan includes all properties within the Naperville "planning boundary". This boundary includes unincorporated areas adjacent to Naperville defined as a result of agreements with neighboring jurisdictions. The unincorporated parcels in the Plank Road Study Area are located entirely within the Naperville planning boundary.

2.0 Introduction

Figure 1: City of Naperville Planning Sector Map



2.2 PURPOSE

The City of Naperville is conducting the Plank Road Study to evaluate the future land use of unincorporated areas along Plank Road. The study provides an opportunity to ensure that the Comprehensive Master Plan remains current in light of concepts, conditions, and community objectives which may have changed since adoption of the 1998 East Sector Update.

The purpose of this study is to:

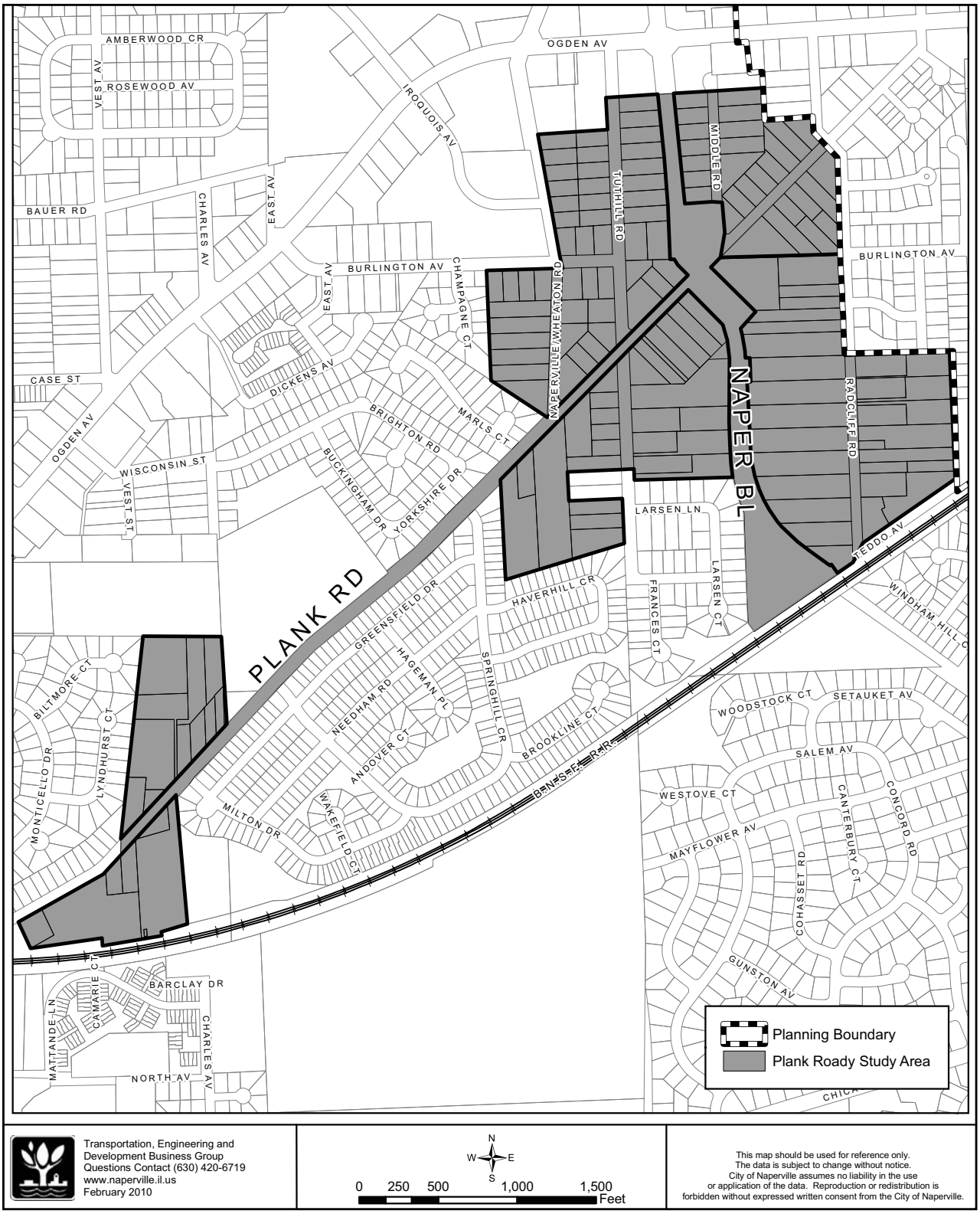
1. Re-evaluate the 1998 East Sector Update and establish recommendations that will guide the future land use and density of property within the study boundary.
2. Evaluate and identify opportunities in relation to the transportation network serving the area including the roadways, sidewalks, vehicular, bicycle and pedestrian access.
3. Evaluate and give special consideration to neighborhoods within and surrounding the study area to protect existing neighborhood character and natural resources.
4. Evaluate existing infrastructure and the availability of infrastructure to properties within the study area.
5. Develop a plan to serve as an addendum to the 1998 East Sector Update to the Naperville Comprehensive Master Plan through a public process which includes area residents, landowners, interested developers, the city and other stakeholders in the Plank Road Study Area.

2.3 STUDY BOUNDARY

The Plank Road Study Area includes unincorporated properties near the intersection of Naper Boulevard and Plank Road, as well as unincorporated properties fronting Plank Road from Columbia Street to the city's planning area boundary, east of Naper Boulevard as identified in *Figure 2: Plank Road Study Area*. For the purpose of this document, the "Plank Road Study Area" refers to the area identified in *Figure 2: Plank Road Study Area.*

2.0 Introduction

Figure 2: Plank Road Study Area



2.4 PLANNING PROCESS

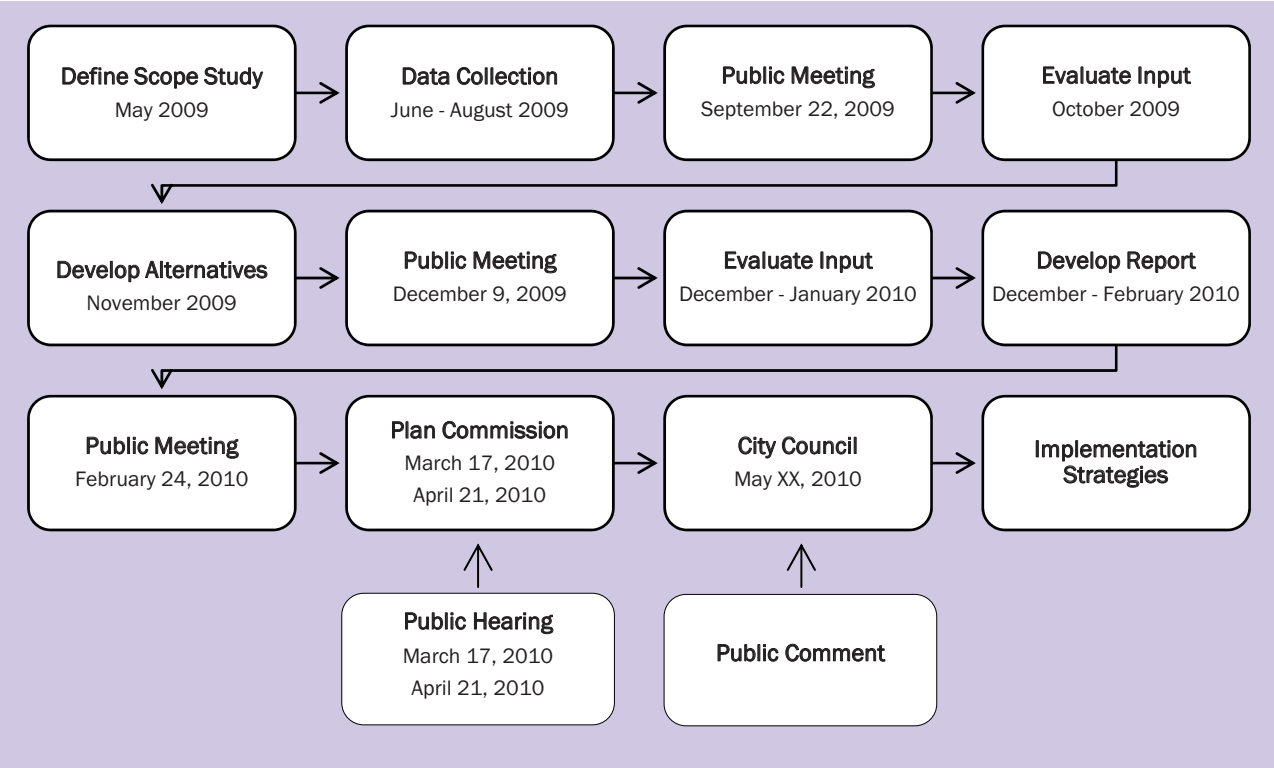
The planning process for the Plank Road Study was initiated in May 2009 and progressed over the course of approximately one year (see below). Throughout the process, the city solicited information from the public to understand factors affecting the area and key considerations for land use.

The city held three public open houses during the planning stage of the Plank Road Study. The first meeting was held in September 2009 to provide an introduction to the study and seek input from stakeholders regarding their priorities and concerns, ideas for future land use and future changes in the study area. A second public open house was held in December 2009 in order to present and seek input on preliminary land use alternatives and vision for the study area. A final public open house was conducted in February 2010 to reveal the final land use recommendations for the study area and obtain community feedback.

Over the course of two public hearings in March and April 2010, the Plan Commission considered recommendations and received public input pertaining to the recommendations of the Plank Road Study. On XX, 2010, the Plan Commission recommended:

Public comments received during the planning process are included as *Appendix A: Summary of Public Input*.

Figure 3: Public Input Process Summary



3.0 Existing Conditions

3.1 EXISTING LAND USES

The Plank Road Study Area is comprised of approximately 136 acres of land, with individual parcels varying in size from .05 acres to 4.42 acres. While the vast majority of the study area is either currently improved with single-family residences or is vacant, there are a limited number of non-residential land uses, including office/ industrial (south of Plank Road, west of Old Plank Park) and commercial (south of Plank Road, west of Tuthill Road), located within the study area. Overall, the study area offers mature trees, sizable lots, and ample park spaces including Seager Park and Old Plank Park located adjacent to the study area.

In order to provide an overview of the property characteristics, the Plank Road Study Area was divided into six sub-areas using Naper Boulevard and Plank Road as dividing features (see *Figure 4: Plank Road Study Sub-Area Map*). Specific details regarding each of the six sub-areas, including key features, current zoning, existing land use, parcel sizes, and adjacent land uses, can be found in *Appendix B: Property Catalog*.

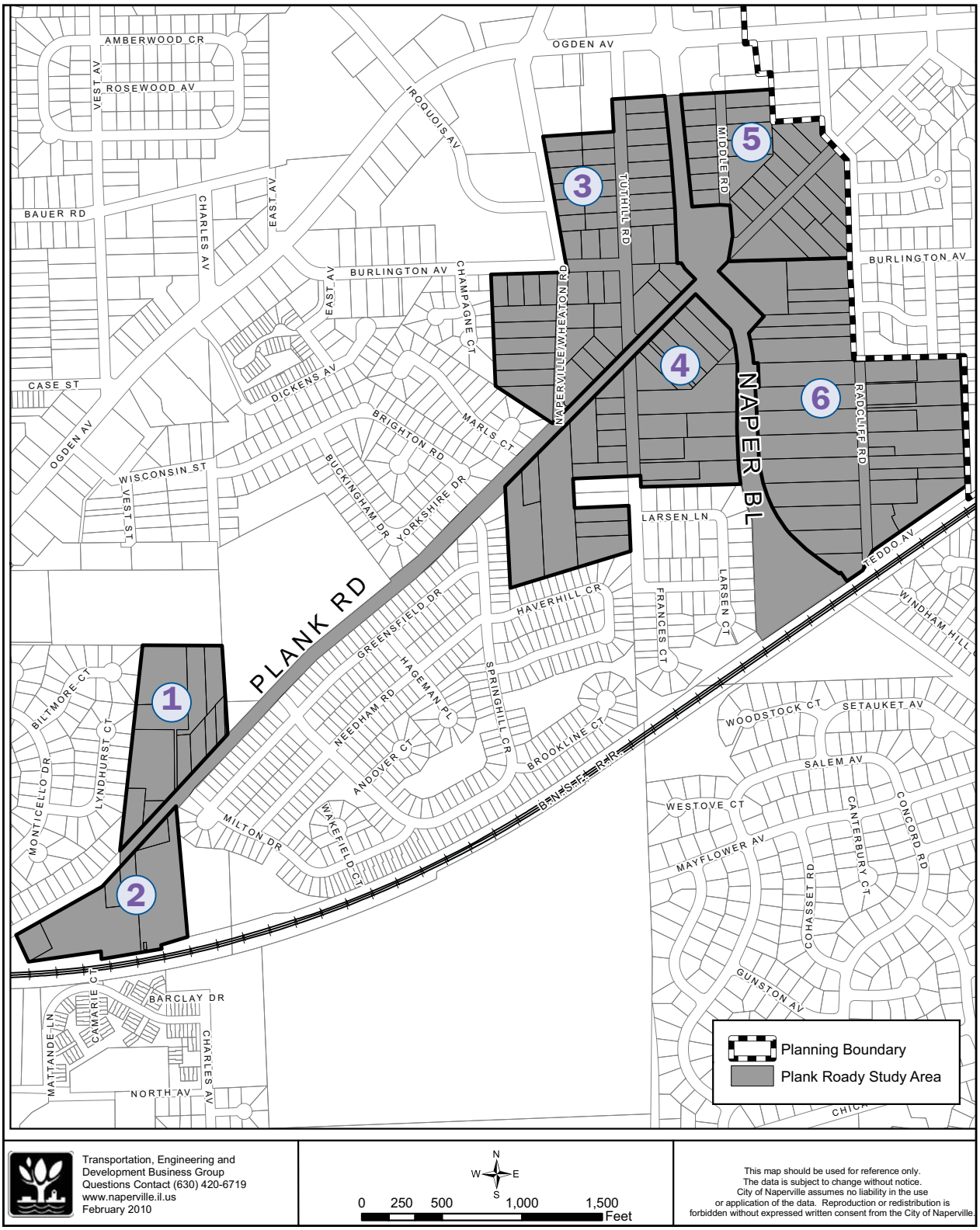
3.2 EXISTING ZONING

All properties included within the Plank Road Study Area are unincorporated properties that are governed by the zoning regulations of DuPage County. Each of the study area properties is located within one of the three following DuPage County Zoning Districts: R3 (Single-Family Residence District), R4 (Single-Family Residence District), and I-1 (Light Industrial District). For each of these zoning districts, DuPage County provides and enforces regulations regarding the allowable uses, minimum lot sizes, and other development requirements. DuPage County remains as the regulatory body overseeing unincorporated properties until such time that those properties are annexed into a municipality. *Plank Road Study Spotlight #1* (pg. 9) provides a map displaying each property's DuPage County Zoning District designation, as well as a brief description of the uses which may be permitted within that zoning designation.

Upon annexation to the City of Naperville, each property receives a zoning classification based upon the requested improvement and future land use designation. Zoning is subject to a public hearing before the City of Naperville Plan Commission and final approval by the Naperville City Council.

3.0 Existing Conditions

Figure 4: Plank Road Study Sub-Area Map



3.0 Existing Conditions

PLANK ROAD STUDY SPOTLIGHT #1

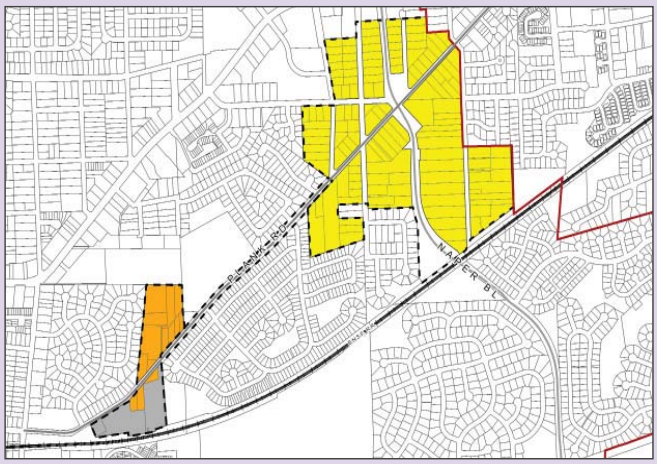
DuPage County Zoning

All properties included as part of the Plank Road Study are unincorporated lands and are governed by the zoning regulations of DuPage County. City of Naperville zoning regulations only apply to properties that are incorporated in the city.

Properties in the Plank Road Study Area fall within one of the three zoning designations under the DuPage County Zoning Ordinance. The map below depicts the various zoning districts within the Plank Road Study Area with a brief description of each corresponding zoning designation as determined and enforced by DuPage County.

I-1 Light Industrial District

The Light Industrial District is intended to provide areas for the development of manufacturing and industrial uses in close proximity to residential and business uses. The district regulations are structured to provide for the operation of a wide range of manufacturing, wholesale and warehousing activities and limited retail and service business uses.



R3 Single-Family Residence District

The R3 Single-Family Residence District was established to preserve and maintain existing single-family areas of the county and permit the continued development of residential uses. A typical detached single-family residence in the R3 District maintains a minimum lot size of 40,000 square feet. While properties zoned R3 within the study area are generally comprised of detached single-family residences, the DuPage County Zoning Ordinance also permits group homes and public buildings. Additional uses, including a bed and breakfast and greenhouse, may be allowable under a conditional use in the R3 District.

R4 Single-Family Residence District

Similar to the R3 District, the R4 Single-Family Residence District was established to preserve and maintain existing single-family areas of the county. Properties located in the R4 District also require a minimum lot size of 40,000 square feet and generally consist of detached single-family residences and the district permits similar uses as summarized under the R3 District. The R4 District allows for a greater residential bulk through increased floor area ratio (FAR).

For more information about the DuPage County Ordinance please refer to http://www.co.dupage.il.us

PLANK ROAD STUDY SPOTLIGHT #2

Village of Lisle Boundary Agreement

In April 2002, ordinances were approved by both the Village of Lisle and the City of Naperville establishing a 20-year boundary agreement between the two municipalities.[1] The approved boundary agreement specifies which municipality a property will be annexed to (in the event that annexation is requested), in effect establishing the eastern most limits of the City of Naperville. This boundary agreement is particularly relevant to Sub-Area 6 of the Plank Road Study Area, as the Naperville/Lisle boundary runs along the eastern edge of this sub-area.

Since the adoption of the Naperville/Lisle boundary agreement in 2002, there have been several requests to amend the adopted boundary agreement. In 2005, an amendment to the Naperville/Lisle boundary was approved at the request of a land owner to allow 5S439, 5S451, 5S461, and 5S481 Radcliff Road (located at the southeast corner of Burlington Avenue and Radcliff Road) to transfer from the Naperville to the Lisle Planning Boundary.[2] Following transfer, these properties were developed with a single-family subdivision.

Subsequent requests to allow for similar land transfers from Naperville's Planning Boundary to Lisle's were later denied by the Naperville City Council in September 2005 (Radcliff Road area) and February 2008 (Karns Road area). During discussion of the requested boundary amendments, some affected property owners raised concerns related to the ability to affordably extend Naperville utilities to their properties, noting that Lisle utilities are currently available and appropriately sized. In their denial of the requested boundary amendments, Naperville City Council encouraged staff to inform developers and area residents that the city encourages them to develop their properties within the City of Naperville corporate limits.

Based upon City Council action related to the Naperville/Lisle boundary in recent years, no amendments to the established Naperville/Lisle boundary are being considered with the current Plank Road Study. Therefore public input was not taken on this topic. The current Naperville/Lisle boundary is displayed in Figure 4.

Notes:

1. Naperville Ordinance 02-71 authorized the execution of a boundary agreement between the Village of Lisle and the City of Naperville.
2. Naperville Ordinance 05-186 authorized the execution of the first amendment to the boundary agreement between the Village of Lisle and the City of Naperville.

3.3 NATURAL FEATURES

Throughout the planning process participants noted the importance of character-defining natural features within and adjacent to the study area. Seager Park was identified as a key natural area for the Plank Road corridor. Notable natural features within the study area include:

- Slope. Areas of significant slope (more than 15%) exist on the north side of Plank Road west of Seager Park, on the south side of Plank Road west of Spring Hill Subdivision, and along the Burlington Northern Santa Fe rail line.
- Mature Trees. Based on a field assessment by the City Forester, a significant stand of quality tree specimens exists within Seager Park and properties immediately adjacent to this property. While mature trees are found elsewhere within the study area, other trees are not of the same size, specie variety, or quality as those within and adjacent to Seager Park.
- Wildlife. The study area is home to a variety of wildlife. Natural areas within Seager Park provide a significant habitat for wildlife within the study area.

3.4 INFRASTRUCTURE

Upon annexation, properties are connected to City of Naperville water, sewer and electric utility services. All sub-areas have the ability to connect to city utilities through annexation, but the cost of service extension will vary depending on the location of existing services in proximity to the property in question. The cost of extending utilities is the sole responsibility of the property owner, but the city may assist with the administration of recapture agreements.

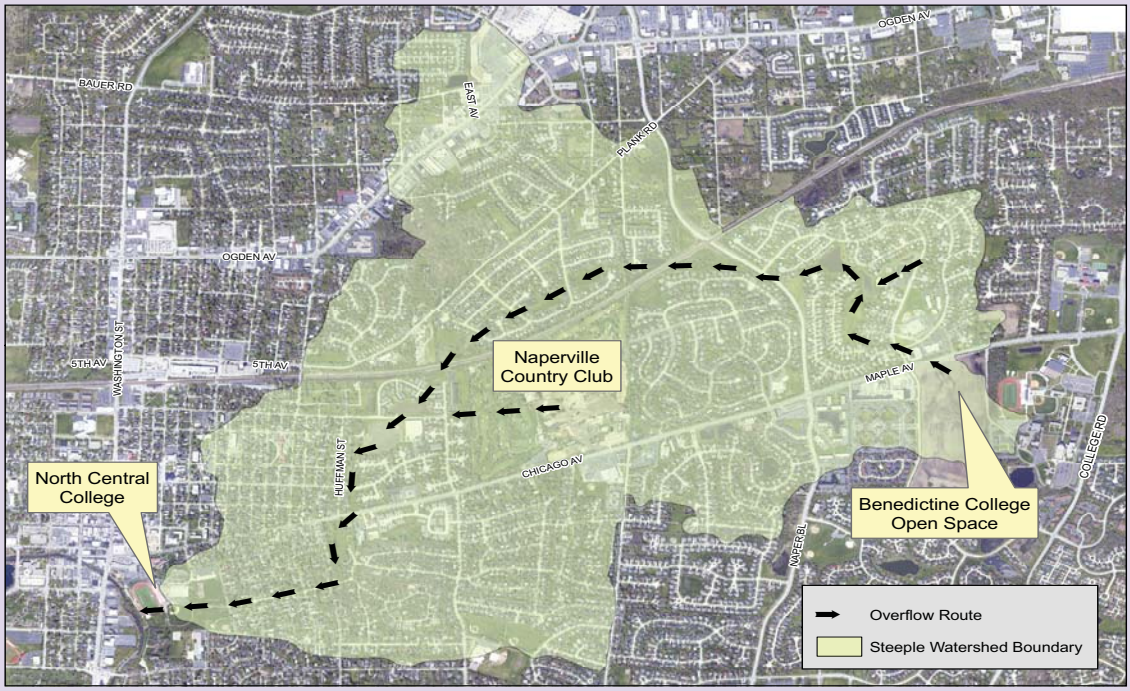
- Water. Water service can be extended to all areas within the Plank Road Study Area. Given existing line locations, the most challenging areas to serve are east of Naper Boulevard (Sub-Areas 5 and 6), as these locations are at the outermost limits of the city service network. As such, a property owner will incur significant expenses to extend services to these areas. The nearest water main to these areas is at the southeast corner of Naper Boulevard and Ogden Avenue.
- Sewer. Municipal sewer service can be extended to all areas within the Plank Road Study Area. Similar to water service, the most challenging areas to serve are east of Naper Boulevard (Sub-Areas 5 and 6) due to existing line locations. The cost for service in this area is associated with the pumping needed to carry waste to the plant for processing. Sewer service to this area would become more accessible if areas west of Naper Boulevard were to annex to the city; this would place higher capacity sewer lines in closer proximity to areas east of Naper Boulevard. There is currently a sanitary sewer line along the east side of Naper Boulevard that serves properties on the west side of Middle Road. The cost to extend the line to serve additional properties in this area is difficult due to capacity limitations and cost to extend infrastructure.
- Electric. Providing electric utility service to support development in Sub-Areas 1, 2, 3 and 4 can be accomplished by extending the existing Naperville Development Public Utility-Electric (NDPU-E) network as needed. NDPU-E service for Sub-Areas 5 and 6 will require installation of utility infrastructure facilities into the areas at a significant financial cost.

PLANK ROAD STUDY SPOTLIGHT #3

Stormwater

Land use plans offer generalized guidelines and show patterns of land use, but do not identify specific improvements such as water line locations, sewer line locations and connections, stormwater systems, roadway specifications, etc. Because stormwater engineering is tied specifically to site development plans, limited information about stormwater is included in this land use plan. Any improvement in the Plank Road Study Area will need to comply with both city and DuPage County stormwater requirements, which establish comprehensive stormwater standards to ensure that new development does not have an adverse impact on adjacent properties with respect to both stormwater runoff and water quality.

The study area is included in the Steeple Run watershed, for which Naperville has established a detailed stormwater plan. Any proposed improvements must be compatible with the watershed plan. A watershed is an area of land where all the water that "sheds" or drains from the land after rain falls or snow melts. The Steeple Run Watershed begins east of Naper Boulevard and flows southwest, flowing into the DuPage River at North Central College. Since the flood in 1996, the City of Naperville, in partnership with DuPage County and the Naperville Park District, has been working to address flood management in the Steeple Run Watershed. Improvements undertaken as a result of engineering studies and public input modifying the drainage in the area and relocating flood waters in Country Commons Park and Old Plank Park that occur as a result of major rainstorms. With the improvements, the excess water will be temporarily held in detention areas until the downstream sewers can reasonably accept the flow. These measures are intended to better protect all properties in the Steeple Run Watershed from flood waters.



4.0 Future Land Use

4.1 SUMMARY OF COMMUNITY INPUT

During the public input process for the Plank Road Study, participants were asked to identify land uses that they believed to be compatible with the surrounding neighborhood and character of the corridor. While the majority of study participants noted **low-density residential** as a compatible use within all of the sub-areas, the following uses also received noteworthy interest for each specific sub-area: **other institutional** (Sub -Area 1), **office/research** (Sub-Area 2), and **park/open space** (all sub-areas).

Participants in the planning process were also asked to indicate the two characteristics that are most desirable within the existing study area; the two biggest challenges facing the existing study area; and the two characteristics that they desire to see most within the study area in the year 2030. Table 1 provides a summary of participant responses.

Table 1: Public Input Regarding Future Land Use

Ranking	Most Desirable	Biggest Challenge	Most Desired for 2030
#1	Predominantly low-density residential land use pattern	Maintaining the current residential land uses	Continued prevalence of low- density residential land uses
#2	Mature trees and landscaping	Vehicle traffic on Plank Road	Preservation of mature trees

The top themes noted above were consistently carried through subsequent public meetings where the preliminary and final land use recommendations for the study area were presented. Consequently, these themes were noted and carefully weighed by staff when developing the final land use recommendations for the study area.

Low-Density Residential is intended to provide an environment suitable for single-family residences consisting of housing not to exceed 2.5 units per acre

Other Institutional includes educational and religious uses.

Office/Research is intended to provide an environment suitable for and limited to research and development activities, engineering and testing activities, and office uses, that will not have an adverse effect upon the environmental quality of the community.

Park/Open Space is an area of land, usually in a largely natural state, for the enjoyment of the public, having facilities for rest and recreation.

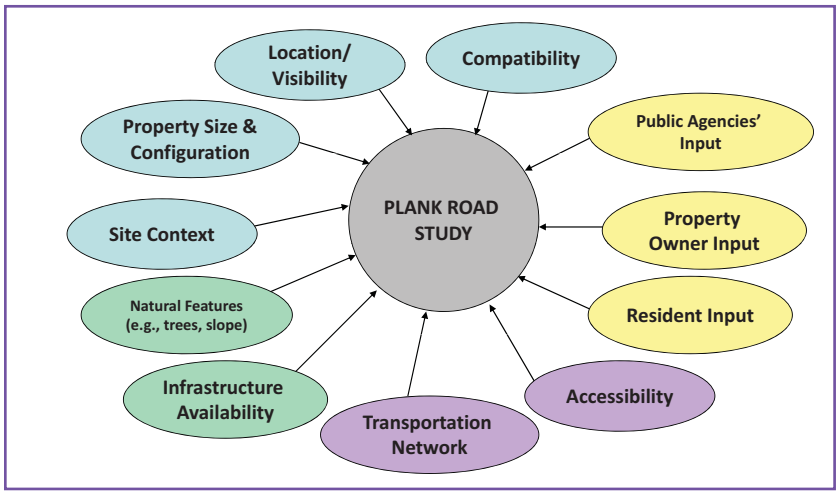
4.2 FUTURE LAND USE CONSIDERATIONS AND MAP

Utilizing all study factors (i.e., existing land use, existing zoning, natural features, infrastructure and community input), the following four sections have been developed to serve as a general policy to guide future development and redevelopment of the Plank Road Study Area (*see Figure 5: Factors Considered*). Together, the following sections work to achieve the primary goal of the East Sector Plan Update to promote development that is viable, compatible and sensitive to adjacent land uses.

1. **Future Land Use Map**
2. **Future Land Use Objectives and Actions**
3. **Individual Sub-Area Recommendations**
4. **Future Land Use Supplemental Recommendations**

The land use pattern recommended by the Future Land Use Map (Figure 6) strategically sites land uses in a manner that complements existing conditions and known study features, while also providing necessary transitions. New commercial, office, and higher density residential uses are planned in close proximity to existing office and commercial uses, major arterial streets, and signalized intersections (i.e., Ogden Avenue and Naper Boulevard). The lowest intensity land uses are situated adjacent to Seager Park and east of Naper Boulevard. Recommended development density increases again in the westernmost portions of the study area near the Burlington Northern Santa Fe railroad and areas west approaching the Naperville Metra Station. With this approach, a spectrum of intensity is provided wherein the most intensive land uses are situated on the perimeter of the Plank Road Study Area and the least intensive uses are centrally located along the corridor near Seager Park.

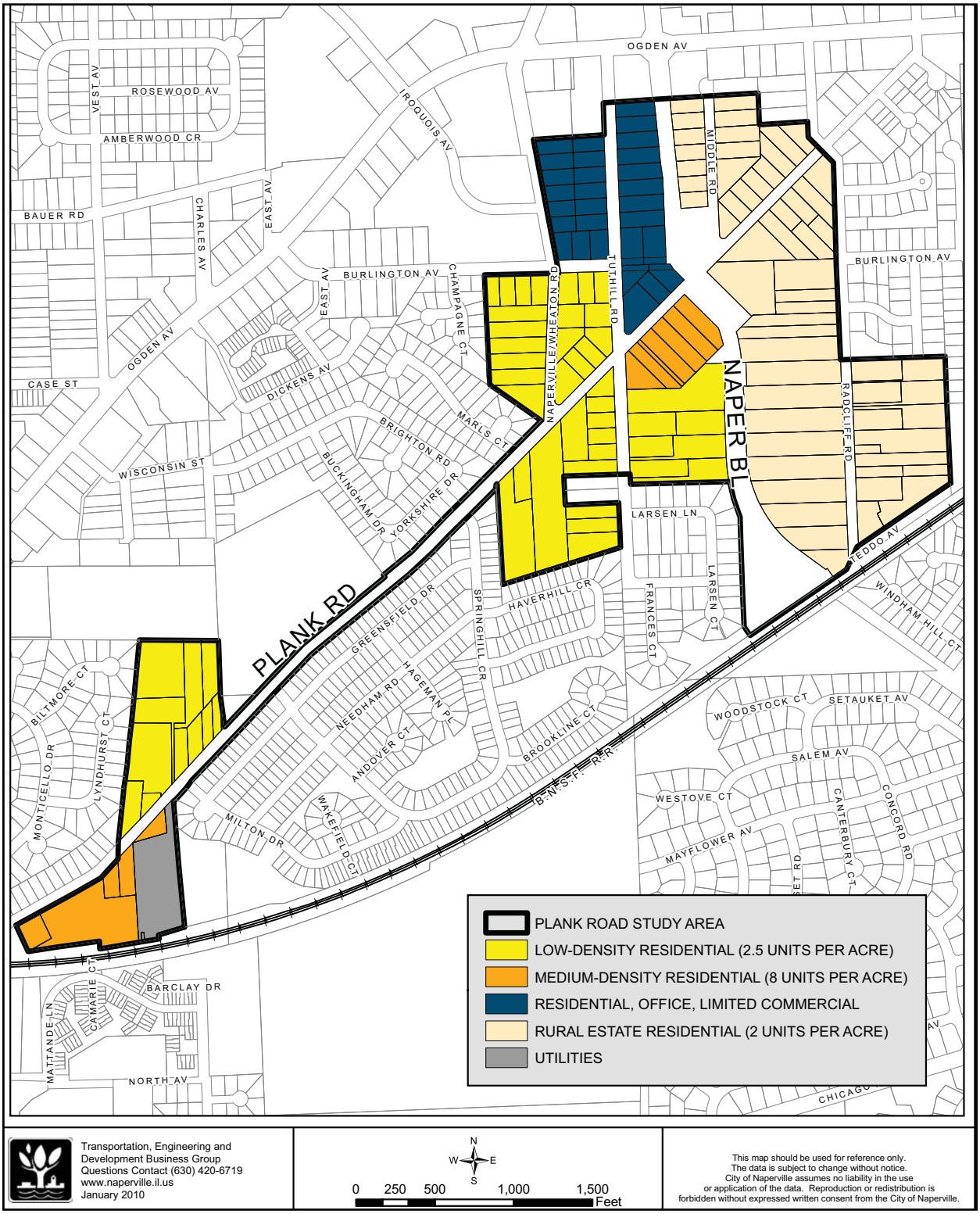
Figure 5: Factors Considered



It is important to note that while the Future Land Use Map designates a general land use category for each parcel in the Plank Road Study Area, it comprises only one component of the recommendations for the study. Supporting sub-area descriptions, goals, objective statements and supplemental recommendations provide additional land use policies and guidelines for future development in each land use category. Accordingly, the Future Land Use Map and supporting documentation should be used in tandem to accomplish the overall land use goal and objectives recommended in this plan.

4.0 Future Land Use

Figure 6: Future Land Use Map



4.3 FUTURE LAND USE OBJECTIVES AND ACTIONS

The following land use objectives and actions apply to the entire Plank Road Study Area:

Objective 1:
Acknowledge the different characteristics of various properties within the Plank Road Study Area in terms of location, access, lot size, configuration and adjacent uses.

Action A. Adopt the Future Land Use Map, which is based upon:

- Impact of site location on land use compatibility and site accessibility;
- Site context and appropriateness, in which existing floodplain locations, property slope, roadway access, parcel configuration, visibility, utility availability and existing land use patterns are considered; and
- Public and stakeholder input.

Objective 2:
Promote compatibility between adjacent developments.

Action A. Require landscape buffering and screening for new non-residential uses adjacent to established single-family residential neighborhoods (through annexation and redevelopment).

Action B. Require new construction or redevelopment that is compatible with the scale and appearance of adjacent properties.

Action C. Protect quality tree specimens as identified by the City Forester. Where tree preservation is not feasible, encourage replacement with high quality specimens that will restore the wooded character of the area over time.

Objective 3:
Encourage coordinated, cohesive development or redevelopment on multiple parcels, where appropriate.

Action A. Encourage coordinated annexation of multiple parcels as an efficient means to obtain utility services.

Action B. Encourage comprehensive site planning on multiple parcels to provide efficient internal circulation, limit cut-through traffic, and provide strategic access to major arterial roadways (e.g., Ogden Avenue and Naper Boulevard) so as not to impede traffic flow.

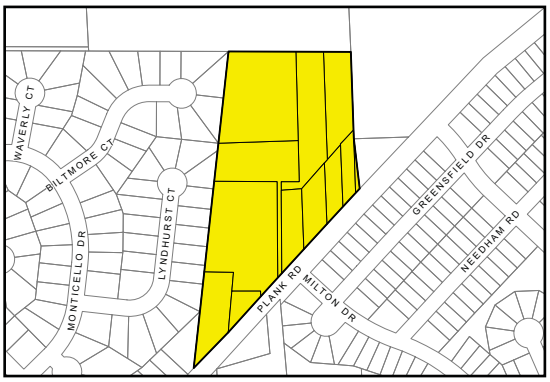
4.0 Future Land Use

4.3 SUB-AREA RECOMMENDATIONS

Sub-Area 1

"Low-Density Residential" consisting of housing not to exceed 2.5 units per acre is recommended for Sub-Area 1. Development of this style and character establishes a transition from the adjacent neighborhood (Columbia Estates Subdivision), to Seager Park, as well as an appropriate context to the existing single-family homes along Plank Road. Detached single-family structures are preferred to provide consistency with the low intensity character of the neighborhood, as all adjacent properties are either also developed with single-family detached homes or parkland. However, clustered single-family or duplex uses may be appropriate if their design helps to achieve overall preservation of natural features and open space. Please refer to *Plank Road Study Spotlight #4 (Page 18)* to learn more about how conservation subdivision design can achieve this.

Future Land Use Map



Low-Density Residential

Sub-Area 1 Land Use Goals:

1. **Facilitate the low-density residential character of the area.**

PLANK ROAD STUDY SPOTLIGHT #4

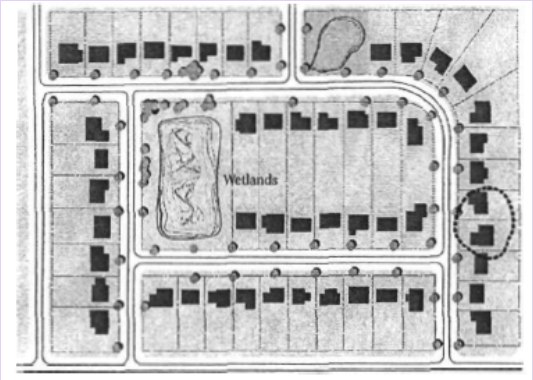
Conservation Subdivision Design

Conservation Subdivision Design (CSD) can help preserve open space and natural areas in residential housing developments by reformulating the approach to conventional subdivision design. Conservation subdivision design strategically concentrates home sites to protect sensitive and valuable open space, habitat, and other environmental resources while maintaining overall density consistent with the land use designation. The following steps provide an overview of what factors are assessed when developing a conservation subdivision design.

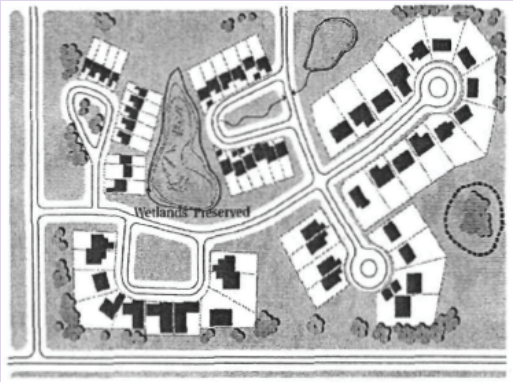
STEP 1:
The entire area is assessed to identify primary and secondary conservation areas. Primary conservation areas would be classified as areas of steep slope, wetland, floodplain and the like. Secondary conservation areas include stands of mature trees and scenic views.

STEP 2:
Setting aside the primary and secondary conservation areas, potential residential development areas are identified in the remaining area.

STEP 3:
Finally, home sites, roadways and stormwater areas are sited within the residential development areas.



Conventional Subdivision Design



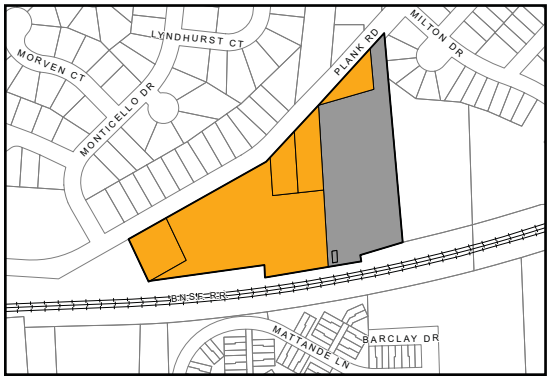
Conservation Subdivision Design

4.0 Future Land Use

Sub-Area 2

"Medium-Density Residential", which would allow for townhomes, duplexes, and single-family detached residential structures at a density up to 8 units per acre, is recommended for the western portions of Sub-Area 2. This recommendation offers a transition between residential neighborhoods and the railroad corridor. It also places new residential units within close proximity to the Naperville Metra Station. The eastern portion of Sub-Area 2 was recently acquired by the City of Naperville for stormwater improvements. As such, this area is designated as "Utilities" on the Future Land Use Map. This is consistent with the future land use designation assigned to other municipal infrastructure uses throughout the city.

Future Land Use Map



Medium-Density Residential
Utilities

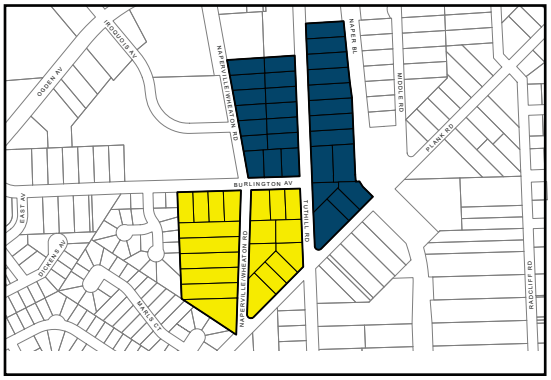
Sub-Area 2 Land Use Goals:

1. **Respect the established residential neighborhood character along Plank Road. This may be achieved through:**
   - **Site design approaches wherein parking areas are located away from the Plank Road frontage and buildings are oriented parallel to Plank Road.**
   - **Use of exterior building finish materials common in residential neighborhoods (e.g., brick, stone, wood, and vinyl siding).**
   - **Building design that provides multiple projections (e.g., bay windows, pilasters, columns, piers, decks, porches, etc.) along the façade to achieve desired modulation and provide visual interest and unit distinction, and break-up the surface of the wall.**
   - **Provide offset rooflines (either horizontally or vertically) to add visual interest and break-up the mass of a building.**
2. **Provide a transition between the railroad corridor and surrounding residential uses.**

4.0 Future Land Use

Sub-Area 3

Future Land Use Map



Residential, Office and Limited Commercial

Low-Density Residential

Within Sub-Area 3, "Residential, Office and Limited Commercial" (ROLC) uses are recommended for the parcels north of Plank Road between Naper Boulevard and Tuthill Road and the parcels north of Burlington Avenue between Tuthill Road and Naperville/Wheaton Road. For the remainder of this sub-area (west of the Naper Boulevard frontage), "Low-Density Residential" development is recommended as a transition to outlying neighborhoods. This approach allows for new neighborhood commercial uses adjacent to Ogden Avenue and extension of future professional office space from Iroquois Drive. For parcels fronting Naper Boulevard, intensive commercial uses such as fast food restaurants, regional shopping centers and destination retail are not recommended as they are more appropriately situated along the existing Ogden Avenue commercial corridor. *Plank Road Study Spotlight #5 (page 21)* focuses exclusively on land use opportunities for the Naper Boulevard frontage within Sub-Area 3. If the street pattern is modified with redevelopment of this sub-area, a traffic study will be required to demonstrate there is no adverse impact on established neighborhoods and surrounding streets. When reconfiguration options are considered the traffic study should demonstrate the new street pattern will improve linkages between similar uses.

Sub-Area 3 Land Use Goals:

1. **Recognize that this area serves as a transition between the Ogden Avenue commercial corridor and adjacent residential uses to the south and east. The area is also a transition from heavily traveled roadways (i.e., Naper Boulevard and Ogden Avenue) to residential neighborhoods. From Ogden Avenue to the residential neighborhood, the transition of the built environment can be achieved through the reduced intensity of the building style, height and setback, as well as landscape improvements.**
2. **Recognize that this area is immediately adjacent to established commercial uses on Ogden Avenue and several existing roadways (e.g., Tuthill Road, Naper Boulevard and Naperville/Wheaton Road) which provide direct connection to existing commercial uses.**
3. **Recognize that any new residential uses in this area would benefit from their close proximity to nearby existing retail and service uses (e.g., grocery store, bank and restaurant) available on Ogden Avenue and encourage adequate pedestrian connectivity.**
4. **To preserve the feeling of spaciousness and openness that characterizes Plank Road, entry features such as detention areas or increased landscape setback from Naper Boulevard and Plank Road should be provided so that buildings will not crowd intersections. The landscaping should make a statement before buildings at this location; a mix of deciduous and evergreen trees should be planted along the perimeter of properties fronting Plank Road. Clustering of trees, rather than an evenly spaced planting pattern, will also help to promote the feeling of a natural landscape pattern more consistent with the overall character of the study area.**

PLANK ROAD STUDY SPOTLIGHT #5

Naper Boulevard Frontage Options

Sub-Area 3 is unique given its multitude of direct connections to Ogden Avenue at Naperville/ Wheaton Road, Tuthill Road, and Plank Road. Due to the market potential that exists for redevelopment along the Naper Boulevard frontage, four development opportunities have been identified: medium density residential, office, live/work space, and neighborhood commercial. In any scenario, special attention would be given to building height, building design, landscaping and setbacks to transition to adjacent land uses.

MEDIUM-DENSITY RESIDENTIAL: Medium-density residential uses (i.e., duplexes and townhomes) would serve as a transition between the businesses (e.g., motel, bank, retail, and automobile sales) found along Ogden Avenue and nearby single-family residential neighborhoods. Higher density residential may be approved for unique projects that meet the transition goals and include seamlessly integrated amenities such as preservation of stands of mature trees, bicycle accommodations, and live/work spaces.

Example Medium Density Residential

OFFICE: 1-2 story office development styled in a residential manner (such as pitched roof, brick and stone building materials, limited footprint per building) to be compatible with adjacent residential uses.

Example Office Development

LIVE/WORK SPACES: Development styled in a residential manner that allows for first floor office, studio or similar small-scale businesses with a single residential unit above.

Example Live/Work Space

NEIGHBORHOOD COMMERCIAL: 1-2 story commercial uses developed in conjunction with properties fronting Ogden Avenue. Neighborhood commercial uses proposed within Sub-Area 3 must directly abut properties with Ogden Avenue frontage or be subject to an additional level of review (e.g., PUD approach or conditional use approval).

Example Neighborhood Commercial

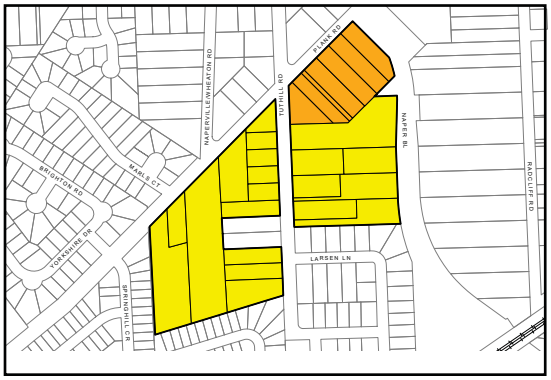
4.0 Future Land Use

Sub-Area 4

"Medium-Density Residential" consisting of single-family detached, duplex and single-family attached (i.e., townhomes) and residential structures up to 8 units per acre may be considered north of Larsen Lane, east of Tuthill Road if part of a planned unit development, which provides for extensive tree preservation or mitigation and integrates internal nature walking trails to promote enjoyment of the natural setting and bicycle path connections to provide transportation choices for residents.

"Low-Density Residential" is recommended in the remaining areas. This would consist of single-family detached and duplex residential structures. Access to residential areas should be provided from Tuthill Road, rather than Naper Boulevard.

Future Land Use Map



Medium-Density Residential
Low-Density Residential

Sub-Area 4 Land Use Goals:

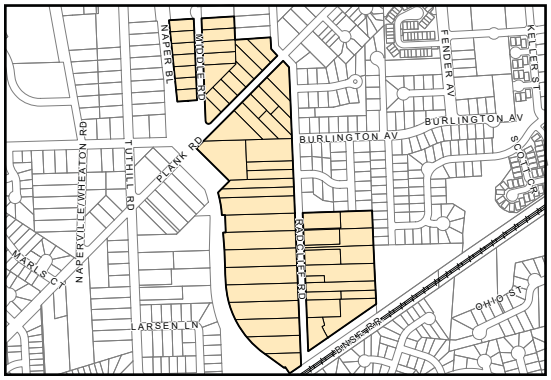
1. **Appropriate setbacks, landscape enhancements, and fencing shall be provided for new residential neighborhoods at the intersection of Naper Boulevard and Plank Road.**
2. **Avoid the creation of flag lots.**

4.0 Future Land Use

Sub-Areas 5 & 6

The resubdivision of existing lots in Sub-Areas 5 and 6 has been fairly limited to date. As such, there is a generally consistent lot size and width, which contributes significantly to the rural character of these neighborhoods. Departures from this established pattern, such as smaller lots on improved streets (i.e., wider streets with curb, gutter and sidewalks or cul-de-sacs), could detract from the established rural atmosphere.

Future Land Use Map



Rural Estate Single-Family Residential

Currently, nearly every parcel in these two areas has at least 100 feet of road frontage, includes at least 20,000 square feet of lot area, and has a 35-foot (or greater) building setback. These characteristics are consistent with the City of Naperville's E3 (Estate Transition) zoning district. The estate zoning is intended to recognize and maintain areas of rural character and atmosphere and is recommended for properties in these sub-areas.

Properties in Sub-Areas 5 and 6 have no direct access points to Ogden Avenue. As such, they are separated from the commercial activity along Ogden Avenue. Access to properties within this sub-area should remain limited to the residential streets.

Given the established platting pattern, coupled with known infrastructure challenges that make serving this area with adequate City of Naperville water, sewer and electric service a limiting factor for development in the plan horizon period, a rural estate future land use is recommended in Sub-Areas 5 and 6.

Sub-Area 5 Land Use Goals:

1. **Respect the well-defined existing rural estate residential character established by the larger estate size lots, mature trees and rural roadway design (e.g., no curb, gutter or sidewalks).**
2. **Avoid the creation of flag lots.**

4.5 SUPPLEMENTAL RECOMMENDATIONS

The following paragraphs provide supplemental policy recommendation for each future land use category shown on the Future Land Use Map.

Rural Estate Single-Family Residential:

The following supplemental recommendation should apply to properties designated as "Rural Estate Single-Family Residential":

1. **Allow single-family detached housing up to a gross density of 2 units per acre, consistent with the E3 (Estate Transition) Zoning District (20,000 square foot lot minimum).**

Low-Density Residential:

The following supplemental recommendation should apply to properties designated as "Low-Density Residential":

1. **Allow housing up to a gross density of 2.5 dwelling units per acre consistent with the R1 (Low Density Single-Family Residential) Zoning District (13,000 square foot lot minimum).**

Medium-Density Residential:

The following supplemental recommendations should apply to properties designated as "Medium-Density Residential":

1. **Allow single-family detached, duplex and single-family attached (i.e., townhome), and residential structures up to 8 units per acre.**
2. **Encourage comprehensive site planning on multiple parcels to provide consolidated ingress/egress from Naper Boulevard and Plank Road as well as cross-access between sites as appropriate.**
3. **Residential buildings should be designed so as to avoid the appearance of exterior monotony through incorporation of high-quality building materials, varying rooflines or facades, colors or other architectural enhancements.**

Open Spaces and Tree Preservation:

The following supplemental recommendations should apply to properties designated as "Rural Estate Single-Family Residential", "Low-Density Residential", and "Medium-Density Residential":

1. **Require a tree preservation and protection plan for each lot upon annexation, with particular emphasis on preservation of mature trees. Efforts to protect premiere specimens, as identified by the city forester, in the front yard of new residential homes are encouraged to maintain the natural setting and street character.**
2. **Preservation of open spaces (through common areas or increased individual lot area).**

Residential, Office and Limited Commercial (ROLC):

The following supplemental recommendations should apply to properties designated as "Residential, Office and Limited Commercial" (ROLC):

1. **The ROLC area should provide sites for low- or medium-density residential uses, small-scale office or commercial development, institutional facilities, live-work spaces and similar uses.**
   - **New residential development should be in the form of single-family detached, duplex and single-family attached (i.e., townhome), and residential structures up to 8 units per acre.**
   - **New commercial development should be limited to small-scale neighborhood convenience retail and service uses, adjacent to Ogden Avenue and at the signalized intersection of Plank Road and Naper Boulevard.**
   - **Introduction of any commercial uses which are not contiguous to a property with Ogden Avenue frontage, will be subject to an additional level of review (e.g., PUD approach or conditional use approval).**
   - **Appropriately scaled office, institutional, or live/work uses may be sited anywhere within the ROLC area as a transition between Ogden Avenue commercial activity and outlying residential uses.**

2. **New construction should be designed and developed in a manner that is compatible with the adjoining neighborhoods in scale and appearance.**
   - **Residential buildings should be designed so as to avoid the appearance of exterior monotony through incorporation of high-quality building materials, varying rooflines or facades, colors or other architectural enhancements.**
   - **New buildings and building additions should comply with the Building Design Guidelines and be constructed of masonry material (e.g., brick and stone), include a pitched roof, and limited footprint per building.**

3. **Comprehensive site planning on multiple parcels is encouraged to provide consolidated ingress/egress from Naper Boulevard and Plank Road. Cross-access must be provided between adjacent sites as appropriate to the land use.**

4. **Landscaped buffer areas shall be provided in accordance with Section 5-10-3 (Landscaping and Screening) of the Municipal Code. In addition, where non-residential uses abut residential lots, fences and landscaping should be constructed across the shared lot line to provide 100% opacity. Other buffering or screening features may be required as appropriate to fit harmoniously with the**

4.6 IMPLEMENTATION

Future land use and supplemental land use recommendations should be considered on a case-by-case basis, as private property owners request to develop or redevelop their properties. Any requests for annexation and rezoning will be considered through a public process, during which additional public testimony will be taken; the recommendations in this section will be utilized in consideration of the specific request. During the review of these cases, further site details will additionally be for public review.

5.0 Transportation and Access

5.1 EXISTING TRANSPORTATION NETWORK

Plank Road provides northeast-southwest access from Columbia Street on the west to the Village of Lisle on the east. Plank Road provides connectivity between the residential neighborhoods along Plank Road (e.g., Spring Hill, Yorkshire Manor, Columbia Estates) and the Naperville Metra Station and downtown Naperville to the southwest and Naper Boulevard to the east.

The Plank Road **right-of-way (ROW)** ranges from approximately 66 to 80 feet wide and currently includes a single lane in each direction. Left-turn lanes are provided at key intersections along the roadway. Based on 2009 vehicle traffic counts conducted by the City of Naperville, Plank Road carries approximately 7,300 vehicles per day (VPD) on the segment west of Naper Boulevard.

Right-Of-Way (ROW) is a term used to describe an area of land over which people and goods have the right to pass or travel. Right-of-way is any public thoroughfare such as a street, road or alley. The right-of-way also usually includes the median, utility poles, sidewalks, and parkway (i.e., unpaved, landscaped area immediately adjacent to the street). Right-of-way is not located on the adjacent private properties; right-of-way is publicly owned property.

Plank Road is within the jurisdiction of the City of Naperville, with the exception of a limited segment between Spring Hill Subdivision and Columbia Estates Subdivision, which is within the jurisdiction of Lisle Township. Lisle Township also has jurisdiction of the portion of Plank Road east of Naperville/Wheaton Road.

Naper Boulevard provides north-south access between Highview Drive (located just south of Diehl Road) on the north (transitions to Naperville Road) and Royce Road on the south near the Village of Bolingbrook. The intersection of Plank Road and Naper Boulevard provides key access to the Ogden Avenue commercial corridor, as well as I-88 to the northeast. In the vicinity of the study area, Naper Boulevard is under the jurisdiction of the City of Naperville. Naper Boulevard carries approximately 31,200 VPD north of Plank Road and approximately 35,700 VPD south of its intersection with Plank Road.

Other north-south roadways in the study area include Naperville/Wheaton Road, Tuthill Road, Middle Road and Radcliff Road. Burlington Avenue provides east-west access north of Plank Road in the study area. These roadways have one travel lane in each direction and provide access to the established residential neighborhoods north and south of Plank Road, and the existing commercial uses on Ogden Avenue.

5.0 Transportation and Access

Existing Pedestrian and Bicycle Amenities

Sidewalk is provided along portions of the north side of Plank Road; sidewalk is not currently provided along the south side of the street. In the vicinity of the study area, sidewalk is not provided on Burlington Avenue, Naperville/ Wheaton Road, Naper Boulevard, Tuthill Road, Middle Road or Radcliff Road. Sidewalk is provided within the established residential subdivisions located north and south of Plank Road (e.g., Spring Hill, Yorkshire Manor, Columbia Estates).

A dedicated bicycle route is not currently provided within the study area. At this time, the **City of Naperville Bicycle Implementation Plan** (adopted on June 20, 2006) does not propose any new bicycle routes or paths in the study area. As shown in *Figure 7: Potential Bikeways in the Vicinity of the Plank Road Study Area*, the Bicycle Implementation Map includes a potential future off- and on-street bicycle path/route west of the study area, along Washington Street from Warrenville Road to just south of Iroquois Street and then continuing along Loomis Street to 4th Avenue. This planned path/route would provide a connection from the DuPage Herrick Lake Forest Preserve Trail and Prairie Path connection to the Naperville Metra Station.

Did you know?

The **City of Naperville Bicycle Implementation Plan** guides the establishment of new bicycle facilities throughout the city. Each fiscal year, staff prepares a work program that outlines which tasks will be accomplished during that year in order to implement routes identified in the Bicycle Implementation Plan.

5.2 SUMMARY OF COMMUNITY INPUT

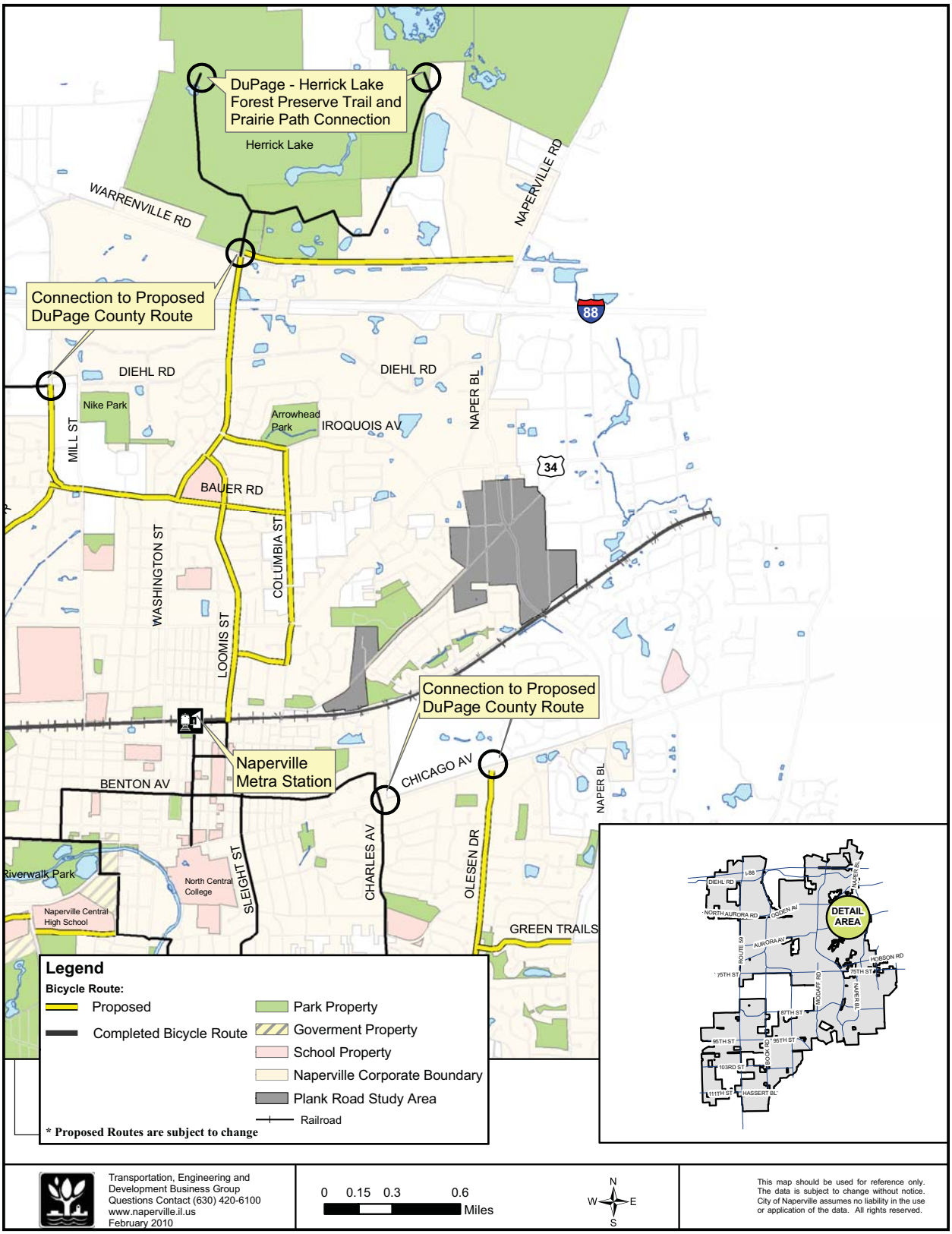
During the public input process for the Plank Road Study, opportunities to improve the multi-modal accessibility and amenities in the study area were identified to address the following common public comments related to transportation:

- Existing **sight distance** concerns at the intersection of Tuthill Road and Plank Road.
- Existing **cut-through traffic** on Tuthill Road and concern for potential increased traffic on this roadway with future development of adjacent property.
- Limit the number of curb cuts (i.e., driveways) along Plank Road and Naper Boulevard.
- Enhance pedestrian and bicycle access and safety in the study area.

Sight Distance the distance required for a driver to perceive dangerous situations ahead in order to take preventative action.

Cut-Through Traffic is traffic not originating in or destined to the immediate neighborhood. This Definition applies to Neighborhood Connectors and Local Streets, as defined by the *City of Naperville Master Thoroughfare Plan.*

Figure 7: Potential Bikeways in the Vicinity of the Plank Road Study Area



5.3 MASTER THOROUGHFARE PLAN

The purpose of the **City of Naperville Master Thoroughfare Plan** is to create and maintain a street system which promotes local and regional connectivity, allows for the appropriate level of access, and facilitates the movement of people and goods in a safe and efficient manner. The Master Thoroughfare Plan identifies street classifications within the city. Street classifications influence and factor into transportation and land use decisions.

The street classification impacts many aspects of roadway design, including road width, pavement markings, speed limits, lighting standards, landscaping and access control.

The Master Thoroughfare Plan provides a framework of streets and access that works in coordination with the Future Land Use Map. There is a direct relationship between the location of specific sites within this system and the intensity of land use which is appropriate for that area. For example, commercial developments will generally locate along arterial or collector roadways.

As shown in *Figure 8: Master Thoroughfare Plan,* Plank Road is designated a **collector street**. The primary function of the roadway is to connect neighborhood streets to arterial roadways such as Naper Boulevard. Designated a **major arterial roadway**, Naper Boulevard provides a north-south intercity and intracity route, with access to Highview Drive (located just south of Diehl Road) on the north (transitions to Naperville Road), and the Village of Bolingbrook on the south.

The jurisdictional responsibility and classification for other roadways within the immediate vicinity of the study area is provided in Table 2. The jurisdictional responsibility is important as city services such as police enforcement (e.g., speed enforcement) and roadway maintenance and improvements are only extended to those roadways which are under the jurisdiction of the City of Naperville.

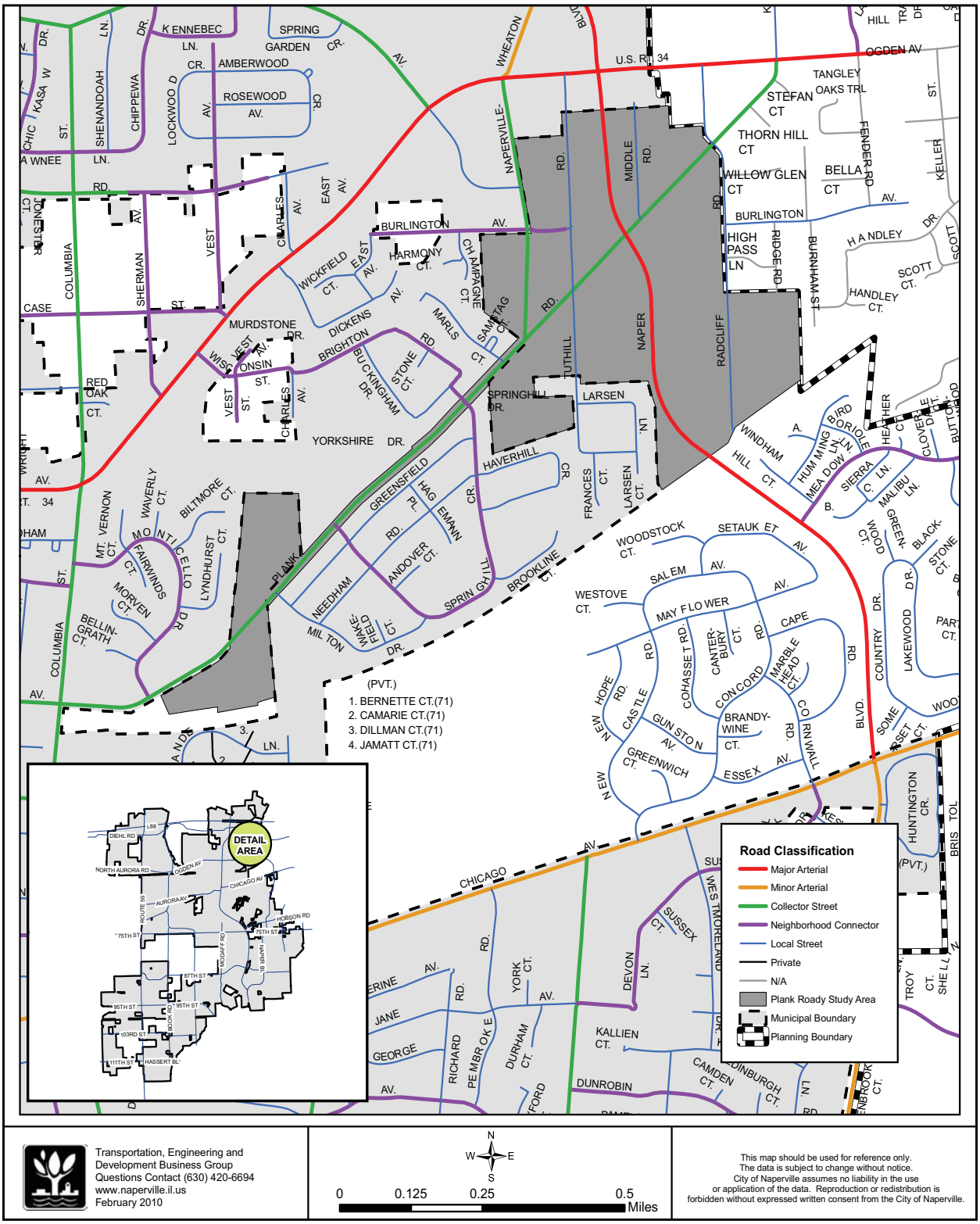
Did you know?

The **City of Naperville Comprehensive Transportation Plan** (adopted on December 17, 2002) identifies traffic calming techniques to address cut-through traffic (e.g., public education programs, speed enforcement programs, and engineering techniques such as speed humps and curb extensions). Most applications require that established threshold values are reached before traffic calming measures can be considered.

The city's official traffic calming program, Friendly Streets, categorizes traffic calming tools into three categories: education, enforcement, and engineering.

5.0 Transportation and Access

Figure 8: Master Thoroughfare Plan



5.0 Transportation and Access

Table 2: Roadway Classification and Jurisdictional Responsibility for Study Roadways

Roadway	Classification	Jurisdiction
Burlington Avenue	Neighborhood Connector	Lisle Township
Plank Road	Collector Street	City of Naperville [1]
Naperville/Wheaton Road	Minor Arterial north of Ogden Avenue Collector Street south of Ogden Avenue	Lisle Township
Tuthill Road	Local Street	Lisle Township
Naper Boulevard	Major Arterial north of Chicago Avenue Minor Arterial south of Chicago Avenue	City of Naperville
Middle Road	Local Street	Lisle Township
Radcliff Road	Local Street	Lisle Township

Notes:

1. Approximately 500 feet of Plank Road, between Monticello Drive and Milton Drive, is within the jurisdiction of Lisle Township. The Township also has jurisdiction of the portion of Plank Road that is east of Naperville/Wheaton Road.

The recommendations provided in *Section 5.4: Transportation Recommendations* are intended to enhance the efficient and safe movement of people and goods in accordance with the planned roadway function, while also providing for non-motorized transportation, such as bicycles and pedestrians.

A **Collector Street** connects residential and local streets and neighborhood connector streets through or adjacent to more than one neighborhood and have continuity between arterial streets. Collector streets convey traffic out of the neighborhoods to the arterial streets. The positive benefit of collector streets is to reduce the traffic on the other residential streets in the neighborhood. Collector streets are the route of choice into and out of the neighborhoods.

A **Major Arterial Roadway** is a principal street within the network for the provision of both intercity and intracity traffic movement within the Chicagoland region. The major arterial provides for efficient traffic flow and a restricted level of access to fronting properties. Access is limited in order not to impede the movement of traffic. Full access points are spaced no closer than 1/8 of a mile apart with full access points at the 1/4 of a mile spacing and sometimes traffic signal controlled. Other access is restricted to right-in and right-out turns. Land use along such arterials may be more intensive.

5.4 TRANSPORTATION RECOMMENDATIONS

The recommendations contained in this section were formulated based on an evaluation of a number of factors, including:

- **Public input on existing conditions and future opportunities *(Section 2.4 Planning Process)*;**
- **An inventory of existing infrastructure, including roadways and pedestrian and bicycle amenities within the study area (Section 5.1: Existing Transportation Network); and**
- **An evaluation of land use in the study area, including site location and accessibility *(Chapter 4.0 Land Use)*.**

Through coordination between the public and private sectors, the following objectives and actions are recommended in order to enhance vehicle, bicycle and pedestrian mobility in the study area, consistent with the vision statement (page 1).

Objective 1.
Maintain the function of Plank Road as a collector street and Naper Boulevard as a major arterial.

Action A. With future development, minimize curb cuts (i.e., driveways) on Plank Road.

Action B. With future development and redevelopment of property fronting Plank Road, improve the roadway to collector street standards, where appropriate.

Action C. With future development, limit curb cuts (i.e. driveways) on Naper Boulevard to maintain function as a major arterial roadway. Where curb cuts are necessary, consider only restricted access on Naper Boulevard.

Action D. At such time that improvements are installed at the intersection of Ogden Avenue and Naper Boulevard, consider improvements to the intersection of Plank Road and Naper Boulevard as identified in the *Naperville Road - Phase I Engineering Feasibility Study*.

5.0 Transportation and Access

Objective 2.
Provide for safe and efficient vehicular access in the study area.

Action A. Where appropriate to the land use, require **vehicular cross-access** between adjacent sites.

Action B. When necessary, review the traffic impacts of development and redevelopment to address the potential impacts associated with vehicular trip generation, access, site configuration, and intersection and roadway capacity.

Action C. With future residential development, new public roadways should be designed in a manner to allow for connectivity to later residential development.

Vehicular Cross-Access is a practice by which parking areas between like uses are internally connected so that additional access from the street is not required.

Objective 3.
Enhance pedestrian and bicycle access and amenities in the study area.

Action A. With future annexation of property fronting Plank Road, require property owners to install sidewalk along right-of-way frontage.

Action B. Following annexation of properties fronting Plank Road, evaluate sidewalk gaps along Plank Road between Columbia Street and Naper Boulevard; where appropriate, consider options to close the sidewalk gap. If sidewalk construction is funded by the city, seek a recapture once the properties develop.

Action C. Coordinate with Lisle Township to improve bicycle and pedestrian mobility at the intersection of Plank Road and Naper Boulevard.

Action D. At such time that the *City of Naperville Bicycle Implementation Plan* is updated, consider a bicycle route along Plank Road.

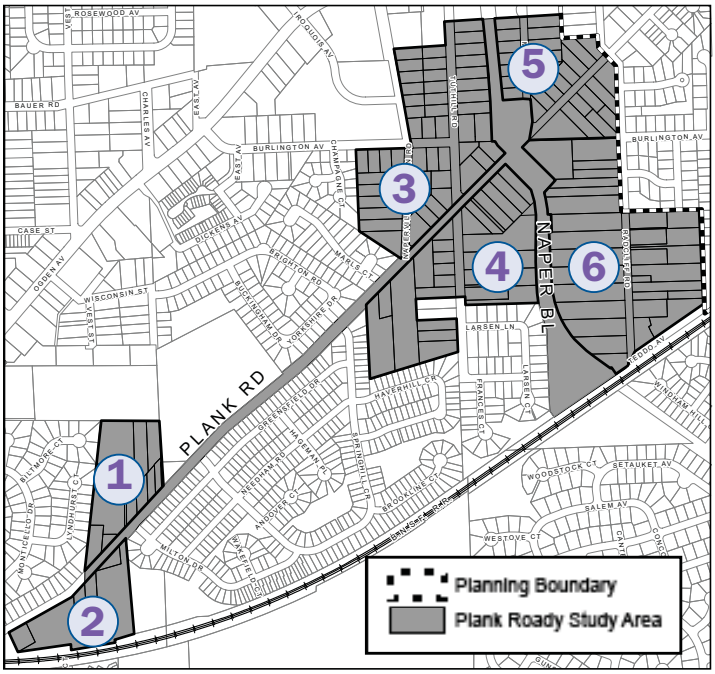
Action E. Coordinate with the Village of Lisle to provide connectivity with future bicycle and pedestrian improvements as identified in the *Village of Lisle Bicycle and Pedestrian Plan*.

Appendix B - Property Catalogue

INTRODUCTION

The purpose of the property catalogue is to provide a snapshot of the Plank Road Study Area. On the following pages, the study area has been divided into six sub-areas (numbered below) in order to provide an overview of property characteristics. Each sub-area was generally determined by using both Naper Boulevard and Plank Road as dividing features. Below is a map highlighting the properties included in the Plank Road Study Area.

Plank Road Study Area



QUICK FACTS

Comprehensive Planning Area
1998 East Sector Plan

1998 Future Land Use Recommendations
Low Density Residential
Medium Density Residential

Property Jurisdiction
Unincorporated DuPage County

Controlling Zoning Ordinance
DuPage County Zoning Ordinance

Roadway Network
Naper Boulevard (major arterial)
Plank Road (collector street)
Local Roadways

Parcel Size Range
.05 - 4.42 acres

Total Study Area Size
136 acres

DID YOU KNOW?

The East Sector is Naperville's largest planning area encompassing approximately 17,280 acres. Within the East Sector, the Plank Road Study area occupies approximately 136 acres.

Appendix B - Property Catalogue

SUB-AREA 1

Sub-Area 1 (in yellow) is bordered by Plank Road and single-family residential on the south, single-family residential on the west and Seager Park on the north and east.

QUICK FACTS

DuPage County Zoning
R4 Single-Family Residence District

1998 Future Land Use
Low-Density Residential

Existing Land Uses
Single-Family Residential
Vacant Property

Adjacent Land Uses
Seager Park (north & east)
Single-Family (west & south)

Parcel Size Range
.05 - 2.65 acres

Total Sub-Area Size
12.42 acres

KEY FEATURES

Properties located in Sub-Area 1 include wooded residential and vacant lots. All properties are within close proximity to Seager Park which is maintained by the Naperville Park District. Improved properties are currently accessible from Plank Road, while several unimproved lots do not have direct frontage on Plank Road. The sub-area is adjacent to single-family subdivisions to the west (Columbia Estates) and south (Spring Hill Subdivision), both of which are located within the City of Naperville municipal boundary.

Pictured Left: The intersection of Columbia Avenue and Plank Road looking northeast prior to entering the study area. Pictured Right: Existing unincorporated single-family residences just east of Seager Park.

View of an interior walking path in Seager Park.

Appendix B - Property Catalogue

SUB-AREA 2

Sub-Area 2 (in yellow) is bordered by Plank Road on the north, the Burlington Northern Santa Fe (BNSF) Railroad on the south and west, and single-family residential and Old Plank Park to the east.

KEY FEATURES

Properties located in Sub-Area 2 include single-family residential, a variety of office and industrial uses, and property to be utilized as part of the Steeple Run Watershed Project implementation. Several properties within the sub-area directly abut the BNSF railroad right-of-way to the south. Lots not improved with commercial/industrial buildings and surface parking are improved with single-family residences (excluding city owned property). All properties within Sub-Area 2 have frontage along Plank Road.

View of properties fronting Plank Road within the study area which are occupied by a combination of office and industrial uses (i.e., professional office, auto repair) as permitted by the DuPage County Zoning Ordinance.

DID YOU KNOW?

To determine measures that would help protect homes in this area from future flooding, the City of Naperville and DuPage County prepared the Steeple Run Watershed Study. As a result, the Huffman Street Flood Control Plan was identified to protect homes along Huffman Street and improve the overall quality of life for residents living in the Steeple Run Watershed. The project is slated for completion in 2011.

QUICK FACTS

DuPage County Zoning
I-1 Light Industrial District
R4 Single-Family Residence District

1998 Future Land Use
Medium-Density Residential

Existing Land Uses
Industrial/Office
Single-Family Residential
Vacant Property

Adjacent Land Uses
Single-Family (north & east)
BNSF Railroad (south & west)
Open Space/Park (east)

Parcel Size Range
.41 - 4.42 acres

Total Sub-Area Size
11 acres

Properties fronting Plank Road.

View of the BNSF railroad abutting the subject area to the south.

Appendix B - Property Catalogue

SUB-AREA 3

Sub-Area 3 (in yellow) is bordered by Naper Boulevard to the east, Plank Road to the south, commercial, office and single-family residential on the west and additional commercial and office uses to the north.

KEY FEATURES

Properties located in Sub-Area 3 are comprised primarily of single-family residential structures. Directly north and west of the sub-area are office and commercial uses located within the City of Naperville limits zoned B3 General Commercial District.

Sub-Area 3 is unique in terms of its close proximity to the retail and service uses on Ogden Avenue. A large vacant tract of land is located at the northwest corner of Naper Boulevard and Plank Road. The sub-area has also experienced residential teardown and infill development.

Pictured Left: Vacant property located at the northwest corner of Naper Boulevard and Plank Road. Pictured Right: The intersection of Naper Boulevard and Plank Road looking east from Plank Road.

QUICK FACTS

DuPage County Zoning
R3 Single-Family Residence District

1998 Future Land Use
Low-Density Residential

Existing Land Uses
Single-Family Residential
Vacant Property

Adjacent Land Uses
Single-Family (south, west & east)
Office/Commercial (north & east)

Parcel Size Range
.31 - 1.01 acres

Total Sub-Area Size
27.7 acres

View of Tuthill Road looking north.

Naperville/Wheaton Road looking south entering sub-area 3.

Appendix B - Property Catalogue

SUB-AREA 4

Sub-Area 4 (in yellow) is bordered by Plank Road on the north, Naper Boulevard on the east, and single-family residential on the south and west.

QUICK FACTS

DuPage County Zoning
R3 Single-Family Residence District

1998 Future Land Use
Low-Density Residential

Existing Land Uses
Commercial
Single-Family Residential
Vacant Property

Adjacent Land Uses
Single-Family Residential

Parcel Size Range
.23 - 4.02 acres

Total Sub-Area Size
28.58 acres

KEY FEATURES

The sub-area includes single-family residential uses and The Growing Place, a garden center abutting one another. The existing garden center is permitted through a conditional use under DuPage County's R3 Single-Family Residence Zoning District. Multiple properties within the sub-area have street frontage on both Naper Boulevard and Tuthill Road. Similar to Sub-Areas 5 and 6, existing mature landscaping provides a buffer for those properties that have frontage on both Tuthill Road and Naper Boulevard.

Front entrance of the Growing Place, a garden center fronting Plank Road.

Vacant property located in the sub-area fronting the south side of Plank Road.

Appendix B - Property Catalogue

SUB-AREA 5

Sub-Area 5 (in yellow) is bordered by commercial uses on the north, Naper Boulevard on the west and single-family residential on the east and south.

KEY FEATURES

Properties within Sub-Area 5 are comprised of single-family residential. Similar to the properties in Sub-Area 4 to the west, Sub-Area 5 is within close proximity to the Ogden Avenue corridor which is comprised of a variety of commercial and office uses.

Existing residences are generally located on lots with mature landscaping, which provides a buffer for those residences that maintain frontage on both Middle Road and Naper Boulevard.

Pictured Left: View of Middle Road looking south from the existing cul-de-sac. Pictured Right: A view from Middle Road (cul-de-sac) of a gas station in close proximity to residential uses on Ogden Avenue.

DID YOU KNOW?

All properties within the Plank Road Study boundaries are unincorporated lands that are zoned by DuPage County. City of Naperville zoning regulations only apply to properties that are incorporated in the City of Naperville.

QUICK FACTS

DuPage County Zoning
R3 Single-Family Residence District

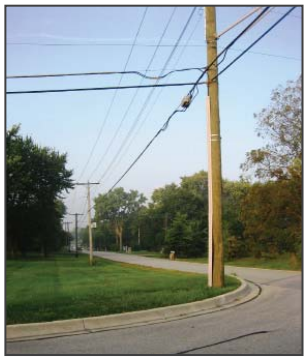
1998 Future Land Use
Low-Density Residential

Existing Land Uses
Single-Family Residential
Vacant Property

Adjacent Land Uses
Single-Family (all directions)
Commercial (i.e., Ogden Avenue)

Parcel Size Range
.40 - 1.07 acres

Total Sub-Area Size
16.52 acres



Properties fronting Plank Road looking west from Radcliff Road.

Naper Boulevard looking north approaching the intersection of Naper Boulevard and Plank Road.

Appendix B - Property Catalogue

SUB AREA 6

Sub-Area 6 (in yellow) is bounded by the Burlington Northern Santa Fe (BNSF) Railroad tracks on the south, Naper Boulevard on the west and single-family residential to the immediate east. The northern boundary extends from Plank Road the city's eastern planning area boundary.

QUICK FACTS

DuPage County Zoning
R3 Single-Family Residence District

1998 Future Land Use
Low Density Residential

Existing Land Uses
Single-Family Residential
Vacant Property

Adjacent Land Uses
Single-Family (all directions)
BNSF Railroad (south)

Parcel Size Range
.21 - 2.41 acres

Total Sub-Area Size
39.8 acres

KEY FEATURES

Unique to Sub-Area 6 are deep residential lots with frontage on both Naper Boulevard and Radcliff Road. In recent years, teardown and infill development has occurred within unincorporated DuPage County and the Village of Lisle resulting in new single-family homes and a single-family subdivision to the immediate northeast corner of the city's planning boundary. As a result of redevelopment and infill development, northern portions of the Radcliff Road right-of-way have been improved (i.e., curb, gutter, sidewalk) while the southern portions remain unimproved.

Pictured Left: Southern portions of Radcliff Road remain unimproved. Pictured Right: Northern portions of Radcliff Road have been improved as a result of teardown and infill development.

View of infill development adjacent to Sub-Area 6, located in the Village of Lisle.

Single-family homes fronting Radcliff Road.

DID YOU KNOW?

If annexation is desired, an unincorporated property must be zoned by the City of Naperville. The Plank Road Study will serve as a guide for future zoning decisions.

NAPERVILLE PLAN COMMISSION
MINUTES OF MARCH 17, 2010

Call to Order **7:03pm**

A. Roll Call

Present:	Chairman Brown, Edmonds, Herzog, Messer, Meyer, Meschino, Trowbridge, Sterlin
Absent:	Gustin
Student Members:	Stancey, Stimple
Staff Present:	Planning Team – Laff, Thorsen, Emery, Fancler Engineer – Louden

B. Minutes Approve the minutes of March 3, 2010

Motion by: Meyer — Approved
Second by: Messer — (8 to 0)

C. Old Business None

D. Public Hearings

D2. PC # 10-1-021
Plank Road Study

The City of Naperville is conducting the Plank Road Study to evaluate future land use of unincorporated properties along Plank Road pursuant to City Council direction received in 2007-08 relative to the East Sector Plan and the Planning Services Team FY 09-10 Work Program.

Amy Emery, Planning Services Team, gave an overview of the Plank Road Study

- Plank Road Study is an update to the East Sector Master Plan
- Plan only studies unincorporated properties within the city's planning boundary
- Implementation of the future land plan occurs upon request for annexation

Public Testimony:

Robert Gordon, 23W351 Plank Road: concerns about density and tree preservation in Sub-Area 4.

Fred Thulin, 1120 Greensfield Drive: concerns about flooding and traffic in Sub-Areas 1 and 2 as a result of future development.

Zenat Vakili, 25W225 Plank Road: spoke regarding the Naperville/Lisle planning

boundary and utility access. Supports the Rural Estate land use designation in Sub-Areas 5 and 6.

John T. Gorey, 5S440 Tuthill: concerns about commercial in Sub-Area 3, connections between commercial and residential on Burlington Avenue, and access to Naper Boulevard.
Kevin Madden, 1411 Larsen Lane: concerns about safety at Plank Road and Tuthill Drive intersection.

Ken Struchil, 5S278 Tuthill: concerns about stormwater and flooding impact from Days Inn, density of residential in vicinity of Plank Road and Naper Boulevard, and traffic safety.

Jordan Macarus, 25W375 Plank Road: concerns about recent tree removal and future development in vicinity of Plank Road and Naper Boulevard.

David Ritchie, 523 Springhill Circle: concerns about expansion of Ogden Avenue commercial uses to Plank Road.

Brian Barger, 680 Milton Drive: concurs with land use recommendations in Sub-Areas 1 and 2, but has concerns about stormwater and traffic.

Plan Commission Discussion:
In General:

- Clarified that the plan is a guide for future development and that stormwater management is addressed through development review.
- Discussion of traffic volumes along Plank Road. Staff clarified that there is not a future planning document for widening of Plank Road to provide additional through travel lanes.

Sub-Area 1

- Concerns about traffic impact of future development and relation to Master Thoroughfare Plan.
- Discussed bicycle accommodations along Plank Road.
- Question of how preservation/mitigation of trees will be approached for new development.
- Clarification of conservation design approach and contents of spotlight page (p. 18).
- General support for Low-Density Residential.
- Suggestion that the conservation design illustration be reviewed for feasibility or removed (p. 18).
- Suggestion to eliminate language regarding wooded views from Seager Park and review language pertaining to trees on Plank Road (p.17).

Sub-Area 2

- Clarification about area currently owned for city utilities and planned use of site

for stormwater management.

Sub-Area 3

- Clarification of future land use designation Residential, Office and Limited Commercial (ROLC), comparison to Transitional Use District, and what intensity of residential is intended.
- Clarification about future extension of unimproved Burlington Avenue which appears as right-of-way in the plan maps.
- Concerns about traffic as it relates to potential commercial development and examples of areas in Naperville where similar development has occurred.
- Discussion about limited commercial as defined, particularly with respect to duplication of uses currently on Ogden Avenue and potential location of such uses at Plank Road and Naper Boulevard.
- Concerns about nature of transition in ROLC to nearby single-family residences.
- Discussion about office or commercial use at intersection of Plank Road and Naper Boulevard versus feasibility of residential.
- Suggestion to eliminate "limited commercial" in the ROLC area.
- Suggestion to retain "limited commercial" in ROLC area.

Sub-Area 4

- Clarification of ROLC recommendation at northeast corner of Sub-Area 4.
- Clarification about mention of quality tree specimens (p. 22).
- Suggestion to eliminate "limited commercial" in the ROLC area.
- Suggestion to consider Low-Density Residential for properties closest to Larsen Lane, east of Tuthill Road.
- Suggestion to modify ROLC area to Medium-Density Residential, and to modify Medium-Density Residential west of Naper Boulevard to Low-Density Residential.
- Suggestion to evaluate Rural Estate Residential for properties west of Naper Boulevard east of Tuthill Road.
- Suggestion to maintain Medium-Density Residential along Naper Boulevard as a transition.
- Suggestion to reference tree preservation consistently throughout the document or remove it if it is addressed elsewhere.

Sub-Areas 5 & 6

- Clarification about flag lots relative to access for emergency vehicles, clustering of driveways, and past City Council policy.

Plan Commission continued the public hearing to April 21, 2010.

Naperville

PLAN COMMISSION
AGENDA ITEM

PC CASE: **10-1-021** **AGENDA DATE:** **3/17/2010**

SUBJECT: PC Case # 10-1-021 DRAFT Plank Road Study
City of Naperville
Location: Unincorporated properties near the intersection of Naper Boulevard and Plank Road, as well as, unincorporated properties fronting Plank Road from Columbia Street to the city's eastern planning area boundary.

Official Notice: Published in Naperville Sun on February 21, 23 and 23, 2010.
Request: Consider transportation and future land use recommendations for the Plank Road Study area.

LOCATION: Plank Road between Columbia Street and eastern Planning Area Boundary as depicted on Figure 2 of the report.

☐Correspondence ☐New Business ☐Old Business ☒Public Hearing

SYNOPSIS:
This is a draft of the Plank Road Study, a small area update to the East Sector Master Plan. Based on an evaluation of site location, land use compatibility, site context, zoning, platting patterns, infrastructure availability, transportation conditions, natural features and public input, staff recommendations for the future land use have been provided for Plan Commission consideration.

PLAN COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item	Action

ACTION REQUESTED/RECOMMENDED THIS MEETING:
Conduct the public hearing.

PREPARED BY: Amy Emery, AICP, Community Planner

BACKGROUND:
The City of Naperville is conducting the Plank Road Study to evaluate future land use of unincorporated properties along Plank Road pursuant to City Council direction received in 2007-

08 relative to the East Sector Plan and the Planning Services Team FY 09-10 Work Program. The purpose of the Plank Road Study is to:

- Re-evaluate the 1998 East Sector Update to the Comprehensive Master Plan and establish recommendations that will guide the future land use of property within the study area.
- Evaluate and identify opportunities in relation to the transportation network serving the area (including the roadways, sidewalks, vehicular, bicycle and pedestrian access).
- Evaluate and give special consideration to neighborhoods within and surrounding the study area to protect existing neighborhood character and natural resources.
- Evaluate existing infrastructure and availability of infrastructure to properties within the study area.
- Develop a plan to serve as an amendment to the Naperville Comprehensive Master Plan – 1998 East Sector Update through a public process which includes area residents, property owners, developers, the city and other interested stakeholders.

Planning Process[1]

The planning process was initiated in May 2009. Throughout the process, the city solicited information from the public to understand factors affecting the area and key considerations for land use through:

- A direct mailing to all property owners of land being studied (August 2009);
- An interactive project web site (www.naperville.il.us/plankroadstudy.aspx);
- A Open House event on September 22, 2009 to solicit stakeholder feedback about existing conditions, concerns, and opportunities for the future;
- A December 9, 2009 Open House to obtain stakeholder feedback about alternative land use scenarios and draft transportation recommendations for the study area; and
- A February 2010 Open House for stakeholders to view draft recommendations and provide constructive feedback.

In addition to the procedures outlined above, study participants and interested community members received timely and frequent updates about the status of the Plank Road Study via the City of Naperville's e-News.

DISCUSSION:

Through the course of the Plank Road Study, several draft alternatives for land use were evaluated for each of the properties included within the scope of the study. The final study recommendations were developed based on an evaluation and careful consideration of site location, land use compatibility, site context, zoning, platting patterns, infrastructure availability, transportation conditions, natural features and public input.

Future Land Use Map

A proposed future land use map for the study area is provided on page 15 of the draft Plank Road Study. The future land use map delineates areas into different categories of land use such as residential and office. The future land use map acts as a guide to determine what zoning classifications and land uses are appropriate for different areas of the city at such time as

[1] For more information about community input, please refer to sections 5.1 and 5.2 of the draft plan.

development and redevelopment proposals arise. Note that the scope of the Plank Road Study does not include annexation and zoning of parcels in the study area. Moreover, specific redevelopment plans have not been evaluated as part of the study. *Specific site development plans will be evaluated at a future date using the Plank Road Study as a guide for land use.*

To appreciate the unique attributes of different areas along the corridor, the Plank Road Study has been divided into six sub-areas. The future land use recommendation for each sub-area is provided in the table below. This table also notes the recommendation contained in the 1998 plan for each sub-area.

Sub-Area #	**1998 Plan Future Land Use Recommendation**	**Proposed Future Land Use**	**Plan Page # Reference**
1	Low-Density Residential	Low-Density Residential	17 - 18
2	Medium-Density Residential	Medium-Density Residential and Utilities	19
3	Low-Density Residential	Residential, Office & Limited Commercial (ROLC) and Low-Density Residential	20-21
4	Low-Density Residential	ROLC at intersection Naper Boulevard and Plank Road Medium-Density Residential east of Tuthill and south of Plank Low-Density Residential west of Tuthill	22
5	Low-Density Residential	Rural Estate Residential	23
6	Low-Density Residential	Rural Estate Residential	23

Three (3) new categories of land use, not previously recommended in the 1998 plan for the study area are recommended by staff: Utilities, ROLC, and Rural Estate Single-Family Residential. A description of these categories is provided below:

- Utilities – The eastern portion of Sub-Area 2 was recently acquired by the City of Naperville for stormwater improvements. As such, staff is recommending that the future land use for this area be noted as utilities to reflect the property use.

- Residential, Office, and Limited Commercial (ROLC) – Staff proposes "ROLC"[2] for properties immediately south of Ogden Avenue, west of Naper Boulevard, including properties at the intersection of Plank Road and Naper Boulevard within Sub-Areas 3 and 4. These areas transition between more intensive commercial uses on Ogden Avenue (B3 District) and outlying single-family residential uses. ROLC development could include:

    - Single-family detached, two-family (i.e. duplexes) or single-family attached housing (i.e. townhouses) up to a gross density of 8 units per acre.

[2] Please note, ROLC was introduced and utilized as a future land use category in the 75th Street Study completed in 2009.

- 1-2 story professional or medical office uses.
- New commercial uses limited to small-scale neighborhood convenience retail and service uses, oriented toward Ogden Avenue and at the signalized intersection of Plank Road and Naper Boulevard, accessory to the overall development concept.

- Rural Estate Single-Family Residential - The future land use category "Rural Estate Single-Family Residential" was assigned to parcels east of Naper Boulevard. In contrast to the parcels west of Naper Boulevard, these areas have a generally consistent lot size, building setback and lot width [similar to the City of Naperville's E3 (Estate Transition) zoning district]. These properties also do not have the direct access to Ogden Avenue that properties on the west side of Naper Boulevard have via Tuthill Road and Naperville/Wheaton Road. In addition to the established platting pattern, there are infrastructure challenges that make serving areas east of Naper Boulevard with adequate City of Naperville water, sewer and electric service a limiting factor for development in the plan horizon period. "Rural Estate Single-Family Residential" would allow for single-family detached housing up to a gross density of two (2) units per acre.

Supplemental Recommendations
Based on public input received throughout the planning process and the priorities identified during the open houses, supplemental policy recommendations (refer to pages 24, 25 & 32) have been developed for the study area. The supplemental recommendations provide additional land use and transportation policies and guidelines for future redevelopment in the study area. The future land use map and supplemental recommendations would be used in tandem to guide potential redevelopment within the study area.

Summary
At the conclusion of the public hearing, Plan Commission recommendations are being requested relative to the land use map and supplemental land use recommendation materials. The Plan Commission may either provide a single recommendation to City Council or offer recommendations specific to each sub-area.

Attachments:
1. Plank Road Study – Draft Plan Report – PC 10-1-021
2. Plank Road Study - Correspondence Received Prior to 2/24/10 – PC 10-1-021
3. Plank Road Study - Correspondence Received After 2/24/10 (Public Open House) – PC 10-1-021

Attachment 2
Plank Road Study
Correspondence Received Prior to February 24, 2010 Open House

From: Paula Macal [mailto:paulamacal@gmail.com]
Sent: Saturday, September 26, 2009 7:43 AM
To: Emery-Graunke, Amy
Subject: Plank Road Study

Hi Amy,
I did not attend the Plank Rd meeting this week but did want to voice an opinion.

I understand the need for revenue generating properties for the city but hope the value of open land and mature wooded areas have a value placed on them too.

I walk down Plank Rd daily to Seager Park and find this type of area so unique in Naperville. I am not opposed to any zoning as long as the trees and congestion of the area are not altered.

Thanks to all of you in Naperville city that listen to us and take our concern in consideration as these decisions are made.

--
Paula Macal
paulamacal@gmail.com
630-269-7536

From: photo-jon@comcast.net [mailto:photo-jon@comcast.net]
Sent: Thursday, October 01, 2009 6:12 PM
To: Emery-Graunke, Amy
Cc: NBClub; nancy
Subject: Re: [NBC] Can We Make Plank Road Better for Cyclists?

Though I'm sure that many have already said that the narrow Plank Road needs either bike lanes or side path, the bigger issue, to me, is Plank's crossing at Naper Blvd.

There are no pushbuttons to stop traffic, and the sensors in the roadway do not detect bicycles. The cyclist must wait for a car to come along, that is traveling in the same direction, to trigger the light to change. Most cars are turning left (triggering only a turn arrow) or right (not there long enough to trigger a light change) onto Naper Blvd.

Cars coming in the opposite direction on Plank only trigger the light for themselves, not those on the opposite side of Naper Blvd. This leads to another complete cycle before the light will have a chance to again change on the side of the road where the cyclist is waiting.

If no car comes along to help out, a cyclist is forced to treat the intersection as a two way stop sign, and cross when there is a clearing in traffic, against the red light. Not the best, or safest way, to deal with a very busy street crossing, with a blind curve for traffic coming from the south.

Jon Cunningham
Lisle Bike/Ped
Advisory Committee

----- Original Message -----
From: "nancy" <riceken@netzero.net>
To: "NBClub" <nbclub@googlegroups.com>
Sent: Thursday, October 1, 2009 1:06:19 PM GMT -06:00 US/Canada Central
Subject: [NBC] Can We Make Plank Road Better for Cyclists?

Naperville is asking for comments on its plans to redo Plank road. Right now, the road is narrow with inadequate shoulders, but it has potential to be a cyclist friendly alternative to the Ogden corridor if we can get the city to put in a bike path or bike lane. Comments are due through Friday, October 2nd and should be sent to: emerya@naperville.il.us

The background of the project and a short worksheet they would like you to fill out can be found at

www.naperville.il.us/plankroadstudy.aspx

If you don't want to fill out the worksheet, just email a note that they consider making the street bikefriendly. I wrote them the following - feel free to borrow from it, if you think I'm right:

" The bicycle plan for Naperville has no safe routes for bicyclists in the northeast sector of Naperville. People in the Plank road neighborhoods cannot safely get by bike to their neighborhood parks, the Metra station, or to Columbia, the nearest point to safely cross the railroad, because Plank Road is narrow, with no bike lane or bike paths.

The plan to redo Plank Road offers the opportunity to make Plank Road a pedestrian/bicyclist friendly corridor that will help give the northeast corner of Naperville its share of pedestrian and bicycling accommodations."
Nancy Rice

From: Kc Swininoga [mailto:kcswininoga@yahoo.com]
Sent: Friday, December 04, 2009 12:54 PM

To: Emery-Graunke, Amy; Emery-Graunke, Amy
Cc: Bob Swininoga
Subject: Plank Road Open House

Amy--
Will Erskine and his team be at the Open House next week?

We have significant concerns about impact of future development of the areas that are currently heavily wooded, and the additional water runoff that will be running through the watershed as a result. I understand that the Huffman Street project is also defined to address these issues under current conditions, but am more interested in the future impact in this area specifically. We would appreciate it if the "water team" would be present to talk to us directly. We would like to understand how they deal with these situations in more detail.

Thanks again for your efforts! (sorry for the duplicates--which email address should I use?)

--KC Swininoga
P.R.I.D.E. on Plank
1241 Marls Ct.
Naperville 60563
630-961-1649
kcswininoga@yahoo.com

Good Afternoon KC –

You raise a number of points in your message so I am going to do my best to respond. If I missed anything, please let me know.

RE: Staff at Next Meeting

Engineering staff will not be at the meeting next week. As you know by now, at the December 9th workshop planning staff will present several different land use alternatives for each sub area. The focus of this meeting is very much on land use and transportation. This approach is very common during a planning process. We actually find it is helpful to take a three step approach:

1. Assess existing conditions (which would include storm water and regulations impacting study area). You experienced this at the September 22, 2009 Meeting.

2. Focus on appropriate land use patterns in the context of existing conditions and capabilities (December 9, 2009 Meeting)

3. Finalize land use recommendations including supplemental guidelines related to transportation, utilities and storm water features.

Using this approach, we do anticipate having Engineering Staff available at the next Open House – Feb 24, 2010 – when final draft recommendations are displayed for public feedback.

RE: Storm Water in the Context of a Land Use Plan

Please appreciate, that just because the storm water team will not be at the December 9, 2009 meeting, that is not to say that planners are not sensitive to the issue. We realize fully that storm water will need to comply with DuPage County Code Requirements. Planning staff also appreciate that DuPage County has a very restrictive ordinance. This ordinance will ensure that any new development addresses its storm water needs. Otherwise, it will not be approved.

Given that storm water system design is an engineering function, tied very specifically to site development plans, limited information about storm water is actually included in a land use plan. Land use plans offer more generalized guidelines and show patterns of land use, but do not engineer specific improvements like water line locations, sewer line locations and connections, storm water systems, roadway specifications, etc. These improvements are designed/engineered in the specific context of a development request in accordance with adopted ordinance standards.

In reviewing the land use alternatives on display at the December 9, 2009 workshop, if you should have any storm water questions, please use the comment forms to ask. If you have general storm water questions that are not specific to the study you can ask those as well and we will gladly share these questions with the engineering team and get responses back to you.

RE: Huffman Street Project

You mentioned in your message that the Huffman Street project will address current concerns. Actually, this project was designed to accommodate flows at a rate greater than the 100 year storm event. As such, it offers a much higher standard of stormwater protection. Of course, any change in land use would require full compliance with county requirements which does not allow for any increase in flow.

RE: E-Mail

You can send the message to the e-mail in my sign-off below as it is shorter. Both e-mail addresses work.

I think I have responded to all your inquiries. I look forward to seeing you next week and getting your feedback on the different sub area land use alternatives.

Amy Emery, AICP
Community Planner
emerya@naperville.il.us

From: Pete Adamovich [mailto:pAdamovich@ellisontechnologies.com]
Sent: Thursday, December 10, 2009 4:00 PM
To: Emery-Graunke, Amy; Fancler, Rory; Thorsen, Suzanne; Forystek, Katie; jlomas@napervilleparks.org; jwutke@napervilleparks.org
Subject: Thank You

To all,

Thank you for the presentation that you put on last night. It is always obvious that much thought and hard work goes into anything that your group presents. It also stands out that you all take a great deal of pride in your work.

As always thank you for the professional job and taking the time to listen to the people Naperville, it is greatly appreciated.

Pete Adamovich
1021 N. Charles St

-----Original Message-----
From: Frederick Conforti [mailto:fred.conforti@sbcglobal.net]
Sent: Friday, December 18, 2009 4:15 PM
To: Emery-Graunke, Amy
Cc: Russell G. Whitaker
Subject: Comments on Plank Road study

Amy:

Even though staff is aware of my position concerning this study, I need to memorialize it so there is a paper trail of my continued participation in the process. Please find attached my questions and comments.

Have a great holiday

Fred

City Planning Staff:

After listening to your presentation and reviewing online material, we have the following questions and comments regarding Sub Area #1 on your Plank Road study.

The Overall Goals contain four bullet points.

• Maintain the low density residential character of the area

"The area" is clearly delineated in the presentation drawings to include approximately 11 acres of unincorporated DuPage County north of Plank Road. Of these 11 acres, there are 5 owners of 10 individual properties. The properties range from a grand 1930's estate to a couple vacant orphan

lots. 5 of the homes fronting Plank Road are very small, 80 year old structures, on irregularly shaped lots. Development of any kind will result in fundamental change to the character of the area. That is clear from staff's own drawings.

If "the area" staff is referring to in goal #1 is a broader area than what is designated by the boundaries of sub area #1, then how broad of an area is under consideration? "Zooming out" from sub area #1 would then include sub area #2, Columbia Estates, Spring Hill, and Seager Park. If these surrounding areas are taken into account as influences as to how sub area #1 is planned then it needs to be noted that both Columbia Estates and Spring Hill were platted having R-2 components and combined densities over 3 units per acre. Columbia Estates and Spring Hill have lot areas of 10,000sf and 6,000 sf respectively. Sub area #2, also directly adjacent to sub area #1, is being planned for medium density residential as a transition to the RR tracks. So how is staff singling out sub area #1 to a.) exclude a duplex use and, b.) further restrict its density to a cap of 2.5 units per acre and, c.) increase lot sizes 30-100% and, d.) NOT be in direct conflict with the stated goal? What planning principals can staff reference to support these changes?

The 1998 Plan specifically encourages diversity of housing types under the umbrella of "low density residential." Excluding duplex housing is a significant departure not only from the 1998 Plan but all current planning trends. Where is staff getting their direction for infill re-development? Basic online research or a visit to a book store's magazine rack overwhelmingly supports the reduction of lot sizes and increases in density for infill developments. Earning points towards sustainable development through third party verifiers is precisely based on decreasing lot sizes and increasing densities. Additionally, 8 of the 10 Plan Commissioners who evaluated The Woods Along Old Plank Road last year supported the R-2 duplex concept as being consistent with the 1998 Plan.

• Apply appropriate setbacks and tree preservation efforts to new residential neighborhoods

What does staff mean by "appropriate setbacks?" The city codes and ordinances are quite clear on these requirements and that variances of these can be granted under proper circumstances. The word "appropriate" is subjective in nature. Appropriate to what? . . . as determined by whom? Similarly, what is an "appropriate tree preservation effort?" Appropriate to what? and determined by whom?

• Maintain natural, wooded views along Plank Road and from areas within Seager Park

Can staff explain what is meant by a "natural, wooded views along Plank Road"? As mentioned, sub area #1 is currently fronted by six homes. There are no woods along Plank Road fronting sub area #1. There are trees in the front yards of some of these homes but there are no woods. The two westernmost properties have zero natural, wooded views of them. The middle two properties have a handful of beautiful, mature trees in their front yards. But the other, larger part of these front lawns is open turf area above their septic fields. The eastern two properties likewise, have septic fields in their front yards, dead or dying trees, and the homes on these properties are in disrepair. Please clarify what is meant by a natural, wooded view along Plank Road in sub area #1.

Further clarification is needed concerning " . . . from areas within Seager Park." We have no experience with, nor could we find any examples where land planning adjacent to a park did not include buildings and views of those buildings. By any definition, a park is a commonly owned piece of property for recreational use in an urban area. To say that views FROM the park need to be considered when planning adjacent properties seems to neglect the obvious point that people buy properties next to parks precisely so that they can look into the park. Whether its Lincoln Park in Chicago or Seager Park in Naperville, housing and offices are built around the parks for the view OF the parks and the availability of places to use for recreational purposes. Very few people stand at the property line of parks looking OUT and expect to find a view.

• Protect quality tree specimens as determined by the City Forester

Will the City Forester be using a predictable national standard . . . something a prospective developer could be aware of prior to purchasing wooded property?

Concerning Conservation Subdivision Design (CSD), the website from which staffed cribbed the definition of CSD specifically defines this planning concept for use in rural areas larger than 40 acres. How is staff justifying this approach to an eleven acre infill parcel one mile from downtown Naperville?

Thank you in advance for considering these comments and answering these questions. We look forward to your response.

Fred Conforti, Architect
LEED-AP
Stakeholder

On Dec 18, 2009, at 4:24 PM, Emery-Graunke, Amy wrote:

Mr. Conforti-
Thank you so much for taking the time to prepare the written response. I appreciate your detailed feedback and will route it to all planners working on the Plank Road Study. Our next step in the process is to develop final staff recommendations and the draft plan report. A February 24, 2010 open house has been tentatively scheduled to release this information for feedback. Following this February event, the draft plan will be routed to the Plan Commission for a Public Hearing and then to City Council.

Thanks again for submitting this information. I hope you have an enjoyable holiday season as well.

Amy Emery, AICP
Community Planner
630-420-4179
emerya@naperville.il.us

From: Liz Reiser-Loeber [mailto:campingliz@gmail.com]
Sent: Sunday, December 20, 2009 10:49 AM
To: Emery-Graunke, Amy
Subject: Plank Road Study

Hello Amy,

Unfortunately my husband and I have not been able to attend the meetings due to time constraints.

We have reviewed the Plank Road studies, and we appreciate the goal of retaining the natural beauty of the wooded views, as well as trying to maintain the species of trees and plants that would not easily be replaced. It is a perk to living in the Springhill subdivision on Milton Road that we enjoy.

We have not seen a lot of information concerning the water drainage/runoff issues. Every time it rains, the drainage area next to our house, and across the street floods. Thankfully we have several sump pumps and battery operated sump pumps that only gave us a trickle of water in our basement during the last deluge. Our neighbors on Neeham Road did not fair so well and their basement was a complete loss. Our block/grid often has frequent 'brown outs' when it rains since our transformer is located in a spot that apparently floods and shorts out. This is obviously contributing to our flooding issues.

It is our concern that further development, in an otherwise empty area, would cause even worse problems to the inadequate drainage solutions currently in place for the Springhill subdivision. Can you please forward information to us that better addresses our concerns? Perhaps we are not looking in the correct area. I do know that our subdivision has been working on discussions with Naperville to address these concerns, and I imagine that something has been done during our absence at meetings.

We can appreciate the development taking place, as it should increase the value of the area. However, the value added will be a complete loss if we are flooded out!

Thank you and happy holidays!
Dr. Elizabeth Reiser-Loeber & Zachary Loeber
590 Milton Drive

From: Cheryl Broz [mailto:cabroz@sbcglobal.net]
Sent: Monday, December 21, 2009 8:31 AM
To: Emery-Graunke, Amy
Subject: Plank Road Study Comments

Hi Amy,

This is in response to the December 9th Plank Road study presentation.

Sub Area 1, Poster #3:

I prefer this proposal of land use as it clusters the single family home sites much closer which has less of an impact on the surrounding area. I would prefer, however, fewer homes per acre; perhaps a minimum lot size of 20,000 square feet. I feel it is very important to preserve as much of the wooded area as possible in order to encourage wildlife and natural habitat. I am also concerned about protecting the views across the ravine in Seager Park as it is very unique and has rural feel.

Sub Area 3, Poster #6:

In regards to the three diagrams, C appealed to me because I strongly oppose any medium or high density housing. I am concerned that this could set precedence for development in pockets of other unincorporated areas just north of the study. I believe that medium or high density housing would not be in line with keeping the character of the neighborhood. I am also concerned about the street configuration in diagram C and how it might impact the traffic flow through Yorkshire Manor subdivision. For instance, would closing Naperville Rd at Plank change the traffic patterns?

Thank you for the opportunity to present my concerns,

Cheryl Broz
1020 N. Charles St.
Yorkshire Manor Subdivision

From: Marilyn Winnie [mailto:marilynwinnie@hotmail.com]
Sent: Monday, December 21, 2009 9:33 PM
To: Emery-Graunke, Amy
Subject: plank road study

I am unable to refer to poster numbers due to technical difficulties with computer.

I would like to say that ideally I would like to see Plank Road remain residential. There is so much vacant office space it seems wasteful to build more. There is much along Odgen Avenue/Iroquois and all over Naperville and that was so even before the recent economic downturn. Iroquois mall has had vacancies for 20 years as well as the strip malls along Odgen Ave.

As far as the Plank woods project, I would like the option with the homes concentrated closely and therefor uses the road that exits to the west near Milton. The slope of the road would be safer in inclement weather and I think exiting would be safer there as far as traffic is concerned.
On a personal note I just don't want to see more roads jutting out onto Plank Road- especially if all are actively used.

it would also be less intrusive to Seger Park and many residents of the area use the park and I would ideally not like to see tall homes built near the boundary line. That plan seemed to be better for that.

I do realize it is private property. The person that owns the land will build what he wants to make the most money as long as the zoning is ok etc. I really don't see how the city can control that. But ultimately I hope it is pleasant and frankly I am sorry that all that land is back there and he isn't just rebuilding the two existing homes as teardowns.

I should have filled out the form that night/was tired.

Thank you your efforts to compile all this.

Marilyn Winnie
Springhill resident

From: Frederick Conforti <fred.conforti@sbcglobal.net>
Date: February 11, 2010 12:26:29 PM CST
To: "Emery-Graunke, Amy" <Emery-GraunkeA@naperville.il.us>
Cc: "Russell G. Whitaker III" <russ@rw-attorneys.com>
Subject: Re: Comments on Plank Road study

Hi Amy:

As a follow up to my comments in December, please also include this link from the APA . . .

http://www.planning.org/thecommissioner/2000/sum.htm

-encourage a diverse housing stock so the population can age in place
-"prevent" larger lots from being developed in infill developments
-encourage clustering the development
-increase density along transit corridors

I believe that with supportive planning principles like this, we can provide the Plan Commission with the hard evidence they need to support Park's Edge. Can we meet in person next week to discuss the direction of the open house?

Thank you in advance.

Fred Conforti, Architect
(312) 388-3030

From: Frederick Conforti [mailto:fred.conforti@sbcglobal.net]
Sent: Monday, February 22, 2010 1:55 PM
To: Emery-Graunke, Amy
Cc: Russell G. Whitaker III
Subject: Fwd: Comments on Plank Road study

Hi Amy:

I haven't heard back from you regarding my request to meet prior to the open house on Wednesday.

I am assuming your presentation on Wednesday will be the same presentation you are making to Plan Commission on the 17th of March? Concerning sub-area #1, I need to see the worksheets/poster boards from the September open house . . . you remember, the poster boards with all the red sticky dots? I am specifically interested in the "write-in" suggestions provided by neighbors that were not offered by staff. Please let me know when is a good time for me to come in and see them.

I look forward to your responses to my questions from this email and December's email.

Fred Conforti

On Feb 22, 2010, at 2:04 PM, Emery-Graunke, Amy wrote:

Hi Fred-

I am sorry for not responding to you directly. I was under the impression that Allison Laff had spoken with Mr. Whitaker and decided it was not to meet. I apologize for the communication breakdown.

RE: Wednesday Open House Presentation
The presentation on Wednesday will be very, very brief. It simply a recap of the study process. Like the December 9, 2010 Meeting, participants will be directed to a series of stations for individual review of the recommendations for each sub-area. Staff will be available at the stations to answer questions and receive feedback. Written comment forms will also be available.

RE: Plan Commission Public Hearing
The presentation before the Plan Commission will be more detailed. During this presentation, staff will review recommendations for each sub-area contained in the final plan document.

RE: "Red Sticky-Dot" Graphic
This information is available on the Plank Road Web Site at: http://www.naperville.il.us/emplibrary/POST%20Workshop%20Exercise%20Final.pdf . The dots were counted (refer to numbers in columns). All written responses are on the linked file as well. Staff offered the first few suggestions in each graphic, but the rest were from the public.

Amy Emery, AICP
Community Planner
emerya@naperville.il.us

Attachment 3
Plank Road Study
Correspondence Received AFTER February 24, 2010 Open House

From: Emery-Graunke, Amy
Sent: Monday, March 01, 2010 10:20 AM
To: 'Kevin Madden'
Subject: RE: Plank Road Study - Staff Recommendations Feedback

Mr. Madden-
Thank you for taking the time to share your comments. We truly value your feedback as a resident from the area. Please know that as a part of the planning process our team has regularly visited the corridor on different days of the week and weekend and at different times to experience changes in the traffic volumes and flows. This has helped us to appreciate the situation you describe.

With respect to Sub Area 4, there are two land use classifications recommended: Low-Density Single Family Residential and Residential Office, and Limited Commercial (ROLC). The Low-Density Residential classification is one of the least intensive zoning use classifications in the city's code. The remaining areas that are classified as ROLC are intended to provide a buffer between the more intensive commercial uses along Ogden Avenue and the residential uses to the south and west. Please understand that any development approved for this area would require a traffic study and analysis to ensure that new development will not adversely impact traffic flows elsewhere. It is possible that a new development in this area could also result in a change to the layout of roads (e.g. eliminating the thru connection between Ogden and Plank at Tuthill, a new traffic signal, or a roadway realignment). Any improvement would be the result of careful analysis of uses proposed, traffic capacity and volume. Like you, our primary concern is safety. We would not want to see a development create an unsafe or hazardous situation.

One final point I would like to raise. The properties we are studying are currently unincorporated. In fact, we are actually just updating an existing plan that has been in place since 1998. The plan the City of Naperville is preparing will only impact these properties should they seek to annex into the City. If the properties remain unincorporated the plan does not apply.

The next public meeting on the Plank Road Study will be March 17, 2010 at 7pm in the Naperville Municipal Center. At this time, the Naperville Plan Commission will host a public hearing. You may attend this meeting to share your concerns and comments with the Plan Commission.

Thank you again for sharing your feedback. If I can be of further assistance, please feel free to contact me directly (contact information provided below).

Amy Emery, AICP
Community Planner

Please consider the environment before printing this e-mail.

From: Kevin Madden [mailto:kemadden@yahoo.com]
Sent: Friday, February 26, 2010 7:18 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study - Staff Recommendations Feedback

Ms Emery,

I would like to comment on the Staff Recommendations for Sub-Area 4. Given the precarious nature of the Plank & Tuthill intersection - the angled cross and the blind hill on Tuthill just north of Plank - the volume of traffic traveling north on Tuthill from south of Plank should be limited to the extent possible. There is a high probability that someday there is going to be a very serious accident, possibly a fatal accident, at this intersection. I would like to see the chances of this occurring minimized to the extent possible. Accordingly, I strongly urge the Staff and Plan Commission to limit development to the lowest density possible. If you don't believe me, I encourage you to drive north on Tuthill from the neighborhood south of Plank (preferably at rush hour) to experience it yourself.

Kevin Madden
1411 Larsen Lane
Naperville, IL 60563
630-621-0883

From: Emery-Graunke, Amy
Sent: Monday, March 01, 2010 11:37 AM
To: 'Heather'
Subject: RE: Plank Road Study

Ms. Rozhon-
Thank you for taking the time to provide your feedback. If you will allow I would like to clarify a few points you made in your e-mail.

1) RE: Traffic
Please know that as a part of the planning process our team has regularly visited the corridor on different days of the week and weekend and at different times to experience changes in the traffic volumes and flows. This has helped us to appreciate the traffic conditions you described in your message.

With respect to the recommendations made in the Plank Road Study, the vast majority of the area is recommended for low-intensity residential uses. The only exception is a recommendation for Residential Office, and Limited Commercial (ROLC) uses immediately west of Naper Boulevard, north of Plank Road. This recommendation is intended to provide a buffer between the more intensive commercial uses along Ogden Avenue and the single-family residential uses to the south and west.

Please understand that any development approved would require a traffic analysis to ensure that new development will not adversely impact traffic flows elsewhere.

It is possible that a new development in this area could result in a change to the layout of roads (e.g. eliminating the thru connection between Ogden and Plank at Tuthill, a new traffic signal, or a roadway realignment). Any improvement would be the result of careful analysis of uses proposed, traffic capacity and volume. Any development proposal would also be subject to a public review process, including a public hearing during which you could provide feedback. The City's primary concern is safety. We would not want to see a development create an unsafe or hazardous situation.

2) RE: Annexation
In your message below you note, " now the City of Naperville wants to anex county property and take peoples homes." This statement could not be further from the truth. Please understand that the City of Naperville is NOT annexing any property or recommending any property be annexed. We are simply updating a plan that was first completed in 1998 that recommends land uses SHOULD A PROPERTY OWNER DECIDE to ask for annexation. This plan helps the city to select appropriate zoning classifications and consider the area fully when reviewing annexation requests. As I noted above, the last plan for this same area was completed in 1998. None of the properties have annexed since that time. It is entirely possible that none of the properties being studied will seek annexation in the next 10 years, but if they do, the city will have a plan tool to use.

3) RE: Vacant Commercial Property
In your message to me you state, " There enough vacant commercial properties here in Naperville as it is." As I noted above the vast majority of the Plank Road study recommends residential uses, much like what you see along the corridor today. The only exception is a small area recommended for ROLC west of Naper Boulevard. Within the ROLC designation commercial uses are limited to smaller scale, residentially styled buildings. Residential uses could also develop exclusively in this area. By providing flexibility in the land use recommendation, the market can help determine the most appropriate land use. If as you have noted, there is an overabundance of commercial or office uses, the market for these developments will not be strong and residential uses will result.

4) RE: Low Income Housing
I am not sure where your reference to low-income housing and crime is coming from. There is no recommendation of this type contained anywhere within the Plank Road Study.

5) RE: Natural Wooded Character
Our planning staff absolutely appreciates the value of the trees in the study area. As such, the plan recommends tree preservation be a critical component of any development proposed. Repeatedly the plan discuss the importance of tree preservation. We are fortunately in the City of Naperville to have a forester who is an expert in this matter and can work with property owners to ensure the highest quality specimens are protected. However, please be aware that the City's tree preservation guidelines and recommendations are only effective once a

property annexes into the City. As such, the clear cutting you saw with the ROC property, because the land is unincorporated and not under the City's jurisdiction, is not regulated by City tree preservation/protection codes and ordinances. The DuPage County Ordinances allow for this type of tree removal. If you have concerns about future tree removal on UNINCORPORATED properties, I suggest you contact the DuPage County Zoning Office directly at 630-407-6700.

I do hope these comments provide you with some additional information and clarification. If I can be of further assistance I am happy to discuss the plan and its recommendations (my contact information is below). Otherwise, I invite you to track plan progress on the internet at www.naperville.il.us/plankroadstudy.aspx or plan to attend the Public Hearing to be held March 17, 2010 at 7pm in the Naperville Municipal Center.

Thank you again for taking the time to comment.

Amy Emery, AICP
Community Planner
630-420-4179
emerya@naperville.il.us

-----Original Message-----
From: Heather [mailto:hrozho01@comcast.net]
Sent: Friday, February 26, 2010 9:26 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study

Plank Road is busy enough as it is during rush hours. There enough vacant commercial properties here in Naperville as it is. It's known fact the downtown area is all ready concerned due businesses closing, now the City of Naperville wants to annex county property and take peoples homes. There are families here who love living here and have no intentions on leaving. No one wants low income housing, more traffic nor the crime that comes with it. Would you want that in your backyard? I don't think so! It's bad enough with Roc clear cutting trees without a permit. Now we have to look weeds. There very few open spaces left. We need to keep them to preserve the ecosystem. Even if didn't live here I would be against this. I always loved driving down Plank Rd because of the old trees and land. I hope that you really take the time to consider why this is not a bright idea and do not destroy what IS here.

Thank you for your time

Heather Rozhon

From: Emery-Graunke, Amy
Sent: Wednesday, March 03, 2010 11:20 AM
To: 'roshaninc@netscape.net'
Subject: RE: Draft Plank Road Study recommendations

Good Morning. I am happy to forward all your correspondence to the Naperville Plan Commission for their review and consideration. I have not yet been not able to locate the Naperville Road Phase I – Engineering Study On-line. I am checking with the Engineering Services Team and will get back to you with respect to the availability of this report.

Thank you again for your feedback. Your comments are very appreciated.

Amy Emery, AICP
Community Planner
PH: 630-420-4179
emerya@naperville.il.us

From: Zenat Vakili
Sent: Wednesday, March 03, 2010 11:11 AM
To: Emery-Graunke, Amy
Subject: Re: Draft Plank Road Study recommendations

Hello, Ms. Emery;

Thank you for your prompt reply.

>Please find my suggestion for Sub-Area 5 land use regulations in comment #3 of my March 1st letter: "For Sub-Area 5, a more appropriate recommendation would be rural estate *and* low-density residential, with an emphasis on the larger low-density lot sizes. This would take into account Sub-Area 5's greater proximity to municipal utility services." Of course, there can only be “proximity to municipal services” if Sub-Area 5 is viewed in a real, physical sense, as opposed to a political, sphere-of-influence sense. In fact, the entirety of our correspondence to date arises from these very different starting points, which boil down to individual property rights vs. governmental control.

>Thank you for clarifying the location of the Study’s (north/south) border between Sub-Areas 5 & 6. I was amused by how a slight difference in the way we direct the imaginary Burlington Ave. line so clearly reveals the differing starting points mentioned above. As a homeowner living in Sub-Area 5, the termination of Burlington Ave. into Radcliff Road is a prominent landmark - so I direct its imaginary extension westward to Plank. As a City of Naperville planner working with a Council-directed boundary, you naturally direct the portion of Burlington Ave. which terminates at Naper Blvd. eastward to the current Planning Boundary.

>An especial thank you for thoroughly explaining Sub-Area 5's current access to City of Naperville utilities.

>A question included in the closing of my March 1st letter may have gotten lost in the shuffle: “By the way, is the Naperville Road - Phase I Engineering Feasibility Study available online?”

Please do provide my March 1st letter, and our subsequent correspondence (your email response, and this email), to the Naperville Plan Commission for their consideration at the March 17, 2010 Public

Hearing, which I plan to attend.

I appreciate the approachability and professionalism of all City of Naperville employees with whom I have had contact to date.

Sincerely,
Zenat Vakili

From: Emery-Graunke, Amy
Sent: Tuesday, March 02, 2010 12:32 PM
To: Zenat Vakili
Subject: RE: Draft Plank Road Study recommendations

Good Afternoon. Thank you so much for taking the time to provide your detailed feedback about the planning study. I am very happy to know that you are generally satisfied with the recommendations that have been made by staff. With respect to the concerns you have raised, I would like to try to clarify and respond to a couple of the points you raise:

RE: Boundary Description Between Sub-Areas 5 & 6
The language in the property catalogue is being modified to clearly convey that the northern boundary for sub-area 6 extends from Plank Road to the planning boundary to recognize that the boundary is not actually Plank Road, but the imaginary line, as you describe it, that would extend Burlington to the east. Thank you for noticing this apparent inconsistency. Hopefully the revised language coupled with the map will make it clear to everyone.

RE: The Planning Boundary
The Naperville City Council in authorizing the Plank Road Study was clear in expressing their position that the study was to maintain the limits of the Planning Boundary. As such, the recommendation you see reflected in the plan expresses the scope of the study as directed to staff by the Naperville City Council.

RE: Sub-Area 5 Access to Municipal Utilities
Through the planning process, the City's Planners have worked closely with the Naperville Utility Department. As such, we appreciate that there is currently a sanitary sewer along the east side of Naper Blvd. that serves the west side to the Middle Road. The east side of Middle Road could potentially be served by extending the existing sanitary sewer at Plank and Naper east to Middle Road and then extending it north. However, this line is at the end of a service run, has limited capacity and will require significant cost to add additional capacity. There is a water main at the Mobile Station that could also be extended south as well, but again, because the line is "at the end of the line" extension costs are increased.

As per City policy, the developer (or property owner) pays for the water and sanitary sewer extensions and deeds the utilities over to the City for operation and maintenance. Over the years, there has been little interest from the development community (or property owners in this area) to front the money to extend the water main from the north and the sanitary sewer from the south and pay for the per foot roadway frontage fees to improve for a few lots on the east side of Middle Road. The situation is even more challenging with respect to electric utility extension. The economic viability may improve if development occurs west of Naper Boulevard to bring

higher capacity services nearer to these properties. The Naperville Utility Department and Naperville Electric Utility have reviewed and endorsed the rural estate residential recommendations in this area given the inefficiencies of utility extension costs. Given there are no changes to the Planning Boundary, the availability of nearby utility serves in Lisle is not a factor considered as a part of the study.

RE: Recommendation for Sub Area 5
Do you have a specific suggestion for land use regulations in Sub-Area 5? You indicate you object to the grouping of Sub Area 5 with 6, but I did not see a specific recommendation for land use.

Thank you again for providing feedback. If there are any questions I can answer or additional information I can provide, please let me know. Also, I am happy to forward any written correspondence I receive to the Naperville Plan Commission for their consideration at the March 17, 2010 Public Hearing. You are certainly invited to this meeting as well. It will begin at 7pm in the Naperville Municipal Center (400 S. Eagle Street).

Amy Emery, AICP
Community Planner
emerya@naperville.il.us

Please consider the environment before printing this e-mail.

From: Zenat Vakili
Sent: Monday, March 01, 2010 9:56 PM
To: Emery-Graunke, Amy
Subject: Draft Plank Road Study recommendations

Hello, Ms. Emery;

Attached please find a WordPerfect file containing my letter providing feedback on the February 24 Plank Road Study recommendations. In case you have trouble opening the file, I have pasted a copy of it, below:

March 1, 2010 Sent Via Email to emerya@naperville.il.us

Amy Emery, AICP
Community Planner
City of Naperville
400 S. Eagle Street
Naperville, IL 60540

Dear Ms. Emery;

Overall, the February 24th Draft Plank Road Study (the "Study") recommendations seem well thought

out and tailored to most Sub-Areas. I am especially pleased with the emphasis on preserving natural beauty and encouraging pedestrian access. I do object to a few items in the Draft Land Use Recommendations (the "Draft").

Before getting to those objections, I need clarification of the boundary location between Sub-Areas 5 & 6. In visuals provided last year in the Property Catalog for the Study, Sub-Area 5 is shown as encompassing residential properties south of Ogden Ave., east of Naper Blvd., west of the existing Planning Boundary with the Village of Lisle, and north of an imaginary line extending Burlington Ave. west to Plank Rd. Sub-Area 6 is shown as south of that imaginary line, with similarly-characterized east and west boundaries, and its southern boundary the Burlington Railroad tracks. However, the Property Catalog's verbal descriptions of the boundary between Sub-Areas 5 & 6 are alternately imprecise and contradictory: Sub-Area 5's border is described as "single family residential on the east and south"; Sub-Area 6's northern border is described as Plank Road.

Presumably, the Study attempts to group the properties falling in Sub-Areas 5 & 6 in such a way as to recognize their existing primary differences. It is true that the properties north of the imaginary Burlington Ave. line are mostly smaller than those located south of that line, and that they generally abut either Plank or Middle. As such, the visual grouping provided in the Property Catalog is more accurate than that provided by the verbal descriptions of Sub-Areas 5 & 6.

There are further distinctions which characterize Sub-Area 5 (as visually defined). Most of its lots have reasonably good access to municipal utilities. As I understand the situation, Sub-Area 5 properties off Middle Rd. currently have Naperville sewer; Naperville water could be provided to them fairly easily from a connection located just south of the Mobil gas station on the southeast corner of Naper and Ogden. Municipal water & sewer are but a street's width away from the Sub-Area 5 properties located immediately west of the Willow Glen subdivision - but the municipality is the Village of Lisle. To further complicate matters, it is also true that curb-and-gutter, one of the items the Draft seeks to avoid, already lines both sides of Radcliff Road south of Plank to the end of Radcliff Ridge. This situation arose when, beginning in 2002, the City of Naperville moved the Planning Boundary westward to accommodate Airhart Construction, Inland Realty, and the property owners who sold to them, in order to develop those properties into the Willow Glen and Radcliff Ridge subdivisions of the Village of Lisle. The developing parties had argued that attempting to build these subdivisions as part of the City of Naperville was so costly and impracticable, given the lack of Naperville sewer and water access, as to make the projects financially infeasible.

Taking these facts into account, I have the following objections to the Draft recommendations for Sub-Areas 5 & 6:

1. I object to Sub-Areas 5 & 6 being treated as one Sub-Area in the Draft, since doing so results in recommendations for both areas which ignore their differences. A north-south boundary between the two Sub-Areas at the imaginary line extending Burlington Ave. west to Plank, or a line no more south than the southernmost edge of Radcliff Ridge, would allow for more-tailored recommendations.

2. I object to Draft recommendation #1: "Maintain the planning area boundary."

The Planning Area Boundary should be a flexible one which takes into account the needs of the area property owners and the prevailing physical realities, rather than the territorial control interests of any municipal entity. I would suggest instead, "Generally maintain the planning area boundary while allowing for changes based on municipal sewer and water availability." The Draft states that "known infrastructure challenges [...] make serving this area with adequate City of Naperville water, sewer and electric service a limiting factor for development in the plan horizon period." Naperville's limiting factors should not prevent property owners from obtaining access to utilities! While there may be a general preference for incorporating into Naperville as opposed to Lisle, precluding or hindering a homeowner from incorporating into Lisle effectively denies access to readily-available, cost-effective municipal utilities, and unfairly restricts homeowner property rights.

3. Draft recommendation #2, recommending "rural estate" future land use, is more applicable to Sub-Area 6 than to Sub-Area 5, especially if Sub-Area 6's most northern edge is defined as the imaginary line extending from Burlington Ave. west to Plank. For Sub-Area 5, a more appropriate recommendation would be rural estate and low-density residential, with an emphasis on the larger low-density lot sizes. This would take into account Sub-Area 5's greater proximity to municipal utility services. It would also take into account enactment of the Draft Transportation Recommendation's Action Objective 3, Item A, "With future annexation of property fronting Plank Road, require property owners to install sidewalk." A sidewalk along Plank Road is a good idea, but having one will give properties along it the feel of low-density residential, rather than of rural estate.

Thank you for requesting area homeowner feedback on the Draft Plank Road Study recommendations. Please feel free to contact me should you have any questions regarding this feedback. By the way, is the Naperville Road - Phase I Engineering Feasibility Study available online?

Sincerely yours,

Zenat Vakili
25 W 225 Plank Road
Naperville, Illinois 60563

From: Emery-Graunke, Amy
Sent: Thursday, March 04, 2010 10:58 AM
To: 'kevmeg2@aol.com'
Subject: RE: Plank Road Question

Good Morning Ms. Lewis-
There are no changes to this area recommended from the previous meeting. The complete plan report was posted on-line yesterday. I invite you to take a closer look for yourself. The report is available: ://www.naperville.il.us/emplibrary/Plank%20Road%20Study%20Report%20-%20March%202010.pdf

If you have any additional questions, I am happy to help.
Thanks!
Amy Emery, AICP
Community Planner
630-420-4179
@naperville.il.us

From: kevmeg2@aol.com [mailto:kevmeg2@aol.com]
Sent: Wednesday, March 03, 2010 6:21 PM
To: Emery-Graunke, Amy
Subject: Plank Road Question

I was not able to make the last meeting regarding the Plank Road Study. Can you tell me what changes , if any, are being recommended for Radcliff Road south of Plank Road east of Naper Blvd.
Thank You,
Kate Lewis

From: Kevin Madden [mailto:kemadden@yahoo.com]
Sent: Friday, March 05, 2010 3:33 PM
To: Emery-Graunke, Amy
Subject: Re: Plank Road Study - Staff Recommendations Feedback

Ms Emery,

Thank you for your response to my e-mail. The only suggestion I have is that the Transportation Recommendations include a statement that the intersection of Plank and Tuthill Roads should be improved (i.e., made safer) should further development occur in this area. Maybe this should be an Action under Objective 1?

Regards,
Kevin Madden

From: "Emery-Graunke, Amy" <Emery-GraunkeA@naperville.il.us>
To: Kevin Madden <kemadden@yahoo.com>
Sent: Mon, March 1, 2010 10:20:26 AM
Subject: RE: Plank Road Study - Staff Recommendations Feedback

Mr. Madden-
Thank you for taking the time to share your comments. We truly value your feedback as a resident from the area. Please know that as a part of the planning process our team has regularly visited the corridor on different days of the week and weekend and at different times to experience changes in the traffic volumes and flows. This has helped us to appreciate the situation you describe.

With respect to Sub Area 4, there are two land use classifications recommended: Low-Density Single Family Residential and Residential Office, and Limited Commercial (ROLC). The Low-Density Residential classification is one of the least intensive zoning use classifications in the city's code. The remaining areas that are classified as ROLC are intended to provide a buffer between the more intensive commercial uses along Ogden Avenue and the residential uses to the south and west. Please understand that any development approved for this area would require a traffic study and analysis to ensure that new development will not adversely impact traffic flows elsewhere. It is possible that a new development in this area could also result in a change to the layout of roads (e.g. eliminating the thru connection between Ogden and Plank at Tuthill, a new traffic signal, or a roadway realignment). Any improvement would be the result of careful analysis of uses proposed, traffic capacity and volume. Like you, our primary concern is safety. We would not want to see a development create an unsafe or hazardous situation.

One final point I would like to raise. The properties we are studying are currently unincorporated. In fact, we are actually just updating an existing plan that has been in place since 1998. The plan the City of Naperville is preparing will only impact these properties should they seek to annex into the City. If the properties remain unincorporated the plan does not apply.

The next public meeting on the Plank Road Study will be March 17, 2010 at 7pm in the Naperville Municipal Center. At this time, the Naperville Plan Commission will host a public hearing. You may attend this meeting to share your concerns and comments with the Plan Commission.

Thank you again for sharing your feedback. If I can be of further assistance, please feel free to contact me directly (contact information provided below).

Amy Emery, AICP
Community Planner
emerya@naperville.il.us

Please consider the environment before printing this e-mail.

From: Kevin Madden [mailto:kemadden@yahoo.com]
Sent: Friday, February 26, 2010 7:18 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study - Staff Recommendations Feedback

Ms Emery,

I would like to comment on the Staff Recommendations for Sub-Area 4. Given the precarious nature of the Plank & Tuthill intersection - the angled cross and the blind hill on Tuthill just north of Plank - the volume of traffic traveling north on Tuthill from south of Plank should be limited to the extent possible. There is a high probability that someday there is going to be a very serious accident, possibly a fatal accident, at this intersection. I would like to see the chances of this occurring minimized to the extent possible. Accordingly, I strongly urge the Staff and Plan Commission to limit development to the lowest density possible. If you don't believe me, I encourage you to drive north on Tuthill from the neighborhood south of Plank (preferably at rush hour) to experience it yourself.

Kevin Madden
1411 Larsen Lane
Naperville, IL 60563
630-621-0883

From: Alexandra Nusko [mailto:agnusko@noctrl.edu]
Sent: Tuesday, March 09, 2010 1:58 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study Comments for the Plan Commission

Dear Ms. Emery,

Attached please find my comment letter on the *Plank Road Study* draft recommendations, which I would like to submit for inclusion with the March 17th Plan Commission agenda packets.

If you have any questions or meed additional information, please feel free to contact me.

Thank you,
Alexandra (Sandy) Nusko

March 9, 2010

Dear Naperville Plan Commission:

Having written to the Plan Commission just a little over four months ago, I would like to reiterate to you, the current Plan Commission members, my deep concerns for the preservation of trees in the City of Naperville as a whole and within the *Plank Road Study* area in particular.

With the latest City of Naperville concentration being given to the *Plank Road Study*, it has come to light that the Staff, given the charge of updating Naperville's *Tree Preservation Policy* almost two years ago, has within recent months requested yet another 12 months to scrutinize and enhance this very important policy. As a 22-plus year resident of the Plank Road area, I find this to be unacceptable. This particular area of Naperville is surrounded by an extensive array of mature trees, all in jeopardy, as the Plan Commission currently considers the *Plank Road Study*, with no guidelines for preserving Plank Road's mature surroundings. These trees help clean our air, provide habitats for wildlife, and help conserve energy in our neighborhood.

The Plan Commission, as well as the City of Naperville, seems to have forgotten that Naperville has been named ***Tree City U.S.A.*** by the Arbor Day Foundation for 19 consecutive years. The Arbor Day web page on the City of Naperville's web site even states that "*the city recognizes that trees beautify and lend value to our homes, neighborhoods, parks and business areas.*" There is no value for the Plan Commission, to resign itself to a 12-month extension for the Staff to *study* the *Tree Preservation Policy*, while we, the residents and tax payers, stand by and watch as one developer after another, along the *Plank Road Study* area, purchases in-fill properties and clears these properties of the existing mature trees without hesitation, due to the lack of a well-designed *Tree Preservation Policy*.

It is crucial that the Plan Commission demonstrates their authority and on behalf of the residents, renders the *Tree Preservation Policy* a priority, without delay. The Plan Commission must take

immediate action on this matter to help preserve Naperville's splendor, charm and Tree City U.S.A. designation, which the *Tree Preservation Policy* would undoubtedly ensure.

Thank you for your time and consideration of this extremely important matter for the City of Naperville and the *Plank Road Study* area in particular.

Sincerely,

Alexandra G. Nusko
1292 Marls Ct.
Naperville, IL 60563
630-717-1114

From: Emery-Graunke, Amy
Sent: Tuesday, March 09, 2010 4:09 PM
To: 'DTmop@aol.com'
Subject: RE: plank road study

Mr. and Mrs. Tillery-
Thank you so much for providing your written comments. This information will be forwarded to the Plan Commission for their consideration of the Plank Road Study at the March 17, 2010 Public Hearing. I do invite you to attend the meeting as well if you are able. It will be held in the Naperville Municipal Center (400 S. Eagle Street) beginning at 7pm.

Thank you again for your feedback and have a great day.

Amy Emery, AICP
Community Planner
630-420-4179
emerya@naperville.il.us

From: DTmop@aol.com [mailto:DTmop@aol.com]
Sent: Tuesday, March 09, 2010 3:44 PM
To: Emery-Graunke, Amy
Subject: plank road study

Dear Ms. Emery,
Thank you for your diligent and responsible work on the Plank Road Study. I've been a resident of Naperville for 20+ years, and Seager Park backs up to my home. I'd like my opinion and comments to be added to the Planning Commission. Please note that our family is opposed to the multi family building in the Seager Park area. The Park setting is so visually pleasing on Plank Rd.as you drive by and walk through the beautiful woods. I'd like to see the natural wooded views be maintained. Multi-housing is not the best use of this area. It's not consistent with what else is in the area.
Please do not allow this park setting to be developed.

Sincerely,
Ron and Diane Tillery
820 Biltmore Ct.
Naperville 60563

From: Emery-Graunke, Amy
Sent: Tuesday, March 09, 2010 4:41 PM
To: 'Glpost@aol.com'
Subject: RE: Comments on the Plank Road Study

Mr. Postiglione –
Thank you for completing a thorough review of the Plank Road Study. Your efforts are very much appreciated. These comments will be forwarded to the Naperville Plan Commission for their consideration during the March 17, 2010 Public Hearing. I also invite you to attend the public hearing as you are able. The meeting will begin at 7pm in the Naperville Municipal center Council Chambers (400 S. Eagle Street).

Thank you again for your feedback.

Amy Emery, AICP
Community Planner
@naperville.il.us

From: Glpost@aol.com [mailto:Glpost@aol.com]
Sent: Monday, March 08, 2010 6:15 PM
To: Emery-Graunke, Amy
Cc: glpost@aol.com
Subject: Comments on the Plank Road Study

Naperville Plan Commission,

The Plank Road Study is an important update to the East Sector Plan. Those involved should be congratulated on a good job. However I feel that the conservation design for Area 1 needs more work to avoid high density developments without any real conservation. Without additional requirements any cluster home developer will claim they are conserving open space. Land on top of water retention vaults is not usable or preserved open space.

Additionally I have the following suggestions:

Section 3.2 P7:

It should be stated that on annexation the property would be zoned R1 by default.

Section 4.3 P17:

The text "However, clustered single-family or duplex uses may be appropriate if their design helps to achieve overall preservation of natural features and open space." conflicts with "Sub-Area 1 Land Use Goals:
1. Facilitate the low-density residential character of the area." I am not sure of the best criterion to verify that clustered homes are needed in a particular development to save natural resources but some criterion should be added.

Section 4.3 FUTURE LAND USE OBJECTIVES AND ACTIONS
Objective 2:
Promote compatibility between adjacent developments. P16:

Add Action C or modify Action A to require landscape buffering and screening for new residential uses abutting Seager Park.

Section 4.3 Sub-Area 1 Land Use Goals:
2. Maintain natural, wooded views along Plank Road and from areas within Seager Park. Preferably this would be achieved through preservation of existing mature landscaping supplemented by installation of new plant materials as required by the Naperville Municipal Code. P17:

Change last sentence to require a 50' buffer.

Section 4.3 Spotlight #4 P18:

Add another step, "The conservation design must prove that it preserves usable open space and natural resources".

Gary Postiglione

From: Emery-Graunke, Amy
Sent: Tuesday, March 09, 2010 2:45 PM
To: 'james howe'
Subject: RE: Plank Road Study

Mr. Howe-
I have forwarded your comments relative to the Seager Park/Park's Edge Development to the planner addressing this case. My apologies for not catching your address reference as Springhill Subdivision. I will consider this a lesson in not responding to e-mails so late in the evening. Thank you again for your thoughtful comments.

Amy Emery, AICP
Community Planner
emerya@naperville.il.us
630-420-4179

From: james howe [mailto:jfhowesr@yahoo.com]
Sent: Tuesday, March 09, 2010 8:48 AM
To: Emery-Graunke, Amy
Subject: Plank Road Study

Hi Amy:

You are correct that one of my major concerns is the development along Sager Park/Plank Road. The Park, in my opinion, is such a wonderful unique in-town area for Naperville residents to enjoy and I hope the City does everything possible to preserve this area. Protecting it from the development on the west end of the Park should be a top priority.

Also, just to clarify a couple of your responses. We have lived in the Springhill Subdivision since November 1980, and Springhill has been part of the City of Naperville since it was developed in the late 70s. Obviously, your annexation comments apply to those outside of our subdivision.
Thank you for considering our input.
Jim & Cathy Howe

From: Emery-Graunke, Amy
Sent: Monday, March 08, 2010 10:45 PM
To: 'james howe'
Subject: RE: Plank Road Study

Good Evening Mr. Howe-
Thank you for providing detailed comments regarding the Plank Road Study. Your input is very much appreciated. Your comments, as well as this reply, will be forwarded to the Plan Commission for consideration at the March 17, 2010 Public Hearing at 7pm at the Naperville Center. I also invite you to attend this meeting to provide feedback directly if you are able.

In response to your comments I would like to clarify a few points for your consideration.

RE: Point #1
I am happy to hear that you have been a long-time resident of the area. Please understand though that the Draft Plank Road Land Use Plan has been developed to provide the City with a tool for zoning and development IF property owners seek annexation to the city. IF a property owner, such as yourself, does not seek annexation the plan will not be used. Please remember that the Plank Road Study is an update to the East Sector Plan. That plan has been in effect since 1998. You have obviously remained unincorporated during that entire period. This is consistent with the city's policy of annexation land only IF a property owner requests it. The city is not seeking to purchase or otherwise "force annex" property into the City of Naperville.

RE: Points 2-4
These comments all appear to be specifically related to the Park's Edge Development request (formerly known as the Woods Along Old Plank Road). The Plank Road Land Use Plan simply recommends low density residential development in this area. I am copying Rory Fancler on this message. Ms. Fancler is the Project Manager handling the Park's Edge Development Request so your comments may be provided to the Plan Commission relative to this application. The Park's Edge Development petition will also be before the Plan Commission on March 17, 2010 for Public Hearing.

RE: Point #5
As you may have noted in the Transportation Recommendations contained within the Plank Road Study, only very limited access, if any, is recommended from Naper Boulevard. The Plan recognizes this is an arterial street. As such, additional full access points are not suggested. Please also understand that it is possible that if a development is requested in this area the configuration of roadways could be changed such that thru access to Plank Road and Naper Boulevard is eliminated (or highly restricted) and full access is only provided at the signalized intersections on Ogden Avenue. Access will be designed if a development is requested in this area. Consistent with City policy a traffic study will also be required to ensure that access does not create an adverse impact on exiting residential development in the vicinity.

Thank you again for your comments. I hope this clarifying information is helpful to you. If I can be of further assistance, please feel free to respond to this message.

Amy Emery, AICP
Community Planner
emerya@naperville.il.us

From: james howe [jfhowesr@yahoo.com]
Sent: Friday, March 05, 2010 10:37 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study

First of all let us thank you for the opportunity to comment on this issue. We did attend the 02/24/2010 presentation and asked several questions of Naperville representatives. However, we would like to make a few more comments.

1. We have lived in the Springhill Subdivision for almost 30 years, raised our family there, and now that we are in our 60s, we have no plans on moving unless the City forces us out with ridiculous tax bills or problems within the subdivision from flooding.
2. In Re: The proposed duplexes abutting Seger Park - We understand that the 5 or 6 variances originally requested have been reduced to 2 or 3. These variances only dealt with the two lots that would be used for the group of duplexes that abut the Seger Park. As you know, there are several more lots to the west before getting to the "big house" and we would suspect that these lots will eventually be sold for development. We would also expect the property on the south side of Plank Road going west from the Springhill Subdivision will also be developed in the future. If the City allows a number of variances for the duplexes abutting the park, it seems to me that this would open the door for more and more variances as the rest of the area is developed. So..., to sum this up, if the proposed duplex construction is such a wonderful thing, why is there a need for variances? You know the old statement that "if it walks like a duck, quacks like a duck, and looks like a duck, it most likely is a duck". Asking for a number of variances to build makes me believe that there is something not right or else variances wouldn't be needed - thus is looks like a "duck".
3. We are also concerned with the water runoff from the proposed duplex area. If you have ever driven down Plank Road during a rain storm you would see that the roadway between Milton and the Seger Park entrance is like a river. Water rushing down the street from the proposed duplex development entrance/street would just add to this problem.
4. If the proposed plan for the duplexes is approved and the construction is undertaken, we would hope that the builder would be required to build a solid 8 foot fence along the west end of Seger Park. Constructing a split-rail fence is not going to protect the Park and it's wildlife. We see enough animals hit on Plank Road now, therefore, if the west side is open to a split-rail fence, we think more wild animals will wander out of the Park and meet their demise. Seger Park is truly an asset and should be protected. To the east there are trees that form a natural fence and to the north there are trees that form a barrier from the adjoining neighborhood park. The west end doesn't have this natural barrier so it is important that the Seger Park be protected with a fence or some natural barrier.
5. If commercial development is allowed on Naper Blvd from Plank to Chase Bank, I believe that having entrances and exits onto Naper Blvid or Plank Road would be asking for trouble with accidents and adding more traffic lights would be a nightmare. So, to be prudent, any commercial development along Naper Blvd should not allow entrances and exits onto Naper Blvd or Plank Road. But doing this would then force traffic down the residential Tuthill street, which also isn't a very good solution.

Thank you.
Jim and Cathy Howe
715 Springhill Circle
Naperville, IL 60563

MARCH 10TH 2010

Dear Naperville Plan Commission

I purchased my home on Tuthill road in 1979 and have lived there for 31 years. over the years I have observed all of the changes that have affected the area. It has become, in my opinion very over populated. There are 2 subdivisions on Tuthill road alone. Tuthill road is a dead end street. At the dead end there is a large subdivision, and up the road you have mulberry HILL subdivision. Tuthill road is the only exit road for both of the subdivisions. Traffic has increased dramatically. During the week between 4-6 PM it is a common sight to see cars backed up on Plank road heading towards Naper blvd. It has become a task for residents of Tuthill road to exit their road. And it is just as "busy" on the weekends. I shudder to think of what it will be like to live in this area and what traffic will be like with more new development. Tuthill road exits onto Plank road, and is very close to the site that Roc development

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ATTACHMENT 3

(2)

WANTS TO build on. The Trees on any of their Parcels of land have all been cut down. And some homes on Tuthill Road have been purchased by this developer. Currently in my opinion there needs to be a stoplight at the intersection of Plank and Tuthill Roads. Especially if this proposed building becomes a reality. With a stoplight existing residents can exit their road. Please do not let developers overpopulate this area anymore than they already have. Keep the density low and make the developers / builders put in traffic lights. There are many subdivisions on Plank Road currently Springhill being the largest. The Plan Commission needs to observe all the existing subdivisions along Plank Road. They should also be aware of the drainage + flooding issues. These issues exist all along Plank Road. On the parcels owned by ROC Development where Plank Road + Naper Blvd meet. They also exist by Springhill subdivision

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(3)

And also by Camp Seager. If this area has to endure more new construction make the developer responsible for the drainage + flooding concerns. I know the parcels of land purchased by ROC Development need to be annexed into the city first. I know that this building is not something that will happen overnight. Because there is time I urge you to study this area carefully and keep the density low. I hope to God when the time comes that you will not consider any apartments or duplexes being built in this area. A large subdivision of single family homes is bad enough. Making the developer create a park where trees can be planted is another good suggestion. Don't allow them to just build houses, sidewalks, roads within the subdivision and nothing else. I realize new construction is revenue for the city and for the developer. Hopefully this issue will be about something other than money.

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(4)

Hopefully the area will be closely studied. Hopefully the people who have lived in this area for many years will have a voice. Hopefully their voices will be heard. I, as a resident of this area for 31 years have grave concerns on overbuilding in this area. I hope the Plan Commission takes a good hard look at this area. Hopefully you will keep the density low. You can protect this area, and I hope you do. I'd like to thank each and every one of you for your time, and for reading my letter. A concerned resident

Maggie Hartigan
5 South 624 Tuthill Road
Naperville Ill. 60563

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March 10, 2010 Sent in person and via email to emerya@naperville.il.us

Naperville Plan Commission
City of Naperville
Attn: Amy Emery, TED Business Group
400 S. Eagle Street
Naperville, IL 60540

RE: Draft Plank Road Study for March 17, 2010 Plan Commission review

Dear Commissioners;

Overall, the Draft Plank Road Study which was posted online this March 5th (the "Draft") seems thorough and well thought out. I am especially pleased with the emphasis on preserving natural beauty and encouraging pedestrian traffic, while providing for responsible growth. The Draft's Vision Statement (page 1) is, I hope, one that will be achieved no matter which municipality or other governmental entity is involved in its implementation.

Nevertheless, as a homeowner of 24 years in the Draft's Sub-Area 5, I believe the Draft does not make abundantly clear that the Plank Road Study (the "Study") does not include an analysis of alternatives to the present location of the Study area's eastern planning boundary nor does it include an attempt to solicit residents' opinions on the subject. Since the Study is a major effort which can be expected to be referred to not just internally by City of Naperville staff, which has a reputation for professionalism, but externally, by a wide variety of third parties, I believe the words chosen in this document carry weight, and so should avoid misunderstanding. My comments mostly refer to Sub-Areas 5 & 6, plus one regarding Sub-Area 4. Please entertain my suggestions, listed below, which I believe would provide greater transparency with respect to the boundary issue, and which consider additional possible land uses.

1. Re. Section 3.0, Existing Conditions, Plank Road Study Spotlight #2, Village of Lisle Boundary Agreement, p. 10:

   a. Addition of a final sentence such as,

   The scope of this Study does not include an analysis of alternatives to the present location of the Study area's eastern planning boundary nor an attempt to solicit Study area residents' opinions on the subject. It should not be construed, given the various public meetings held as the Study progressed, as constituting a public referendum on the subject.

   b. Inclusion of a more complete history of the Agreement, since doing so will acknowledge the ongoing potential for cost-effective utilities access to be a problem, in search of a solution, within the Study's time horizon.

As I understand the situation, a boundary agreement had existed for many years prior to 2002, when it was up for renewal. After a contentious series of City of Naperville and Village of Lisle council meetings involving the parties (a group of homeowners and developer Airhart Construction), the City of Naperville "ceded" what became the Willow Glen subdivision to the Village of Lisle, and renewed the boundary agreement with that change. The petitioning parties had argued that attempting to build this subdivision as part of the City of Naperville was so costly and impracticable, given the lack of Naperville utilities access, as to make the project financially infeasible. The second boundary change, in 2005, was accorded to developer Inland Realty and to the listed properties on the same grounds.

c. There is an apparent minor editing oversight in the final sentence of the first paragraph, where "Sub-Area 5" should be included. The sentence would read:

This boundary agreement is particularly relevant to Sub-Areas 5 & 6 of the Plank Road Study Area, as the Naperville/Lisle boundary runs along the eastern edge of these sub-areas.

2. Re. Section 4.0, Future Land Use, Sub-Section 4.4, Sub-Area Recommendations, Sub-Areas 5 & 6, p.23.

a. Since readers often will read only the pages of a study which they believe affect them directly, and because Goal #1 was not arrived at through the Study process, as were other goals, but pre-determined at the outset, I suggest that an asterisk be added to "Goal 1. Maintain the planning area boundary," which directs the reader to the discussion (as amended above) found in Section 3.0, Existing Conditions, Plank Road Study Spotlight #2, Village of Lisle Boundary Agreement (Draft, p.10).

b. In addition to the Draft's E3 (Estate Transition) zoning district recommendation, the Sub-Area 5 characteristics listed in point #4, below, eventually may make it desirable to allow larger-sized, low-density residential zoning on lots which satisfy remaining area E3 Supplemental Land Use and Transportation and Access Recommendations.

3. Re. Section 4.2, Future Land Use Considerations and Map, p. 14, second paragraph, final sentence.

Sentence wording inadvertently seems at odds with the Draft's recommendations; some clarification would be helpful. The sentence states:

"With this approach, a spectrum of intensity is provided wherein the **most** intensive land uses are situated on the perimeter of the Plank Road Study Area and the **least** intensive uses are centrally located along the corridor near Seager Park." (emphasis mine)

I understand the Draft's recommendations to be that the **least** intensive land uses are situated on either side of Seager Park and on the Plank Road Study Area's eastern boundary (part of the Area's perimeter), and the **most** intensive land uses are situated centrally, just west of the Ogden/Naper intersection, and on the western perimeter of the Plank Road Study Area.

4. Re. Appendix B - Property Catalogue, Introduction, p. B-1.

A minor editing oversight: This map should be changed to correctly identify the Study's boundary between Sub-Areas 5 & 6, as specified on pages B-6 and B-7.

The existing primary differences between properties falling in Sub-Areas 5 & 6 are that the properties north of an imaginary east-west Burlington Ave. delimiter (Sub-Area 5) are mostly smaller than those located south of that line (Sub-Area 6), they generally abut either Plank or Middle, and they presently have more cost-effective potential access to either City of Naperville or Village of Lisle utilities, depending on property location.

5. Re. Section 4.0, Future Land Use, Sub-Section 4.4, Sub-Area Recommendations, Sub-Area 4, p. 22.

The future low-density residential recommendation for Sub-Area 4 west of Tuthill Road does not seem to allow for continuation of an enterprise such as The Growing Place, a plant nursery, an organization which I believe contributes positively to this Area's character. How would Sub-Area 4's annexation to Naperville impact this nursery?

Thank you for your consideration of these suggestions.

Sincerely,

Zenat Vakili
25 W 225 Plank Road
Naperville, IL 60563

Dear Sirs / Madams of the Naperville Plan Commission:

I am writing to comment on the proposed Plank Road development plan in general and the Sub-Area 1 plan in particular

In general, the study and plan are thorough and well done. However, the plan' s wideranging scale and scope are hopelessly unrealistic, consistent with an economic era long gone, when:

- businesses flourished in downtown Naperville, in the Kroehler furniture factory, on Route 59, in the Mall, and along Ogden Ave
- new housing construction would seemingly go on forever, with new subdivisions appearing every year, and the values of existing homes climbing steadily
- the success of new mixed-use developments was a foregone conclusion

Has the Planning Commission not noticed today' s economic and development reality?:

- the land at the intersection of Plank and Naperville Roads was brutally cleared of its forest, only to sit stark and vacant since that time
- the empty store fronts on Jefferson Ave, Ogden Ave, in the Mall and on Route 59
- the deafening silence of 5th Avenue Station
- the unfinished new construction and vacant cleared lots on Benton Ave west of Washington
- the precipitous drop in property values in Naperville in the last few years
- the wave of housing foreclosures

Is it therefore in any way realistic to believe that additional housing and commercial development on Plank Road is necessary or destined for success and long term self-sustainability?

With regard to Sub-Area 1, the disagreement between the developer of the 2 residential plots immediately west of Seager Park and the residents of the 3 adjacent subdivisions and users of Seager Park are well-documented:

- Can the proposed duplex development "facilitate the low-density residential character of the area" a goal of the Sub-Area 1 plan? How could it when by definition a duplex contains double the quantity of residential units per structure, and the plan calls for 5 duplex units where the existing "character" would contain only one or two single family units?
- How could structures as obtrusive (3 stories tall from the Seager Park side, as so succinctly pointed out by Councilman Furstenau during the last series of hearings) as those proposed "maintain natural, wooded views along Plank Road and from areas within Seager Park", again a goal of the Sub-Area 1 plan?
- How can the installation of 5 duplex units into a wooded area adjacent to a park "preserve existing mature landscaping", a goal of the Sub-Area 1 plan?
- Will the underground water vaults be able to hold the runoff from a paved 15 degree grade property of this size (see Julian Avenue flooding file..)

Must the profit motives of a developer be facilitated by the City of Naperville and the Plan Commission at the cost of the sanctity and scenic beauty of Seager Park, the area' s rural / wooded residential setting and the water management efforts of adjacent subdivisions?

During the last series of City Council meetings in which this issue was discussed the counsel for the developer stated that "Naperville needs this product". On the contrary, and as agreed upon by the City Council the last time they voted on it, neither Naperville nor the subdivisions of the Plank Road neighborhood need this project. It is destructive, obtrusive and unnecessary. We look forward to your NO vote this March 17.

Regards
Robert and Francine McCabe
825 Biltmore Court residents since 1999

Plank Road Land Use Study
Correspondence Received Since March 10, 2010

From: Robert McCabe [mailto:robertm@veruseng.com]
Sent: Tuesday, March 09, 2010 1:56 PM
To: Emery-Graunke, Amy
Subject: Naperville Plan Commission PC 9-1-191 (PC1740)

Dear Sirs / Madams of the Naperville Plan Commission:

I am writing to comment on the proposed Plank Road development plan in general and the Sub-Area 1 plan in particular

In general, the study and plan are thorough and well done. However, the plan's wide-ranging scale and scope are hopelessly unrealistic, consistent with an economic era long gone, when:

- businesses flourished in downtown Naperville, in the Kroehler furniture factory, on Route 59, in the Mall, and along Ogden Ave
- new housing construction would seemingly go on forever, with new subdivisions appearing every year, and the values of existing homes climbing steadily
- the success of new mixed-use developments was a foregone conclusion

Has the Planning Commission not noticed today's economic and development reality?:

- the land at the intersection of Plank and Naperville Roads was brutally cleared of its forest, only to sit stark and vacant since that time
- the empty store fronts on Jefferson Ave, Ogden Ave, in the Mall and on Route 59
- the deafening silence of 5th Avenue Station
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- the precipitous drop in property values in Naperville in the last few years
- the wave of housing foreclosures

Is it therefore in any way realistic to believe that additional housing and commercial development on Plank Road is necessary or destined for success and long term self-sustainability?

With regard to Sub-Area 1, the disagreement between the developer of the 2 residential plots immediately west of Seager Park and the residents of the 3 adjacent subdivisions and users of Seager Park are well-documented:

- Can the proposed duplex development "facilitate the low-density residential character of the area" a goal of the Sub-Area 1 plan? How could it when by definition a duplex contains double the quantity of residential units per structure, and the plan calls for 5 duplex units where the existing "character" would contain only one or two single family units?
- How could structures as obtrusive (3 stories tall from the Seager Park side, as so succinctly pointed out by Councilman Furstenau during the last series of hearings) as those proposed "maintain natural, wooded views along Plank Road and from areas within Seager Park", again a goal of the Sub-Area 1 plan?
- How can the installation of 5 duplex units into a wooded area adjacent to a park "preserve existing mature landscaping", a goal of the Sub-Area 1 plan?
- Will the underground water vaults be able to hold the runoff from a paved 15 degree grade property of this size (see Julian Avenue flooding file…)

Must the profit motives of a developer be facilitated by the City of Naperville and the Plan Commission at the cost of the sanctity and scenic beauty of Seager Park, the area's rural / wooded residential setting and the water management efforts of adjacent subdivisions?

During the last series of City Council meetings in which this issue was discussed the counsel for the developer stated that "Naperville needs this product". On the contrary, and as agreed upon by the City Council the last time they voted on it, neither Naperville nor the subdivisions of the Plank Road neighborhood need this project. It is destructive, obtrusive and unnecessary. We look forward to your NO vote this March 17.

Regards

Robert and Francine McCabe

825 Biltmore Court residents since 1999

From: Lawrence C. Cassano [mailto:lcassano@cassanolaw.com]
Sent: Monday, March 15, 2010 6:17 PM
To: Emery-Graunke, Amy
Subject: Zoning - Plank Road

Dear Amy:

My family and I live at 1436 Larsen Lane in Naperville. I'm writing a short note to you to relay our opposition to the proposal to zone the east side of Tuthill, South of Plank as medium density.

I'm an attorney. Let me know if I can answer any questions or help you in any way. Thank you.

Lawrence C. Cassano
CASSANO & ASSOCIATES
1979 N. Mill Street
Suite 205
Naperville, IL 60563
(630) 579-9460 TEL
(630) 579-9406 FAX
(312) 307-4297 CELL
Sent via BlackBerry by AT&T

From: Christine Miller [mailto:christyteach2@yahoo.com]
Sent: Monday, March 15, 2010 8:31 PM
To: Emery-Graunke, Amy
Cc: christyteach2@yahoo.com
Subject: Naperville Plan Commission- Plank Road Study

Dear Ms. Emery,

I am writing to voice my concerns over the proposed zoning recommendations in the Plank Road Study. I reside at 1115 Tuthill Road in the Pheasant Run Subdivision. Specifically, I am concerned about the proposed *Medium Density* designation for the large existing residetial lots just north of our subdivision.

Several important factors should be considered when making this zoning decision. One is the traffic and congestion near Ogden and Naper. Multi-family housing would increase the traffic in this area considerably. Another important factor to consider is the already overflowing amount of students at Beebe Elementary, Jefferson Jr. High School and Mill Street Elementary. Unless there is a large rezoning of schools, the children who would move into these homes would completely overpopulate our already bursting schools. As a parent who is paying an enormous amount in tax dollars, I am already dismayed by the overpopulated buildings. Adding multi-family housing would significantly increase school populations and intensify this problem.

While I understand the purpose of a transitional level of development from commercial to low density, I do not see the value in having existing large single-family lots designated for future medium-density development. I could not help but notice that the east side of Naper Boulevard is set aside exclusively for estate lots. I would propose that it would make more sense to have estate lots on both sides of Naper Boulevard.

I respectfully request that the commercial zoning of the southwest corner and medium-density transitional zoning be changed to reflect the character across Naper Boulevard as estate-lots. At worst I believe that this area should be low-density development as recommended on the west side of Tuthill north of the Plank where you are proposing commercial zoning across the street.

I hope you will take these concerns into consideration and share them at the meeting this Wednesday evening.

Sincerely,

Christy Miller

From: Marybeth Mozwecz [mailto:mmozwecz@sbcglobal.net]
Sent: Tuesday, March 16, 2010 12:54 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study

Amy- as a resident of the area I'd like to express my wish that the properties on the east side of Tuthill, south of Plank Rd. be designiated low density, not medium density. Tuthill is not a wide road and has no sidewalks so the traffic medium density construction would create on this one way in, one way out road would be restrictively heavy and a danger to the many children and adult walkers in the area.

Marybeth Mozwecz

1416 Larsen Ln.

From: CHAHN@wintrust.com [mailto:CHAHN@wintrust.com]
Sent: Tuesday, March 16, 2010 4:58 PM
To: Emery-Graunke, Amy
Subject: RE: Plank Road

Amy,

Thank you very much for your prompt reply. I understand much better. I am unable to attend the meeting as my husband is out of town and I have no one to sit for our daughter.

Sincerely,

Carol

From: Emery-Graunke, Amy
Sent: Tuesday, March 16, 2010 4:56 PM
To: 'CHAHN@wintrust.com'
Subject: RE: Plank Road

Ms. Hahn-

Thank you for providing comments on the plan document. Your comments are being forwarded to the Plan Commission for their consideration at the March 17, 2010 Public Hearing. I invite you to attend that meeting as well to provide your input directly as well. Just for clarification purposes, please realize:

1) The plan map you have reviewed does not automatically rezone or approve any property for a specific development. It is simply a guide for rezoning IF a property owner seeks annexation into the City of Naperville. If annexation is not requested, the plan will not be used.

2) Currently the land you are looking at is unincorporated. These unincorporated properties are zoned low density residential by DuPage County and will retain that county zoning, unless annexation into the City of Naperville is requested.

3) The study you are reviewing is an update to a plan that was completed in 1998. No annexation request has been received since that time for the area in question. As a result, no City of Naperville Zoning classification has been tied to the property.

4) The recommendation for medium density residential in this area is based on:
    a. The need to provide a transition between an arterial street (Naper Boulevard) and the adjacent residential neighborhoods.
    b. Available infrastructure/capacity for expansion to serve this area. Infrastructure is not available on the east side of Naper Boulevard which is why the land use recommendations are different.

Amy Emery, AICP
Community Planner

From: CHAHN@wintrust.com [mailto:CHAHN@wintrust.com]
Sent: Tuesday, March 16, 2010 4:44 PM
To: Emery-Graunke, Amy
Subject: Plank Road
Importance: High

Amy,

I live on the east side of Tuthill Road in unincorporated Lisle Township south of Plank Road. According to the plan, it appears there is a process in place to approve Alternative A on my side of the street. I have no idea why the east side of Tuthill Road would be considered suitable for Townhomes and Duplexes up to 8 units per acre. This will greatly reduce the resale value of our home which currently sits between two empty lots that are for sale. I am not sure where to go to stop this approval. My husband and I need our home for our daughter's future. What you are proposing will leave her with nothing. I do not understand how this could be approved for one side of the street. We desire for the existing designation for our area Low Density Residential (or whatever is equivalent to this designation) be upheld and not to allow for these large developments. Please contact me and assist me in changing this plan.

"ALTERNATIVE A
In the alternative, Medium Density Residential is proposed along Naper Boulevard, east of Tuthill Road. This would consist mostly of single-family attached residential structures (i.e., townhomes) and duplexes up to 8 units per acre. Access to any medium density residential uses would be limited to Tuthill Road. Requests for medium density would need to integrate trails and provide for extensive tree preservation."

Your assistance would be greatly appreciated.

Sincerely,

Carol Hahn

5s571 Tuthill Road

Naperville, IL 60563

630-355-7314

chahn@wintrust.com

From: Raj Bhatia [mailto:rajbhatia@earthlink.net]
Sent: Tuesday, March 16, 2010 7:20 PM
To: Emery-Graunke, Amy
Subject: Plank Road Study concerns

Dear Ms. Emery:

Thank you for taking into account the comments and concerns of residents regarding the Plank Road Study...especially those that will be directly affected by the zoning decisions.

We live very close to the area backing up to Larsen Lane, and feel that "Medium Density" zoning there will have a negative impact on our subdivision's property values. Introducing medium density developments such as townhomes will also lead to congestion and increased traffic in and around the neighborhood. We feel strongly that the Naperville Plan Commission zone this area instead as "Low Density" to maintain the quality of neighborhood we have grown to appreciate.

Again, thank you for considering our concerns.

Respectfully,

Heather and Raj Bhatia

1019 Frances Court

Naperville, IL 60563

630-848-1997

bhatias@earthlink.net

From: Fancler, Rory
Sent: Thursday, March 25, 2010 8:00 AM
To: 'pmmeyer@comcast.net'
Cc: Emery-Graunke, Amy; Thorsen, Suzanne; Laff, Allison
Subject: FW: Plank Road Study Revisions

Good Morning Commissioner Meyer,

Thank you for your questions regarding the transportation section of the Draft Plank Road Study. Additional information is provided below. Please feel free to contact me should you have additional questions.

- In regards to the Transportation section: I believe there is a typo on pg 33 at the very top and change from "4.0 Transportation" to "5.0 Transportation". I have 3 questions.
  Thank you for bringing the typographical error to our attention. A correction will be included in the revised Draft Plank Road Study, which will be transmitted to the Plan Commission in advance of the April 21 meeting.

- Objective #2 Action C states with "...residential development, new public roadways should be stubbed for future..." What is "stubbed" and please provide details as to what may be expected in the future.
  The following modified text will be included in the revised Draft Plank Road Study:

  - *With future residential development, new public roadways should be designed in a manner to allow for future extension to provide connectivity to later, adjacent residential development.*

  Please note that Action C is intended to support the function of Plank Road as a collector street, and is consistent with Objective 1, Action A which states "With future development, minimize curb cuts (i.e., driveways) on Plank Road.

- Objective #3 speaks to sidewalks and bicycle mobility - would it be prudent to add language to Action A which makes room for a possible bicycle route?
  Per Objective 3, Action D, the appropriateness and feasibility of a bicycle route on Plank Road will be evaluated as part of the update to the Bicycle Implementation Plan. During the plan horizon period, the city will require right-of-way through annexation to bring Plank Road up to collector street standards. As necessary, the city can work with individual property owners to accommodate bicycle facilities (where appropriate) through the annexation agreement. Additional right-of-way beyond the 80' collector street standard will not be mandated.

- Lastly, this section and the objectives do not address nor encourage public transportation. I find this odd and wonder why?
  Proximity to the train station was one factor considered in the development of the future land use recommendations. Residential future land use designations have been included at appropriate locations along the corridor to provide opportunities for additional housing options for those seeking convenience to the Naperville Metra Station.

  Reference to bus service is not included in the Draft Plank Road Study as buses do not currently operate along Plank Road, and there are no plans to establish bus service in the plan horizon period. A future Pace bus route in the vicinity of the study area is not planned at this time. In

addition, the City of Naperville Circulator Transit Study (approved by City Council July 2009) (http://www.naperville.il.us/circulator.aspx) analyzed the market for a circulator service, and identified important locations to serve and the markets of people who would be interested in a local transit service; the Plank Road Study Area was not identified as an area with a high demand for transit service.

As the study area is not a high priority transit area and due to the proximity to the Naperville Metra Station, bicycle and pedestrian activity should be encouraged, as is reflected in the objectives and action items.

Rory Fancler, AICP, PTP

From: pmmeyer@comcast.net [mailto:pmmeyer@comcast.net]
Sent: Wednesday, March 17, 2010 12:33 AM
To: Emery-Graunke, Amy
Cc: Thorsen, Suzanne
Subject: Plank Road Study PC Case 10-1-021

Amy and Suzanne -

First and foremost - Staff is to be commended on all levels for your efforts and preparation of the Draft for the Plank Road Study! The information provided along with the readability of the Study is well done. I truly appreciate the "Spotlights" which were incorporated.

In the event, for whatever reason, I am unable to voice the following comments at the PC public hearing, please include the following comments in the public record which is forwarded to Council.

**Sub-Area 4 provides specific recommendations for new residential developments in regards to preservation/mitigation of trees; trails; and bike paths. Sub-Area 3 within the Spotlight #5 addresses similar recommendations. However, Sub-Area 1 and 2 do not. What are the reasons?

**Spotlight #4 "Conservation Design" is concerning. While I have no issue with the definition itself, its intention, or the general Steps, I have concerns with the illustration provided and the information provided on this "example". The usage of such an illustration suggests a direction of development which may be unintended. For example

- Scenic view is pinpointed on the illustration
- Illustration implies (due to shading) that all but 2 parcels are under sole ownership

- (see bottom of page first bullet point) The priority is maximizing "open space" and not the Sub-Area Land Use Goal of preserving existing mature landscaping and maintaining natural wooded views (illustration actually shows a pond/water feature in Step 3 instead of a wooded view as noted in Step 1 illustration)
- Possible implication that a reduced ROW would be approved
- Perception that due to the illustration being included, its inclusion paves the way for such a development to occur. Specifically, it would be difficult to have this illustration in the final approved document and then have a similar development proposed for the same or similar land. Typically in documents such as these, examples and illustrations denote the desired overall goal.
- Reality that a smaller scale cluster type development is currently being considered by Plan Commission for 4 of the lots (3.14 acres) and the "rumor" that the big picture plan is to develop abutting lots in a manner eerily similar to what is illustrated.

Additionally the illustrations do not appear to follow the stated Steps. Step 1 illustrations (areas to be "conserved" either by views or due to severe slope) and Step 2 illustration conflict with the illustration of Step 3. My read of the stated Steps along with the illustrations show that at least 2 of the illustrated structures on Step 3 should not be in what was deemed a "conservation area which was set aside". Additionally the "pond" is in the area noted as a "conservation area due to wooded views which was set aside".

Furthermore the distinction made as to Primary and Secondary Conservation Areas (listed in Step 1 at top of page) does not directly correspond with the proposed Sub-Area 1 Land Use Goal #2.

Sub-Area 1 has 12.42 acres in total so if the entire Sub-Area was developed as recommended with a maximum of 2.5 units per acre, the maximum number of units would be 31.05. In other words, 31 single family homes *or* 15 duplexes *or* some combination thereof. However the illustration does not provide details nor does it provide information as to what degree the illustration may require variances or other approvals.

Finally I am concerned that the usage of the illustration is along the same lines of the unintended effect the original TOD map had on many due to homes being "x'd" out.

For all the above reasons, I request that Staff remove the illustrations in Spotlight #4 and consider the priority of the conservation areas in relation to the proposed Land Use Goals.

***I highly commend Staff on the Supplemental Recommendations especially the inclusion of what zoning classification would be consistent. As the finalized approved document will be used as a tool in future development decisions for Council and recommendations from Plan Commission, the intentions and direction is most helpful. Along those lines, I would request that Staff include the maximum gross density in the "medium density residential" portion for consistency.

I would appreciate more details of "100% opacity" listed as Item #4 under ROLC (pg 25). While opacity to that extent would most likely be much appreciated from the

residential perspective, the non-residential perspective may not. What parameters does Staff have in mind? Is the intent to have opacity within a height range? Can 100% opacity be achieved reasonably?

***In regards to the Transportation section: I believe there is a typo on pg 33 at the very top and change from "4.0 Transportation" to "5.0 Transportation". I have 3 questions.

- Objective #2 Action C states with "...residential development, new public roadways should be stubbed for future..." What is "stubbed" and please provide details as to what may be expected in the future.
- Objective #3 speaks to sidewalks and bicycle mobility - would it be prudent to add language to Action A which makes room for a possible bicycle route?
- Lastly, this section and the objectives do not address nor encourage public transportation. I find this odd and wonder why?

Again, I highly praise Staff for all stages in the Plank Road Study process and in the drafting of the Study. While I have made comments, asked questions, and have concern on minor issues - overall I will find this to be a very useful tool in making recommendations as a Plan Commissioner.

Patricia Meyer
Plan Commissioner

From: Sheila Goble [mailto:sheila@goblefamily.com]
Sent: Wednesday, March 17, 2010 8:13 AM
To: Emery-Graunke, Amy
Subject: plank road study

Dear Naperville Planning Commission,

We were hoping to be able to make the meeting this evening when the Plan Commission is considering the Draft Plank Road Study. Unfortunately, we have a conflict. We do understand that at this meeting the staff recommendations for the future land use in the study area will be discussed. We have spent time reading the recommendations on the city's website.

We have some concerns regarding the area on the east side of Tuthill , South of Plank. It is proposed to be medium density residential. We strongly believe that this should be low density residential. This is a very small neighborhood with only one access road. We feel that if this is medium density there will be too much congestion for this small area. We strongly recommend that this area be zoned for single family homes.

Thank you for all of your efforts in continuing to make Naperville a great place to live!

Sincerely,
Sheila and Mark Goble

1451 Larsen Lane
Naperville, IL 60563
630-881-3396

From: tcwitmer@comcast.net [mailto:tcwitmer@comcast.net]
Sent: Wednesday, March 17, 2010 2:54 PM
To: Emery-Graunke, Amy
Subject: Plank Road Survey

Hello Amy,

I want to express my opinion and concern over the proposed future land use zoning for part of Sub-Area 4, specifically the area shaded in orange for medium-density residential. As a homeowner on Tuthill, south of Plank, I am concerned about the additional volume of traffic medium density housing could bring to Tuthill as opposed to low-density zoning. This is a dead-end street with no other outlet for traffic, so an already difficult intersection of Tuthill and Plank would only get worse.

I would like to see the committee change the zoning to low-density housing not only for traffic and safety reasons, but for the continuity of the neighborhood itself. These are all single family houses, with beautiful mature trees, and medium density housing could possibly change the whole appearence of this great neighborhood.

I hope the committee is open to the comments of the current residents and truly listens to our concerns.

Clare Witmer
1103 Tuthill Road

From: roshaninc@netscape.net [mailto:roshaninc@netscape.net]
Sent: Thursday, April 01, 2010 12:11 PM
To: Emery-Graunke, Amy
Subject: Re: Summary of Mar 17 Plan Comm Re. Plank Road Study

Thank you, Ms. Emery.

-----Original Message-----
From: Emery-Graunke, Amy <Emery-GraunkeA@naperville.il.us>
To: 'roshaninc@netscape.net' <roshaninc@netscape.net>
Sent: Thu, Apr 1, 2010 10:47 am
Subject: RE: Summary of Mar 17 Plan Comm Re. Plank Road Study

Ms. Vakali-

The summary minutes are intended to provide a brief summary of meeting comments. Not every comment relayed during the meeting is captured in the written summary. The primary purpose of these minutes are to note the attendance of the commissioners, cases considered, number of speakers, and any official motions taken. The full transcript is always available on-line in the video recording.

Regarding your comments for Sub-Areas 5 & 6, staff has made all the requested revisions you have noted. You will see these when the next draft is released prior to the April 21, 2010 Plan Commission Meeting. The staff memo with that item will also note these revisions as well.

RE: Master Thoroughfare Plan

I am forwarding your inquiries regarding this plan to the City's transportation team. Please expect a separate response on this item from them.

RE: Growing Place
If the property owner for this parcel were to decide to annex to the city, the use could continue to exist, but the land would likely be zoned in accordance with the plan map. If the plan were approved as currently recommended, the Growing Place, would be allowed to continue as a legal, non-conforming ("grandfathered") use but the land would be zoned residential in accordance with the plan. As such, any redevelopment of the property would need to be in accordance with its assigned zoning.

From: roshaninc@netscape.net [mailto:roshaninc@netscape.net]
Sent: Sunday, March 28, 2010 10:26 AM
To: Emery-Graunke, Amy
Subject: Summary of Mar 17 Plan Comm Re. Plank Road Study

Hello, Ms. Emery;

On the summary discussion for Sub-Areas 5 & 6, I didn't see any reference to removal of "Maintain the planning area boundary" as a study conclusion, which I understood to be the suggestion of Michael Brown, given that the sentence reflects a prior Council directive, and not a subject up for review by City staff in this Plank Road Study.

The summary discussion point for Sub-Area 1 notes concerns over traffic and its relationship with the Master Thoroughfare Plan; I understood this to be a concern for the entire Plank Road Study area. Also, is it the case that the Master Thoroughfare Plan has not been updated since 1998? There has been a great deal of development in DuPage County since that time, including in and around the Plank Road Study area. Are those changes being taken into account? In addition, given that the Village of Lisle is the other municipal entity who future development plans are most likely to affect traffic volumes on Plank Road, are Naperville's Plank Road Study land use recommendations tested against possible traffic outcomes were Village of Lisle future land use and City of Naperville future land use recommendations to become a reality?

I did not take the Commission's time with the last question I had noted in my letter for the Mar 17 meeting, but perhaps you could answer it. With respect to The Growing Place. If such a parcel annexes into Naperville, is its land use somehow grandfathered in?

Sincerely,

Zenat Vakili

Naperville

PLAN COMMISSION
AGENDA ITEM

PC CASE: **10-1-028** **AGENDA DATE:** **4/21/2010**
SUBJECT: Boarding Facilities Text Amendment
Petitioner: City of Naperville

☐Correspondence ☐New Business ☐Old Business ☒Public Hearing

SYNOPSIS:
This is a request to amend Title 6 (Zoning Regulations) of the Municipal Code pertaining to boarding rooms and boarding houses, including amendments to Section 6-1-6 (Definitions); Section 6-2-15 (Boarding Rooms in Residential Structures); 6-6C-3 (R2 District, Conditional Uses); 6-7C-3 (B3 District, Conditional Uses); 6-7G-3 (CU District, Conditional Uses); 6-9-3 (Schedule of Off-Street Parking Requirements); and 6-10-4 (Registration of Nonconforming Uses).

PLAN COMMISSION ACTION PREVIOUSLY TAKEN:

Date	Item No.	Action
N/A		

ACTION REQUESTED/RECOMMENDED THIS MEETING:
Conduct the public hearing.

PREPARED BY: Suzanne Thorsen, AICP, Project Manager

BACKGROUND:
On October 20, 2009 the City Council discussed the topic of boarding rooms relative to permitted use, property maintenance, parking and housing and directed staff to provide a subsequent report. On November 17, 2009, following discussion of the requested report, City Council initiated a text amendment to Section 6-2-15 (Boarding Rooms in Residential Structures) of the Zoning Ordinance to address the rental/lease of dwelling units and boarding rooms in the R1, R1A, R1B, R2 and Estate Zoning Districts.

To better understand issues surrounding rental housing and potential impacts of regulations on various groups in the community, staff met with an advisory committee including the Naperville Area Homeowners Confederation (NAHC), the National Realtors Association, North Central College, Fair Housing Advisory Committee, Chamber of Commerce, and residents and landlords on February 11 and March 12, 2010. The committee identified issues that are observable to community stakeholders related to rental housing in single-family districts and provided

feedback on recommendations relative to zoning code amendments for boarding facilities, interdepartmental coordination improvements, modifications of code enforcement operating procedures and public education.

While implementation of all of the recommendations noted above is key to successfully addressing residential rental properties, the focus of the Plan Commission public hearing on this topic is relative to the proposed boarding facilities zoning amendments, as outlined in Attachment 1 of this memorandum. The remaining recommendations can be implemented through internal process improvements, as further outlined below.

PLANNING SERVICES TEAM REVIEW:

Existing Code: Boarding Houses

Naperville permits boarding houses as a conditional use in the R2 (Single-Family and Low Density Multiple-Family Residence) and the C/U (College and University) Districts. There are currently no properties that hold an approved conditional use for a boarding house. No structures are recognized to hold legal nonconforming status for a boarding house[1]. Some properties in the city have either been converted to illegal boarding houses or utilize "boarding rooms" to such an extent that they function as a *de facto* boarding house.

Existing Code: Boarding Rooms in Residential Structures

Boarding rooms are permitted by right for all residential structures, up to two rooms for not more than two occupants per dwelling unit. The rental of boarding rooms is important to housing affordability; in situations where boarding rooms are accessory to a principal household use, the use is accommodated without incident providing benefit to both the property owner and tenant. However, the nature of boarding room rental in some instances, particularly within the R2 District, has resulted in many unrelated, short-term occupants within a single duplex structure. As a result, the boarding rooms cease to be accessory to the household use and the properties function essentially as boarding houses. Attachment 2 provides a summary of the distinctions between boarding rooms and boarding houses.

Code Compliance Issues

Boarding facilities have been found to impose disproportionate neighborhood impacts associated with parking, activity and land use intensity. Additionally, they can house an occupant load that is not supported by the underlying construction of single-family and duplex structures. The city has identified that conversion of residential homes to boarding facilities can burden existing residential water and electric services to such an extent that it presents a life safety danger in violation of the Municipal Code and imposes life safety and habitability concerns with respect to appropriate utility sizing and fixture counts, egress, ventilation and fire suppression. Furthermore, boarding facilities have presented observable exterior impacts related to refuse and parking, including overflow of refuse from inadequate residential refuse or dumpster facilities, parking in required yards and paving of rear yard areas for a parking lot. The Naperville Police

[1] Pursuant to Section 6-10 (Nonconforming Uses) of the Municipal Code, a boarding house must have been lawfully existing at the time of the ordinance amendment pertaining to boarding houses in 1980, and may continue to operate during the remainder of the normal life of the structure or until the building is deteriorated to the extent that it is no longer safe for housing the nonconforming use. A nonconforming use may not be expanded, converted to a permitted use, nor discontinued for a continuous period of six months.

Department reports that boarding facilities have a higher incidence of police calls than other properties in the surrounding residential district, resulting in at least two times more police calls for service. As a result of the issues noted above, boarding facilities are not an appropriate use within residential zoning districts.

Overview of the Proposed Zoning Amendments
The purpose of the proposed amendment for boarding facilities is to modify the Zoning Code for residential zoning districts to further the compatible use of land, prevent congestion, preserve property values, secure the enjoyment of property, and preserve the safety of home life. The proposed zoning amendment for boarding facilities will eliminate the ability to establish or operate a boarding house in any residential district and amortize all facilities that meet the amended definition of a boarding house. It will allow for continued limited rental of boarding rooms under defined conditions within a principal residential use. Proposed conditions for boarding rooms include requirements for owner occupation and access to common areas of the home.

Proposed Amendments to Section 6-1-6 (Definitions)
The Municipal Code currently defines the terms "boarding house", "lodging house" and "rooming house" similarly; all of the terms relate to the rental of rooms for occupants who are other than members of the owner's family. These definitions are synonymous and provide little guidance in the classification of land use, particularly given the definition of "boarding room" which is "a room rented as sleeping and living quarters, but without cooking facilities and with or without an individual bathroom." Boarding, lodging and rooming houses are all conditional uses in the R2 District.

Staff proposes to strike the definitions of "lodging house" and "rooming house" and to modify the definitions of "boarding house" and "boarding room" to provide further clarification of "boarding house" and "boarding room" uses. Following approval of the proposed amendment, boarding rooms will be the only form of boarding use permitted in any residential district. The proposed revisions are included in Attachment 1.

Boarding Houses as a Commercial Use
The proposed boarding facilities amendment recommends reclassification of boarding houses as commercial uses based upon the similarities between boarding houses and hotels/motels, including the provision of temporary accommodations, generation of parking demand in excess of that typically associated with a residential home, and general commercial intent. The city has observed that boarding facilities are arranged in such a manner that tenants reside in individual units, with little or no shared household interaction. The proposed commercial reclassification of boarding houses is consistent with the American Planning Association's "Land-Based Classification Standards".

In accordance with the commercial reclassification, the proposed amendment recommends that boarding houses be allowed as a conditional use in the B3 (General Commercial) or CU

(College/University) Districts moving forward[2]. Existing boarding houses in residential districts must cease within two years after ordinance adoption.

Amendment to Section 6-2-15 (Boarding Rooms in Residential Structures)
Section 6-2-15 (Boarding Rooms in Residential Structures) of the Municipal Code establishes the ability to rent boarding rooms in any dwelling unit, allowing for up to two boarding rooms for not more than two persons. Staff proposes to modify this to achieve the following key objectives:

- Boarding rooms in residential districts must be accessory to the principal residential use
- Two boarding rooms are permitted within an owner-occupied single-family dwelling and one boarding room is permitted for all other owner-occupied dwelling unit types
- Boarding rooms shall be provided access to common areas of the home and shall not impose overflow parking impacts
- Boarding rooms shall comply with all required conditions (number of rooms, owner-occupied structure, access to common areas) within two years after ordinance adoption

The proposed regulation will take effect for all new boarding uses and would amortize existing facilities as described above for a two-year period, expiring in 2012.

All Other Proposed Amendments
Additional amendments to the zoning regulations corresponding to the objectives described above are proposed and provided in Attachment 1.

Proposed Framework Recommendation for Residential Rental Properties
At the time that the City Council initiated amendments for boarding facilities in November, 2009, staff was also directed to evaluate a rental licensing program. Feedback from the stakeholder advisory committee following the Council action indicated that key issues associated with rental property in Naperville are city processes, education (tenants, landlords, property managers), and general code violations (occupancy, nuisance). The advisory committee stressed that problems related to rental housing seemed to focus on a small group of properties, and that solutions proposed should be "right-sized" for Naperville. Staff additionally identified that improved coordination is needed between city departments to provide comprehensive and timely enforcement of chronic property issues, and that existing tools are in place that the city can more effectively utilize to obtain compliance with code issues.

Based upon the advisory committee's feedback and the need for internal process improvements, the recommendation for rental requirements offers a two-tiered approach (refer to Attachment 3). The first tier is a set of four immediate actions that can be accomplished in a short-term period to address issues related to boarding facilities, interdepartmental coordination, city operating procedures and education. The second tier is a set of two policy options for further review, which may be evaluated as needed following implementation of the immediate action steps. Staff does not believe that a residential rental licensing program is needed at this time.

[2] Boarding Houses are currently listed as a conditional use in the CU District.

The proposed recommendation takes a holistic approach to immediately maximize use of existing resources and tools to achieve code compliance, while targeting regulatory solutions to address property uses that have presented chronic issues. Recommendations for immediate action include:

1. Code Amendments for Boarding Facilities to eliminate the ability to establish or operate a boarding house in any residential district and amortize all facilities that meet the amended definition of a boarding house and allow for continued limited rental of boarding rooms under defined conditions within a principal residential use.

2. Interdepartmental Coordination Improvements to improve the internal city processes and facilitate a coordinated approach to enforcement through better communication and information-sharing between the Fire, Police, and TED departments.

3. Revised Code Enforcement Operating Procedures, including increased use of citations to obtain code compliance in appropriate situations. The initial objective will remain voluntary compliance with all city codes; however in situations where the property owner does not resolve outstanding violations or presents ongoing issues, citations and administrative warrants will be utilized as necessary.

4. Public Education and Outreach to increase resident and property owner information regarding city requirements for property maintenance, particularly with respect to exterior maintenance and life safety, as well as procedures for compliance. Expanded outlets for Crime-Free Housing information to all landlords will be evaluated.

Staff is confident that the proposed immediate action steps will address the majority of issues that led to initiation of this study. Two additional items for future consideration – residential rental licensing and a chronic nuisance abatement ordinance – are outlined in Attachment 3 and may be evaluated by the City Council at a future date as needed.

The proposed two-tier approach was presented to the advisory committee on March 12, 2010. The committee expressed general consensus for the proposal, particularly with respect to educational components. On the topic of rental licensing, the majority of the committee expressed concern about overly broad impacts relative to the rental property issues that were observed and articulated to date. Staff concurs with the committee's concerns related to matching the scope of the solution to the size of the problem.

On the topic of boarding facilities, the committee expressed concern that allowing boarding rooms in a residential structure may provide a loophole for continued boarding house operations and recommended that boarding rooms be either: a) associated with an owner-occupied structure; or b) subject to a sub-lease by the primary occupant *only* (i.e., landlord cannot select an unrelated/unknown boarding tenant to occupy the structure with the primary tenant). The committee's recommendation relative to owner-occupied structures is included in the proposed amendment.

ATTACHMENTS:

1. Boarding Facilities – Attachment 1 – Draft Amendment for Boarding Facilities
2. Boarding Facilities – Attachment 2 – Boarding Houses/Boarding Rooms Comparison

3. Boarding Facilities – Attachment 3 – Recommended Framework Approach for Residential Rentals

PREPARED BY:

CITY OF NAPERVILLE
LEGAL DEPARTMENT
630/420-4170

RETURN TO:

CITY OF NAPERVILLE
CITY CLERK'S OFFICE
P.O. BOX 3020
400 SOUTH EAGLE STREET
NAPERVILLE, IL 60566-7020

P.C. Case #10-1-028

ORDINANCE NO. 10-__

ORDINANCE AMENDING CHAPTER 1 (DEFINITIONS), CHAPTER 2 (GENERAL ZONING PROVISIONS), CHAPTER 6 (RESIDENCE DISTRICTS), CHAPTER 7 (BUSINESS DISTRICTS) CHAPTER 9 (OFF-STREET PARKING) AND CHAPTER 10 (NONCONFORMING USES) OF TITLE 6 (ZONING REGULATIONS) OF THE NAPERVILLE MUNICIPAL CODE PERTAINING TO BOARDING ROOMS, BOARDING HOUSES AND NONCONFORMING USES

WHEREAS, the City of Naperville, in its authority as a Home Rule community, has enacted Zoning Regulations for the purpose of improving and protecting the public health, safety, comfort, convenience and general welfare of the people; and

WHEREAS, the City of Naperville has legitimate and reasonable government interests in implementing zoning regulations that protect properties from fire and other dangers, that enhance and conserve the taxable value of land and buildings, to lessen or avoid congestion in the public streets; and

WHEREAS, the City of Naperville has the lawful authority to implement regulations to limit the intensity of areas, to classify, regulate and restrict the location of different uses including business and residential, to prohibit uses that are incompatible with the character of specific zoning districts; and

WHEREAS, the City of Naperville has the lawful authority to classify, to regulate and restrict the use of property on the basis of family relationship; and

WHEREAS, it is a legitimate government interest and an appropriate application of zoning to establish residential zoning districts, which exclude business and trade to prevent congestion, preserve property values, secure quiet residential districts, increase the safety of home life, and prevent street accidents; and

WHEREAS, the Comprehensive Plan of the City of Naperville provides that the environment and livability of neighborhoods within the community must be preserved, including protection from incompatible activities or land uses which have a negative impact on the residential environment; and

WHEREAS, the City of Naperville has a legitimate government interest in protecting property values, ensuring orderly development and regulating land uses for the purposes of density; and

WHEREAS, the American Planning Association, in its "Land-Based Classification Standards" has established a functional distinction between private households and boarding or rooming houses, classifying the latter in the category of "hotels, motels or other accommodation services"; and

WHEREAS, full service hotels, hotels and motels are currently permitted in commercial zoning districts; and

WHEREAS, Section 15 (Boarding Rooms in Residential Structures) of Chapter 2 (General Zoning) of Title 6 (Zoning Regulations) of the Naperville Municipal Code establishes regulations governing the rental of boarding rooms in single-family, duplex, single-family attached and multiple-family dwellings; and

WHEREAS, under the current zoning regulations established in 1980, boarding houses may only be established through approval of a conditional use in the R2 (Single-Family and Low Density Multiple-Family Residence) District and the CU (College and University) District pursuant to Article C (R2 Single-Family and Low Density Multiple-Family Residence District) of Chapter 6 (Residence Districts) and Article G (College/University District) of Chapter 7 (Business Districts) of Title 6 (Zoning Regulations); and

WHEREAS, boarding and rooming houses present similar characteristics to hotels and motels through provision of temporary accommodations, generation of parking demand in excess of that typically associated with a residential home, and general commercial intent; and

WHEREAS, the Supreme Court of the United States stated in *Village of Belle Terre v. Boraas* that "boarding houses, fraternity houses and the like present urban problems. More people occupy a given space; more cars rather continuously pass by; more cars are parked; noise travels with crowds" and acknowledged that it is justifiable for municipalities to establish land

use guidelines addressing family needs, and to provide zones where family values, youth values and the blessings of quiet seclusion and clean air make the area a sanctuary for people; and

WHEREAS, the activities and functional characteristics of boarding and rooming houses are in conflict with the intent of the City of Naperville's residential districts to provide primary residence for the quiet enjoyment of property owners and tenants by minimizing negative impacts associated with noise, traffic, parking, density and land use intensity; and

WHEREAS, the City Council has determined that some persons who own or control real property for the purpose of operating a boarding or rooming facility have allowed their property to be used for illegal purposes and have otherwise failed to properly maintain their property, and such property has become a chronic nuisance which has created significant impact upon the living conditions of the city's neighborhoods and has raised justifiable and reasonable concerns about public safety; and

WHEREAS, conversion of residential dwelling units to boarding houses has been found to burden existing residential water and electric services to such an extent that it has presented a life safety danger in violation of the Municipal Code; and

WHEREAS, boarding houses impose life safety and habitability concerns with respect to the adequacy of construction, including appropriate utility sizing and fixture counts, egress, ventilation and fire suppression, as well as appropriate inspections to ensure Building and Property Maintenance Code compliance; and

WHEREAS, boarding houses present observable exterior impacts related to refuse and parking, including overflow of refuse from inadequate residential refuse or dumpster facilities, parking in required yards and paving of rear yard areas for a parking lot; and

WHEREAS, the Naperville Police Department reports that boarding houses and properties used as boarding houses have a higher incidence of police calls than other properties in the surrounding residential district, resulting in at least two times more police calls for service, and often substantially more; and

WHEREAS, the City of Naperville has a legitimate government interest in classifying boarding houses as a commercial use consistent with the city's experience and the existing zoning of hotels, and motels; and

WHEREAS, the letting of individual boarding rooms as an accessory use within an owner-occupied single household in a limited manner, however, is incidental to the primary use of the structure as a residence and therefore is not a detriment to the overall character of a residential neighborhood; and

WHEREAS, current ordinances allow two (2) boarding rooms per dwelling unit for not more than two (2) persons per dwelling unit; and

WHEREAS, the City of Naperville's current ordinances pertaining to boarding houses and boarding rooms create ambiguities associated with the classification of land use and appropriate enforcement of zoning; and

WHEREAS, the current boarding room provisions create instances in which the occupancy of dwelling units by persons unrelated to the primary household may be doubled, thus imposing disproportionate impacts associated with parking, activity and land use intensity for two-family and multiple-family dwelling units and in these instances, boarding room cease to be an accessory function of the single household residential use; and

WHEREAS, the City has a legitimate interest in decreasing congestion, traffic, noise in residential areas and to assure that residential zones are preserved for their intended uses; and

WHEREAS, the City Council has determined that it is appropriate and in the best interest of the city to promote the public health, safety and welfare by amending the Naperville Municipal Code as provided herein; and

WHEREAS, the City of Naperville has given individual notices and general public notice and conducted public hearings with respect to the amendment as required by law;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF NAPERVILLE, DUPAGE AND WILL COUNTIES, ILLINOIS, in exercise of its home rule authority, as follows:

SECTION 1: Section 6 (Definitions) of Chapter 1 (Zoning Title, Purpose, Definitions) of Title 6 (Zoning Regulations) is hereby amended by deleting the stricken language and adding the underlined language as follows:

6-1-6: DEFINITIONS: In the construction of this Title the definitions contained in this Section shall be observed and applied, except when the context clearly indicates otherwise. The following definitions of word use shall apply:

BOARD * * *

BOARDING HOUSE: A ~~residential~~ building, structure or portion thereof which contains boarding rooms for rent on a short term basis, in which occupants reside in separate living spaces under individual rental arrangements and for varying periods of time. Some services, such as laundry and cleaning, may be supplied. The presence of certain structural features to the dwelling unit shall constitute evidence that the structure is operating as a boarding house, including, but not limited to, (1) separate double key or

other locking mechanisms on internal bedroom doors which have the purpose of preventing access while the bedroom is not occupied; or (2) multiple mailboxes on the house or property; or (3) locked or partitioned inside stairwells or doors physically separating parts of the house; or (4) separate electrical meters; or (5) separate kitchens or food preparation appliances in individual living spaces; or (6) multiple exterior entrances to living spaces in addition to the common entrance; or (7) lack of access to living areas which accommodate residents for a household purpose (i.e., living room, kitchen). Except as provided above, a boarding house does not encompass a situation where a property owner rents a residential structure through provision of a single lease to tenants who intend to occupy it as a shared home for an extended duration. ~~accommodating those who are not members of the owner's family and which is other than an apartment hotel, bed and breakfast establishment, dormitory, hotel or motel.~~

BOARDING ROOM: This term refers to a ~~A~~ room within a principal residential structure that is rented as sleeping and living quarters, but without cooking facilities and with or without an individual bathroom, which provides access to common areas of the home including the entry, living, kitchen and bathroom areas and does not possess characteristics of a Boarding House.

~~LODGING HOUSE: A residential building, structure or portion thereof which contains lodging rooms for rent accommodating persons who are not members of the owner's family and which is other than an apartment hotel, bed and breakfast establishment, dormitory, hotel or motel.~~

~~ROOMING HOUSE: A residential building, structure or portion thereof which contains rooms for rent accommodating persons who are not members of the owner's family and which is other than an apartment hotel, bed and breakfast establishment, dormitory, hotel or motel and does not include a nursing home or residential care home~~

SECTION 2: Section 15 (Boarding Rooms in Residential Structures) of Chapter 2 (General Zoning Provisions) of Title 6 (Zoning Regulations) is hereby amended by deleting the stricken language and adding the underlined language as follows:

6-2-15:BOARDING FACILITIES ~~ROOMS IN RESIDENTIAL STRUCTURES~~

1. Boarding Houses: New Boarding Houses established after MONTH DATE, 2010 shall be subject to approval of a conditional use in the B3 (General Commercial) Business District only, subject to provisions contained in Section 6-7C-3 (B3 District, Conditional Uses) of the Naperville Municipal Code. Nothing herein shall be construed as a prohibition on the property owner's ability to rent a residential structure through the provision of a single lease to an individual or group of

individuals who intend to occupy the structure as a shared home, and which does not qualify as a Boarding House as defined in Section 6-1-6 of this Code.

2. Boarding Rooms in Residential Districts: The rental of Boarding Rooms in single-family detached dwellings, two-family dwellings, duplexes, single-family attached dwellings, and multiple-family dwelling units shall be permitted as accessory to the principal residential use of the dwelling unit; provided, that there shall be not more than two (2) Boarding Rooms per owner-occupied single-family dwelling unit ~~for not more than two (2) persons per dwelling unit~~ and not more than one (1) Boarding Room per owner-occupied duplex, single-family attached dwelling, or multiple-family dwelling. Boarding Rooms as permitted in herein shall provide access to common areas of the home including the entry, living, kitchen and bathroom areas, and shall not possess characteristics of a Boarding House as defined in Section 6-1-6 of this Code. Boarding Rooms shall not be permitted to impose overflow parking impacts onto the public right-of-way or an unapproved surface.

3. Amortization of Boarding Houses and Structures with Boarding Rooms

3.1. Boarding Houses: Boarding Houses, as defined herein or lawfully established prior to MONTH DATE, 2010 shall be permitted to continue operating in accordance with provisions of law and the Municipal Code related to nonconforming uses. However, the use of all such structures for the purpose of operating a Boarding House shall cease on or before MONTH DATE, 2012 at which time structures may be converted to a use permitted by the zoning designation applicable to the property in question.

3.2. Structures with Boarding Rooms: All residential structures with two Boarding Rooms, as defined herein or lawfully established prior to MONTH DATE, 2010, shall be permitted to continue operating in accordance with provisions of law and the Municipal Code related to nonconforming uses. However, all such structures shall achieve compliance with the provisions of Section 6-2-15:2 on or before MONTH DATE, 2012.

SECTION 3: Sub-section 3 (Conditional Uses) of Article C (R2 Single-Family and Low Density Multiple-Family Residence District) of Chapter 6 (Residence Districts) of Title 6 (Zoning Regulations) is hereby amended by deleting the stricken language as follows:

6-6C-3: CONDITIONAL USES:

The following conditional uses may be permitted in specific situations in accordance with the procedures outlined in Section 6-3-8 and Chapter 4 of this Title, as appropriate:

1. Any conditional use in the R1A district.

~~2. Boarding, lodging and rooming houses.~~

3. Clubs, lodges, and meeting places for organizations, not including any use that is customarily conducted as a gainful business.

SECTION 4: Sub-section 3 (Conditional Uses) of Article C (B3 General Commercial Business District) of Chapter 7 (Business Districts) of Title 6 (Zoning Regulations) is hereby amended by adding the underlined language as follows:

6-7C-3: CONDITIONAL USES:

The following conditional uses may be permitted in specific situations in accordance with the procedures outlined in Section 6-3-8 and Chapter 4 of this Title, as appropriate:

1. * * *

20. Boarding Houses

SECTION 5: Sub-section 3 (Conditional Uses) of Article G (College/University District) of Chapter 7 (Business Districts) of Title 6 (Zoning Regulations) is hereby amended by deleting the stricken language as follows:

6-7G-3: CONDITIONAL USES:

The following conditional uses may be permitted in specific situations in accordance with the procedures outlined in ~~s~~Section 6-3-8 and ~~c~~Chapter 4 of this ~~t~~Title, as appropriate:

1. * * *

2. Boarding~~, lodging and rooming~~ Houses

SECTION 6: Section 3 (Schedule of Off Street Parking Requirements) of Chapter 9 (Off Street Parking) of Title 6 (Zoning Regulations) is hereby amended by deleting the stricken language and adding the underlined language as follows:

6-9-3: SCHEDULE OF OFF STREET PARKING REQUIREMENTS:

1. Parking Class No. 1—Residential Uses:

Dwelling, Multiple Family	*	*	*
~~Apartment hotel~~	~~5 parking spaces per each 1,000 square feet of gross floor area~~		
~~Boarding House~~			

~~Dormitory~~			
~~Fraternity~~			
~~Lodging house~~			
~~Rooming house~~			
~~Convalescent Home~~	~~1 parking space per each 4 beds based on rated design capacity~~		
~~Nursing Home~~			
2.-4. *	*	*	

5. Parking Class no. 5 – Services And Institutions

Hotel	*	*	*
Motel			
Apartment Hotel	5 parking spaces per each 1,000 square feet of gross floor area		
Boarding House			
Dormitory			
Fraternity			
Convalescent Home	1 parking space per each 4 beds based on rated design capacity		
Nursing Home			

SECTION 7: Section 4 (Registration of Nonconforming Uses) of Chapter 10 (Nonconforming Uses) of Title 6 (Zoning Regulations) is hereby amended by deleting the stricken language as follows:

~~**6-10-4: REGISTRATION OF NONCONFORMING USES:** The Zoning Administrator shall maintain a system of registration of all nonconforming uses. Such registration system shall include provision for notification of owners by the City regarding the uses of buildings, structures, or parcels of land in their ownership which do not conform to the use regulations of the zoning districts in which they are located, of their status and of the regulations applicable to such nonconforming uses.~~

SECTION 8: This Ordinance shall be in full force and effect upon its passage and approval.

PASSED this _____ day of _____, 2010.

AYES:

NAYS:

ABSENT:

APPROVED this ____ day of _____, 2010.

_____

A. George Pradel
Mayor

DRAFT

ATTEST:

_____

Pam LaFeber, PhD
City Clerk

DRAFT

Boarding Rooms vs. Boarding Houses

	Boarding Rooms	Boarding Houses
Definition	A room rented as sleeping and living quarters without cooking facilities or a separate bathroom.	A house containing multiple boarding rooms.
Applicability	Permitted by right in any residential zoning district.	Allowed as a conditional use in the R2 zoning district.
Limitations	Maximum of 2 boarding rooms per dwelling unit for not more than 2 persons per dwelling unit.	Maximum number of boarding rooms per dwelling unit is limited by building codes.
City Locations	Citywide. Specific addresses unknown.	None.

DRAFT SOLUTIONS FRAMEWORK: RENTAL REQUIREMENTS IN SINGLE-FAMILY DISTRICTS

Code Amendments

- **Amend** the Municipal Code:
  - Reclassify boarding houses as "commercial"
  - Amortize boarding houses in residential districts
  - Revise regulations for boarding rooms

- Responsive to issue of occupancy (zoning compliance, overcrowding)
- Secondary effect of reducing chronic issues for some properties
- Clearly distinguish between boarding room & boarding house

Internal Communication

- **Refine** procedures for information-sharing between departments to identify chronic issues and coordinate enforcement actions

- Responsive to issue of administrative process & "repeat offenders"

Operating Procedures

- **Refine** procedures for case management, external communication, and chronic property issues
- **Improve** clarity of procedures for gaining administrative warrants in appropriate situations

- Responsive to issues of administrative process & "repeat offenders"

Education

- **Increase** outreach about tenant and landlord rights/responsibilities
- **Increase** community outreach about neighbor rights/responsibilities

- Responsive to issue of education about rights/responsibilities
- Secondary effect of reducing infractions of Property Maintenance Code

If the above framework is ineffective in addressing issues surrounding rental properties in residential districts, and upon Council direction:

Chronic Nuisance Property Abatement	• **Establish** criteria relative to police activity, building violations, and code violations that constitute a chronic nuisance property • **Determine** appropriate penalties, including fines, cost recovery for services and revocation of occupancy, for property owners who do not abate chronic nuisance issues.
Rental Registration/ Licensing	• **Require** registration or licensing for landlords in all single-family districts • **Educate** landlords about housing and property maintenance standards • **Incorporate** procedures for inspection

3/12/2010