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PLANK ROAD STUDY



Naperville

Transportation, Engineering, and Development Business Group

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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 A: 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.

2.1 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.

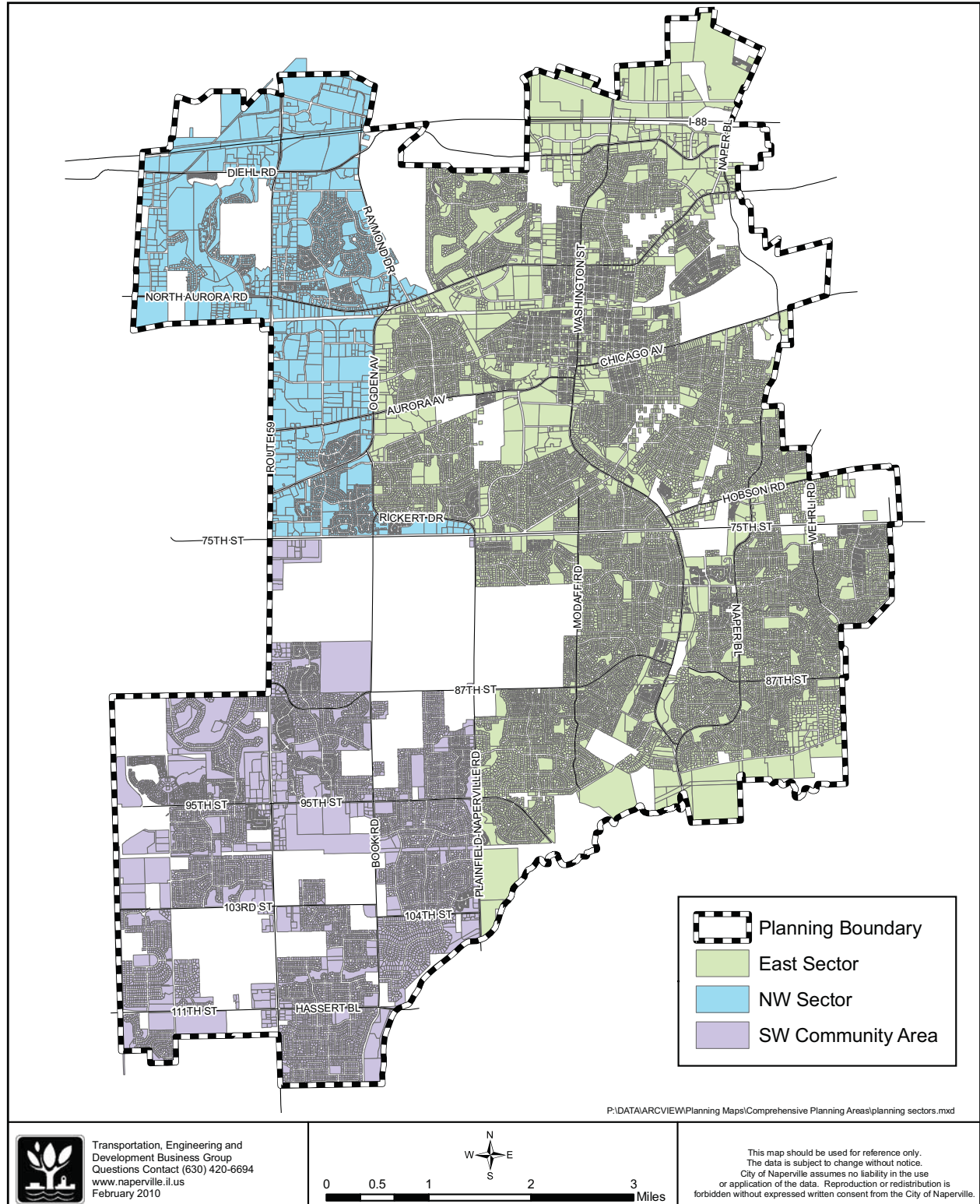
In order to re-examine the 1998 East Sector Plan and provide updated guidance and policy direction for the future development of the East Sector, on August 6, 2007, the Naperville City Council initiated amendments to the East Sector Plan. The Plan will be updated through a series of eight small area 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:

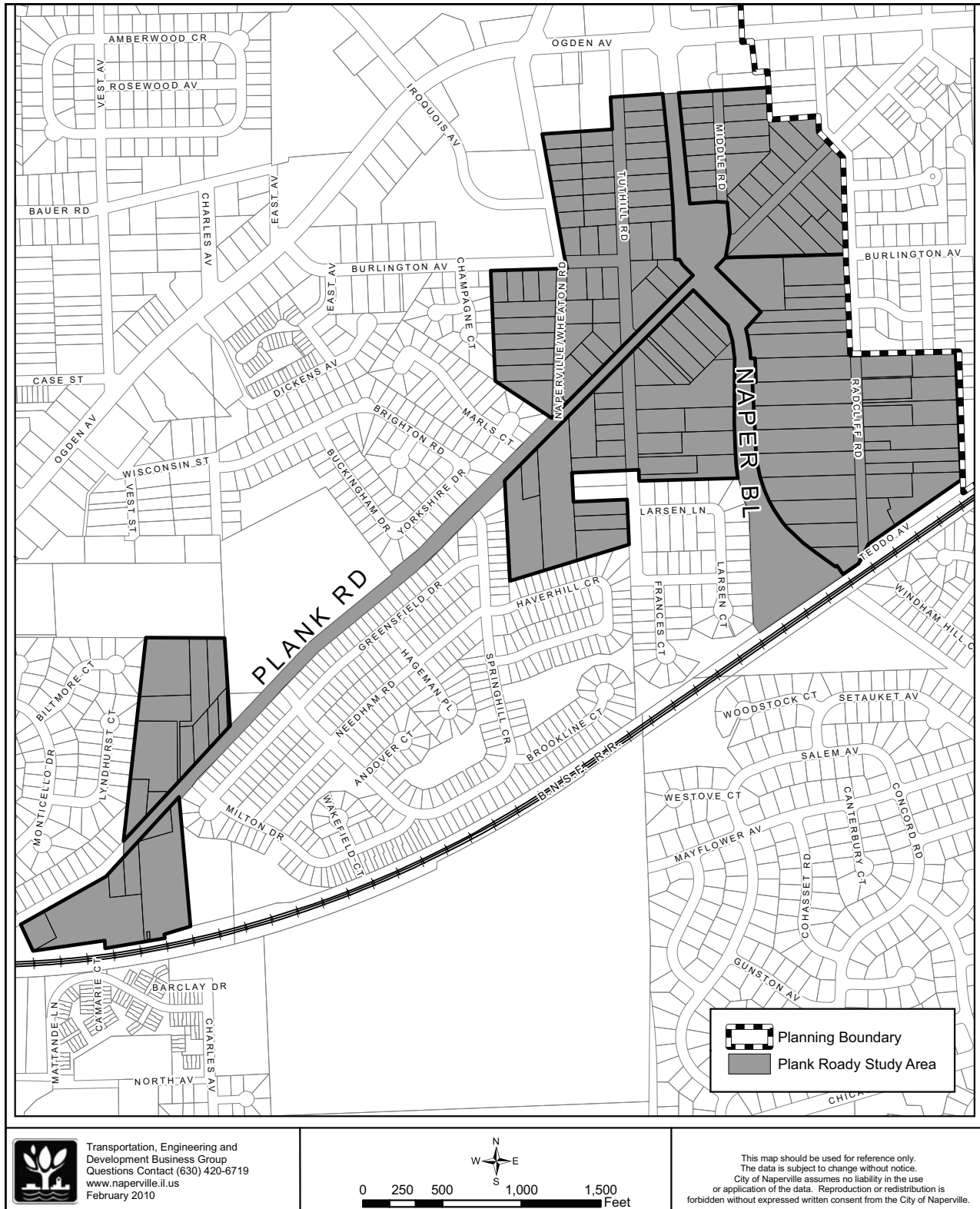
1. Re-evaluate the 1998 East Sector Update and establish recommendations that will guide the future land use and density of property within the study boundary.
2. Evaluate and identify opportunities in relation to the transportation network serving the area including the roadways, sidewalks, vehicular, 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

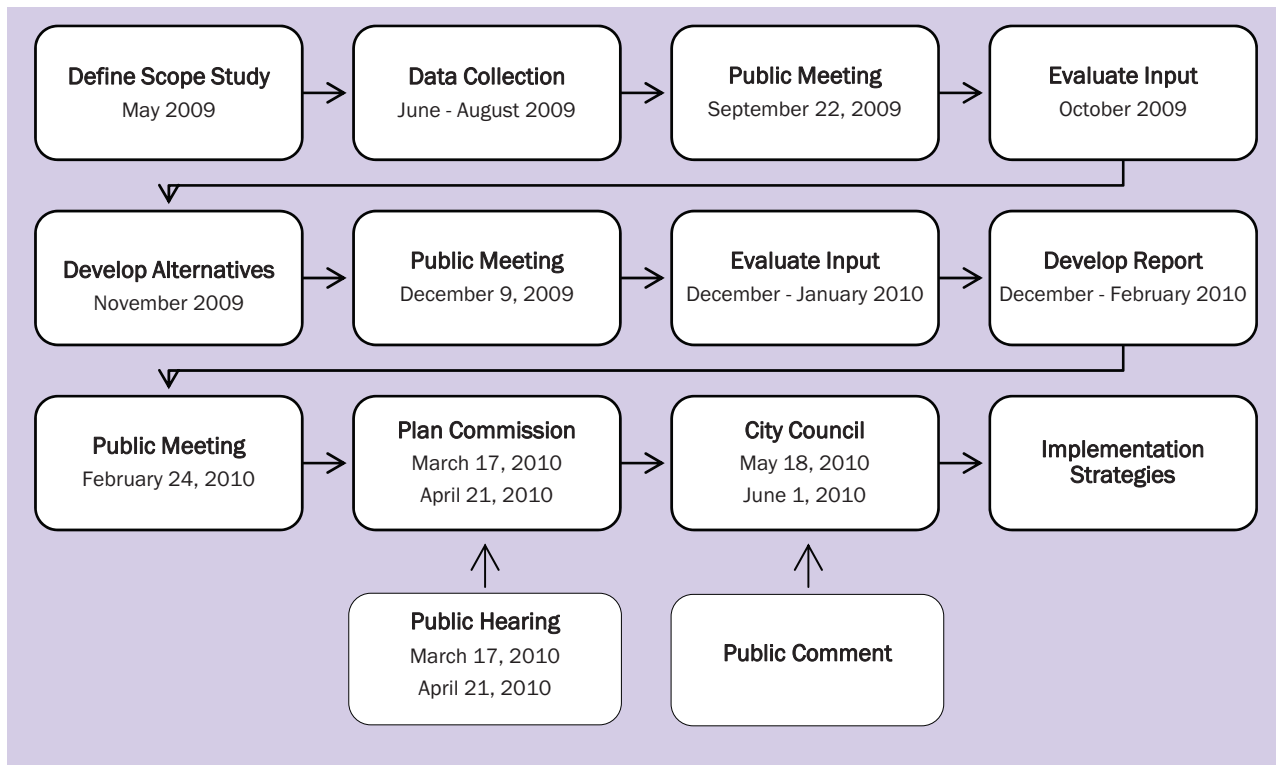
The planning process for the Plank Road Study was initiated in May 2009 and progressed over the course of approximately one year (see below). Throughout the process, the city solicited information from the public to understand factors affecting the area and key considerations for land use.

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 April 21, 2010, the Plan Commission recommended approval of the Plank Road Study (8:0 Approved).

Public comments received during the planning process are included as *Appendix B: Summary of Public Input* (available under a separate cover).

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 A: Property Catalogue*.

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>

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.

3.0 Existing Conditions

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

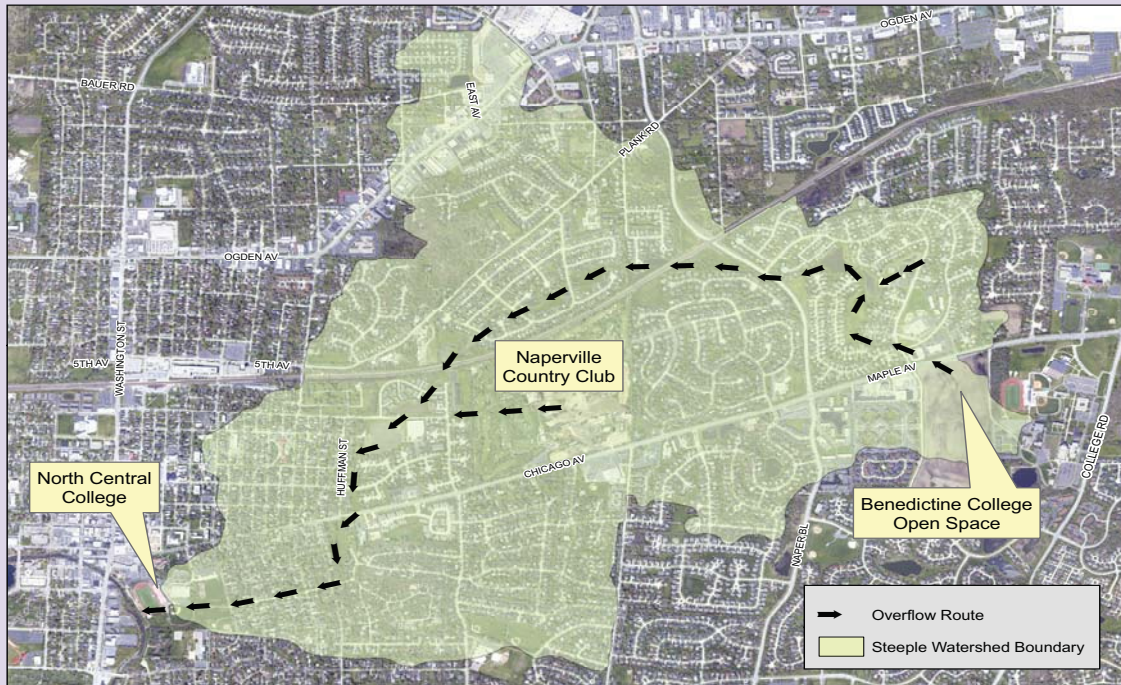
Upon annexation, properties are connected to City of Naperville water, sewer and electric utility services. All sub-areas have the ability to connect to city utilities through annexation, but the cost of service extension will vary depending on the location of existing services in proximity to the property 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.

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

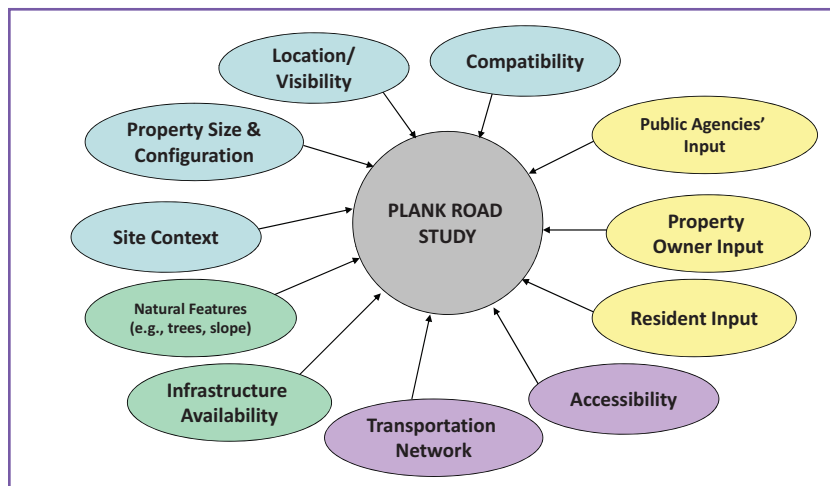
Utilizing all study factors (i.e., existing land use, existing zoning, natural features, infrastructure and community input), the following four sections have been developed to serve as a general policy to guide future development and redevelopment of the Plank Road Study Area (see *Figure 5: Factors 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

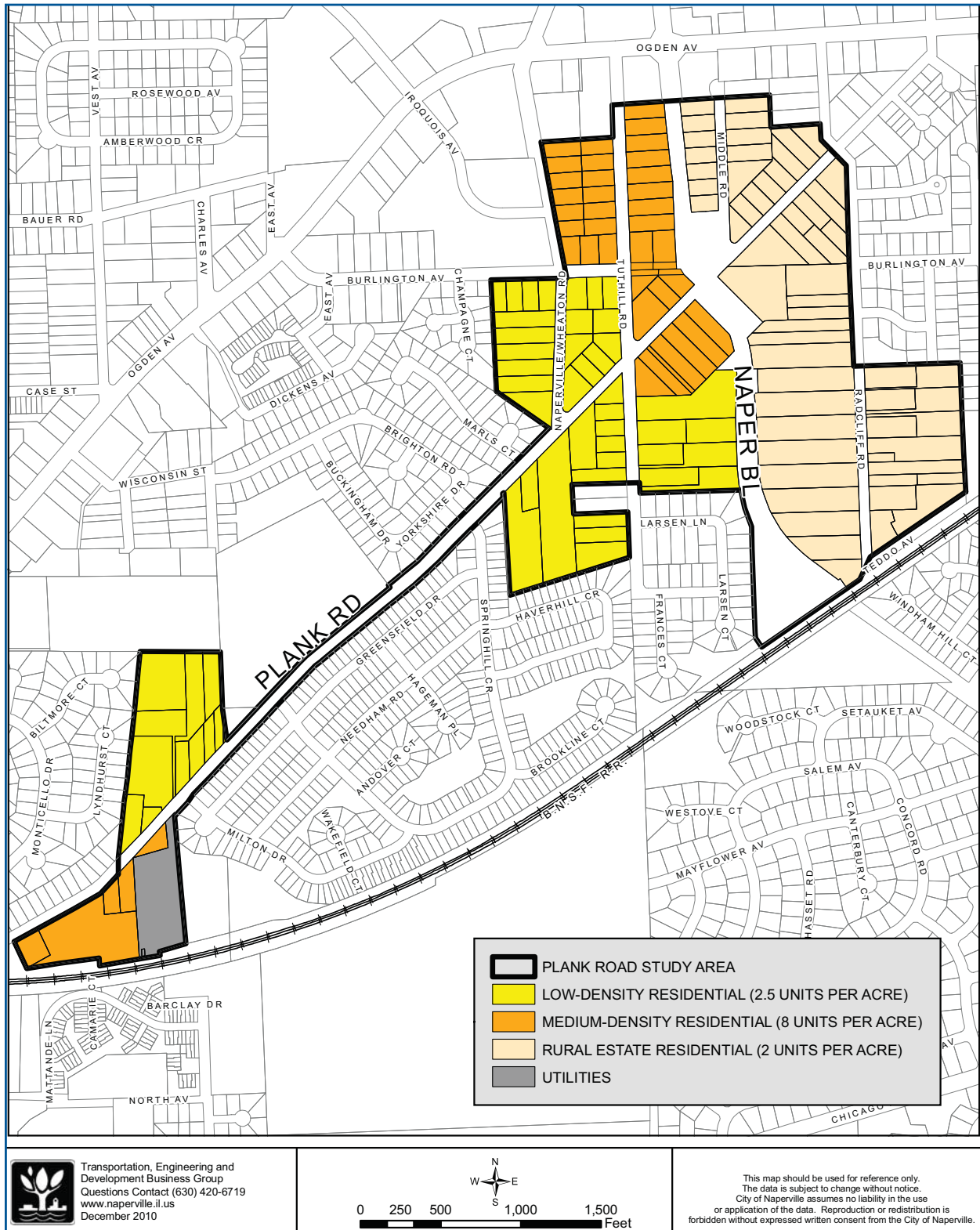
It is important to note that while the Future Land Use Map designates a general land use category for each parcel in the Plank Road Study Area, it comprises only one component of the recommendations for the study. Supporting sub-area descriptions, goals, objective statements and supplemental recommendations 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

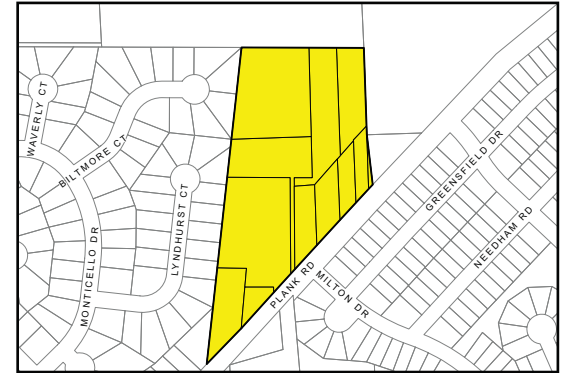
4.3 SUB-AREA RECOMMENDATIONS



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.

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:

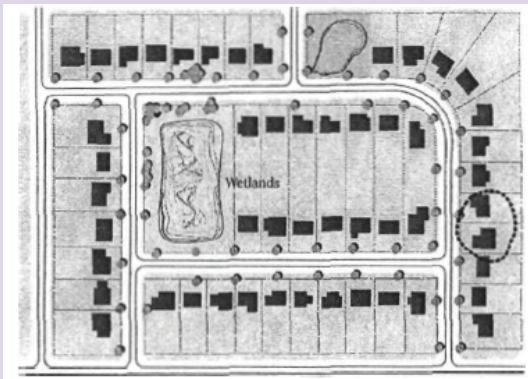
The entire area is assessed to identify primary and secondary conservation areas. Primary conservation areas would be classified as areas of steep slope, wetland, floodplain and the like. Secondary conservation areas include stands of mature trees and scenic views.

STEP 2:

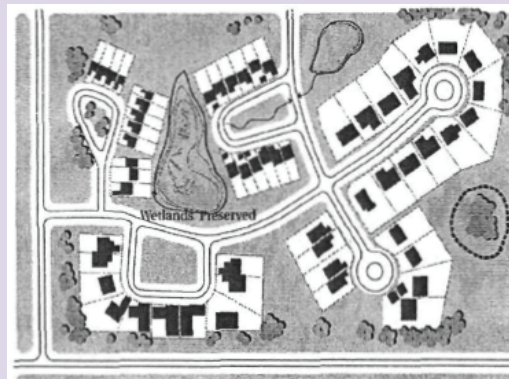
Setting aside the primary and secondary conservation areas, potential residential development areas are identified in the remaining area.

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

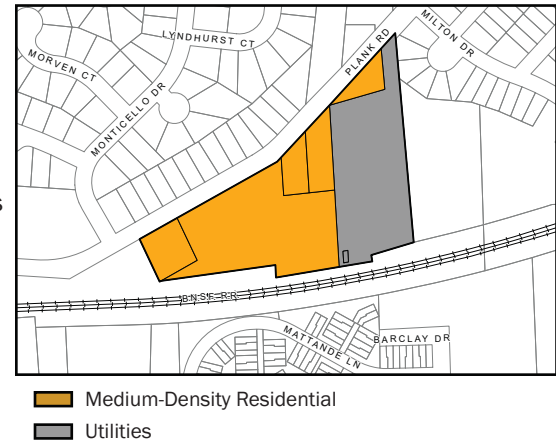


Sub-Area 2

“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



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

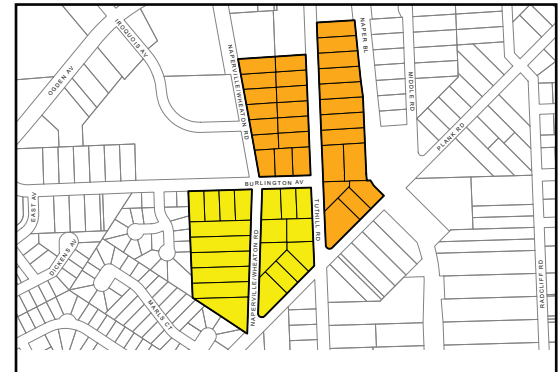


Sub-Area 3

Within Sub-Area 3, “Medium-Density Residential” is 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. 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.

Future Land Use Map



Orange Medium-Density Residential
Yellow Low-Density Residential

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.**

4.0 Future Land Use



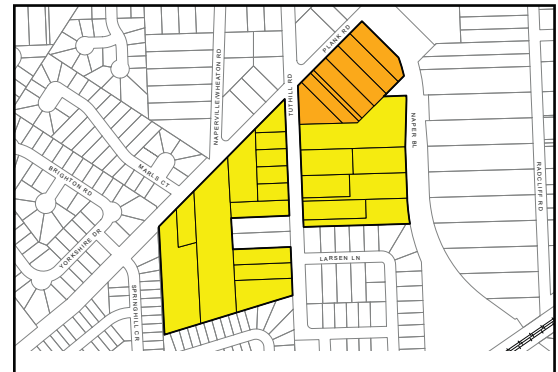
Sub-Area 4

“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 in the area shown

in orange on the map at the right, 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



- Orange Medium-Density Residential
- Yellow 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

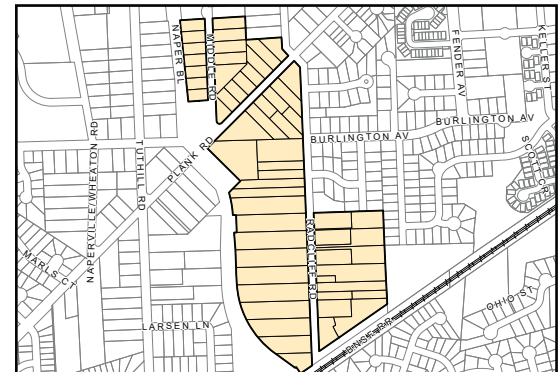
The resubdivision of existing lots in Sub-Areas 5 and 6 has been fairly limited to date. As such, there is a generally consistent lot size and width, which contributes significantly to the rural character of these neighborhoods. Departures from this established pattern, such as smaller lots on improved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

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.

Future Land Use Map



Yellow box legend: Rural Estate Single-Family Residential

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.

4.0 Future Land Use

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).**

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.

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.

Access to Naper Boulevard is to be fully controlled (e.g. restricted) in accordance with the 1979 Final EIS for Naper Boulevard DuPage and Will Counties, IL prepared by the U.S. Department of Transportation. Any requests for access could only be considered through an amendment to the EIS.

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.

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.

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.

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.

Did you know?

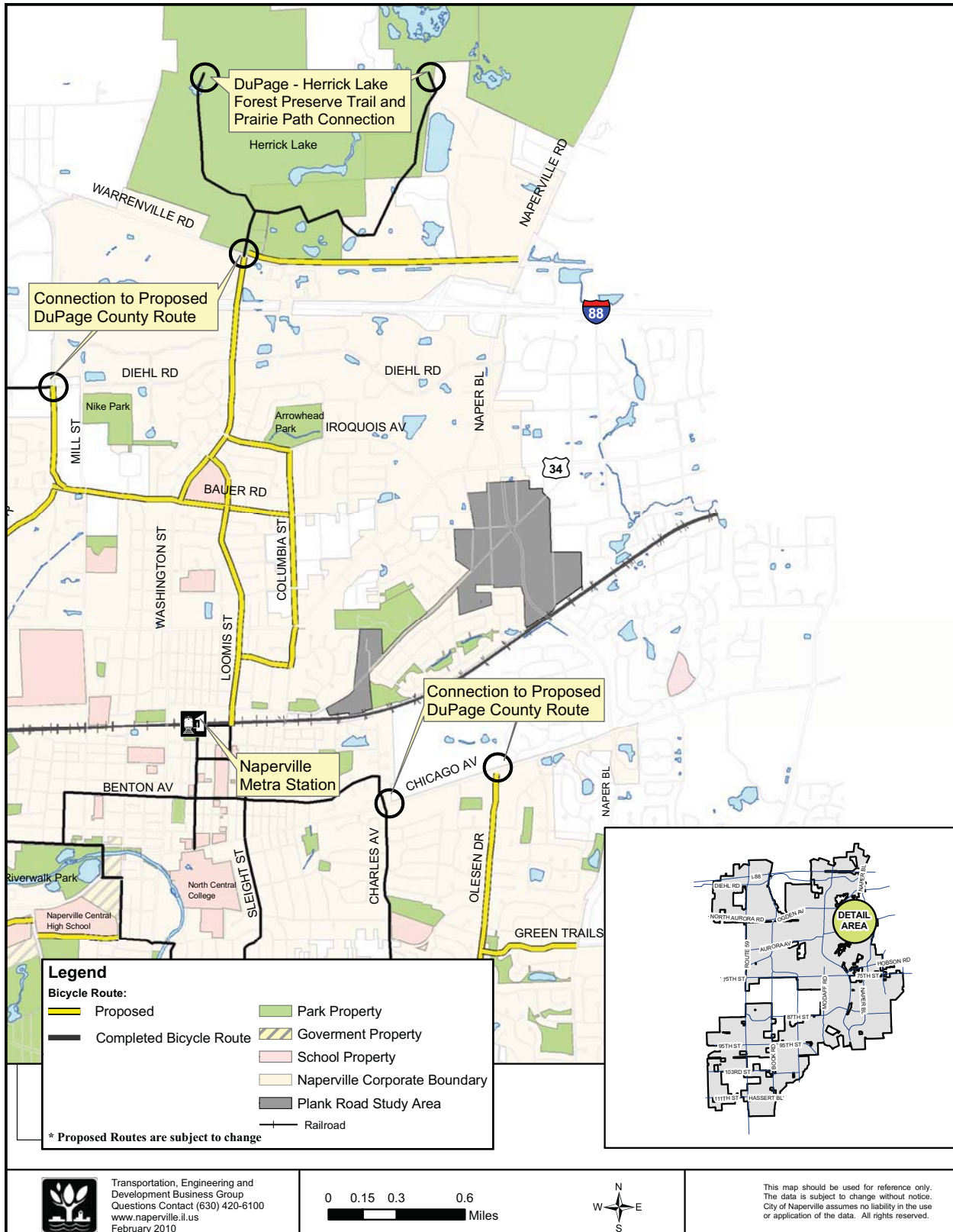
The **City of Naperville Bicycle Implementation Plan** guides the establishment of new bicycle facilities throughout the city. Each fiscal year, staff prepares a work program that outlines which tasks will be accomplished during that year in order to implement routes identified in the Bicycle Implementation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

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*.

5.0 Transportation and Access

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



5.0 Transportation and Access

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.

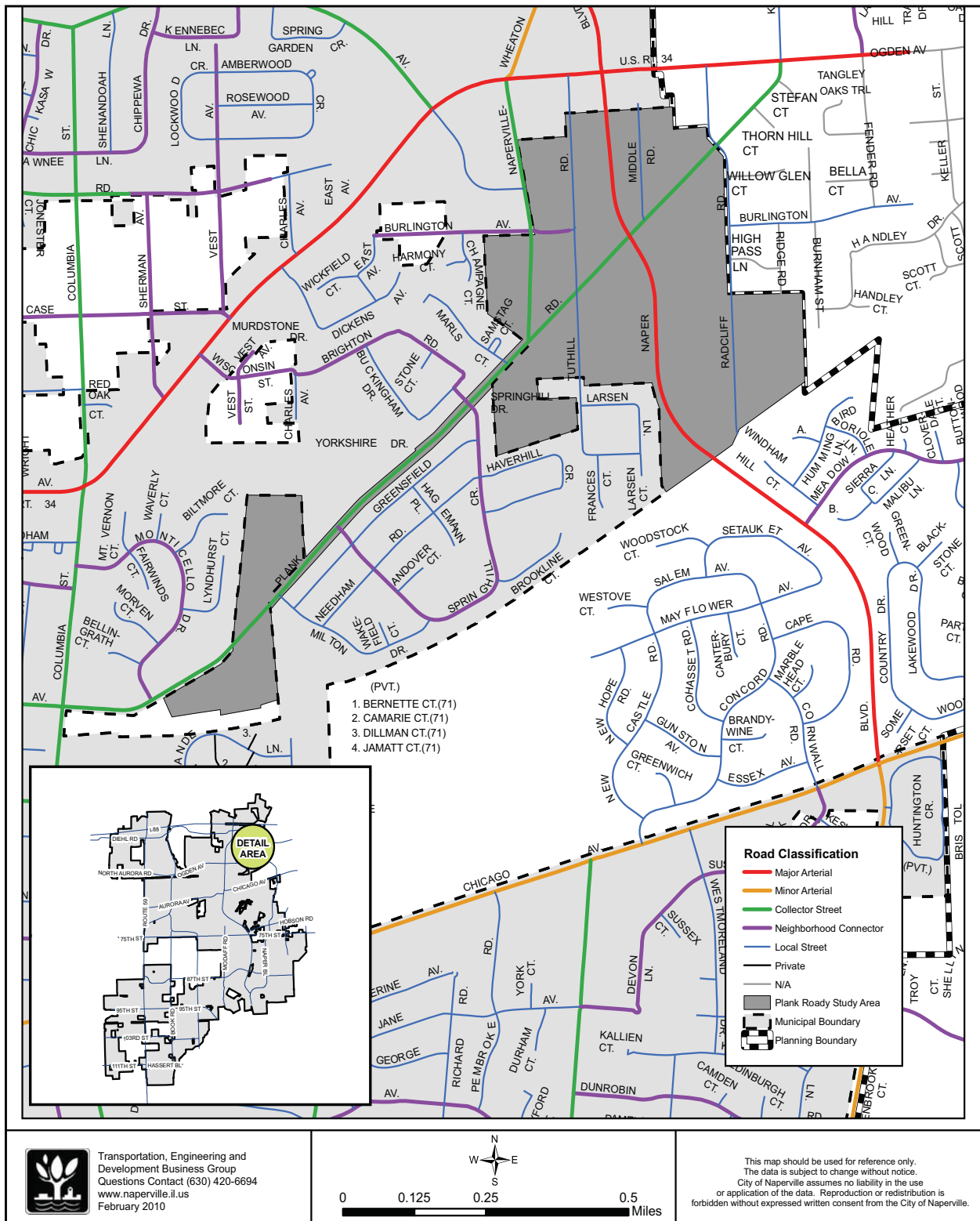
Did you know?

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.

5.0 Transportation and Access

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 on Naper Boulevard to maintain function as a Major Arterial roadway. Restricted access may be considered only through an amendment to the Naper Boulevard EIS.

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.

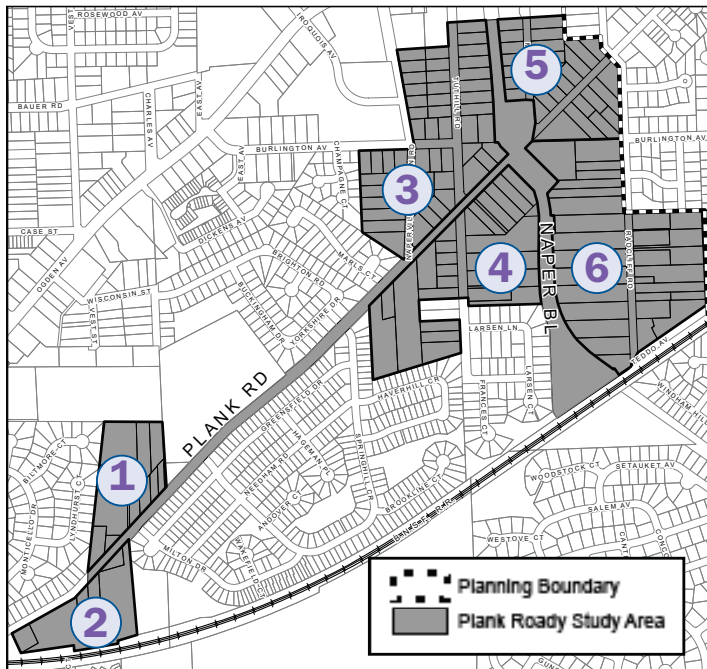
Action E. Coordinate with the Village of Lisle to provide connectivity with future bicycle and pedestrian improvements as identified in the *Village of Lisle Bicycle and Pedestrian Plan*.

Appendix A - 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 A - 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.



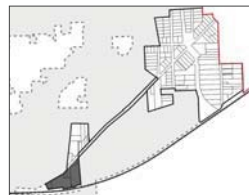
View of an interior walking path in Seager Park.

Appendix A - 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.



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

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.



Properties fronting Plank Road.



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

Appendix A - 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.



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

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.



View of Tuthill Road looking north.



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

Appendix A - 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.



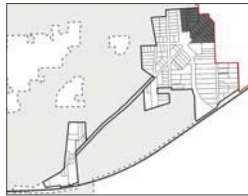
Vacant property located in the sub-area fronting the south side of Plank Road.

Appendix A - 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.



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

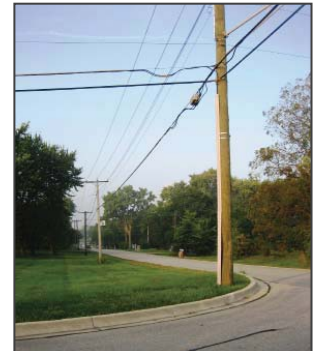
KEY FEATURES

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.



Properties fronting Plank Road looking west from Radcliff Road.



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

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.

Appendix A - 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.