

Naperville Comprehensive Master Plan

1996
NORTHWEST SECTOR
REVISION

PLANNING SERVICES TEAM



Naperville

Honorable Mayor and Council
City of Naperville
Municipal Building
Naperville, Illinois

Dear Mayor and Council:

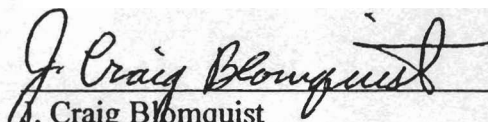
We are pleased to submit this final document: **1996 Northwest Sector Revision**, in both text and maps, as prepared by the Plan Commission and staff, and adopted by you on July 2, 1996, by Ordinance #96-109.

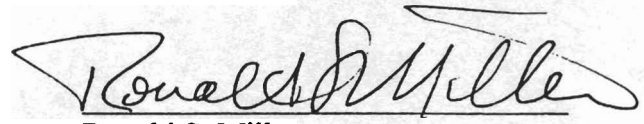
This Plan is based on intensive study that included an inventory and analysis of existing land uses and other relevant elements and on comments received during public meetings and by mail.

In most communities, the Plan Commission merely reviews plans prepared by the planning staff or consultants. However, this Northwest Sector Plan was conceived by our Plan Commission and staff working as a team in a series of workshops during which many concepts were discussed, and then either adopted or discarded. Therefore, the Plan presented on the following pages, was prepared with intelligent forethought to community needs and wishes by indicating the most appropriate uses of land for this 6.7 square mile sector of Naperville in terms of location, topography, condition, existing uses, and community needs.

It is important to note that this Plan is only a long-range guide and is based on the best information we now have as to anticipated future needs. It will always be implemented as a flexible instrument that will change over time in order to reflect future physical, social, and economic conditions that were unseen and unanticipated when the Plan was formulated and adopted. As a guide, it will serve the Council, its Boards and Commissions, and all residents when making decisions about the City's future growth.

Sincerely,


J. Craig Blomquist
Acting Director - DCD


Ronald S. Miller
City Manager

CITY OF NAPERVILLE

June 4, 1996

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INTRODUCTION

INTRODUCTION

Background

Naperville, Illinois is a medium-sized community with a long and interesting history dating back to 1831 with the arrival of the founder, Joe Naper. From just a handful of families residing within the original settlement, Naperville has grown to accommodate over 100,000 people and has managed to retain its attraction and charm.

In 1985, after several years of preparation, Naperville adopted its Comprehensive Master Plan, which has since provided a guide for future growth and a means by which the needs and wishes of the residents could be met and high-quality services delivered. To aid in preparing the 1985 Master Plan, the study area was originally divided into nine planning sectors, each labeled from A through I. The Northwest Sector encompasses all of Sector A and the western portions of Sectors C and E. Since 1985, only Sector G, located in the southwest portion of the community, has been revised: once in 1989, and again in 1994.

However, given the continuing rapid growth of Naperville, it became apparent that the Northwest Sector, which encompasses over 1,600 acres of undeveloped land, including several large tracts of vacant land, needed to be restudied. The area has experienced a recent surge in development, as evidenced by the numerous residential subdivisions underway, including Ivy Ridge, Wildflower, Lakewood Crossing and Countrywood Apartments, as well as non-residential development such as Chrysler, Weyerhaeuser, Home Merchants I and II, and Jewel/Osco. Because of the close proximity to the Tollway and Metra rail service, along with infrastructure that is either in place or planned to service these future residents and businesses, the area remains desirable for additional developers and builders who want to become a part of Naperville.

Northwest Sector Plan Update

Aware of this activity and the consequences of unplanned growth, the City Council directed DCD to analyze the northwestern part of the planning area and prepare an update to the Comprehensive Master Plan. The end product will represent, as does every Master Plan, the best judgment of the City Council and its staff as to the proper course of action to be followed in the allocation of land and resources for future growth. It is anticipated that the entire 6.7 square mile area in this Sector will be developed within the foreseeable future, which may result in rapid changes to the general character of the area. The existing vacant or undeveloped areas will be replaced by a mix of residential, commercial, and industrial uses; and roadways, some of which exist as a rural two-lane cross-section with open ditches, will continue to be upgraded to thoroughfares of up to five lanes in width, with curbs, gutters, and sidewalks. Public facilities will be significantly upgraded to provide sewer, water, electric, and emergency services. In addition, school and park facilities will continue to be enhanced to serve a growing population. DCD has evaluated both present and potential needs in light of available resources to form a realistic plan to guide future development.

It must be remembered that planning is a process; the goal is to keep the Comprehensive Master Plan current so as to reflect changes, as well as new technologies, concepts, market conditions, and attitudes which have occurred since its adoption in 1985.

Methodology

Any sound plan for the development of this area must be based on a study and understanding of its social, economic, and physical structure as a part of the City of Naperville, not as an entity in itself, that is, divorced from the community. Further, the need for such planning of land uses and municipal facilities is necessary because of the limited supply of land available at any given time for urban uses and the inevitable requirement to provide such services as sewers, water, schools, parks, and police and fire protection at a reasonable cost.

Northwest Sector Planning Process

The planning process for this 1996 update began in late 1994, during the first seven months of which DCD staff prepared revised base maps for the study area, collected relevant data on existing land use, zoning, transportation, public facilities, residential densities, and other pertinent information, and began analyzing the results. Staff also met with various local officials to gain further insights about future development proposals in the area, and with representatives from each of the City's departments to obtain a preliminary assessment of future municipal facility needs.

EXISTING CONDITIONS

EXISTING CONDITIONS

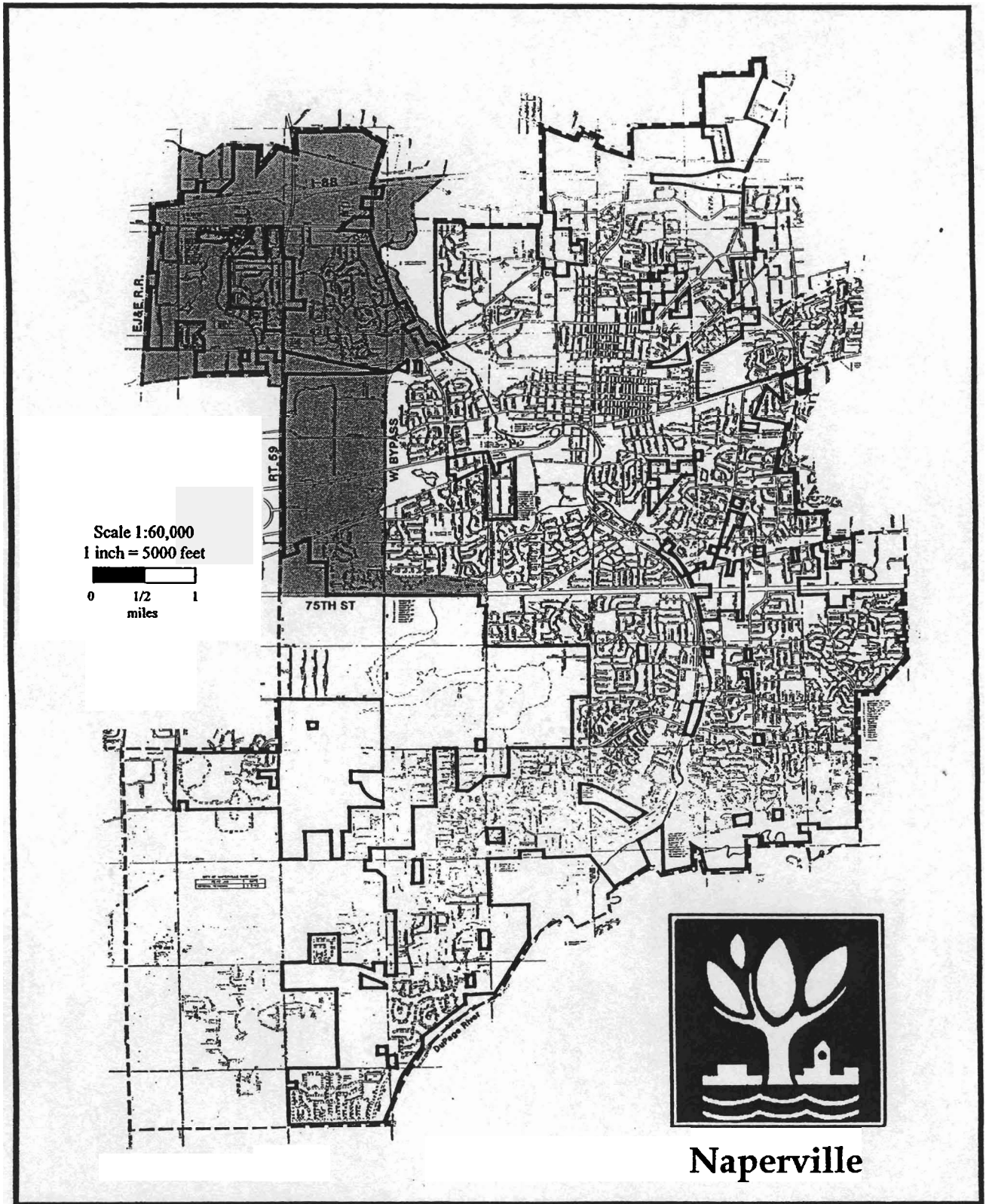
General Characteristics

The Northwest Sector planning area encompasses all of Sector A and the western portions of Sector C and Sector E. The general boundaries for this sector include Ferry Road and the Bell Labs property on the north; the DuPage River, Ogden Avenue and the Western ByPass on the east; 75th Street on the south; and Route 59 south of the Burlington Northern Railroad and the EJ & E Railroad right-of-way on the west. See Exhibit 2-1 on the following page.

This sector consists of approximately 4,300 acres, or 6.7 square miles, all of which are in Naperville Township, DuPage County. Of this total area, 3,519 acres have been annexed into the City, while 775 acres remain unincorporated. This represents an increase in incorporated land of approximately 47 percent since 1983 when 2,392 acres were within the Naperville City limits. See Table 1 on page 6.

The area is characterized by its mixed use development pattern, ranging from single-family residential to industrial. Currently, over sixty percent of the acreage in the sector has been developed, a substantial increase from approximately thirty percent in 1983.

The DuPage River and adjoining forest preserve land, the Prairie Path, and the Country Lakes golf course provide scenic open spaces, as do several parks scattered throughout the sector. The I-88/Route 59 interchange provides access to the corporate homes of Northern Illinois Gas and Nalco Chemical Company and to attractive vacant land for several others. One of two Metra stations in Naperville is located within this sector, south of North Aurora Road west of Route 59.



GENERAL LOCATION MAP

NORTHWEST SECTOR AREA

 CITY BOUNDARY

 PLANNING BOUNDARY

EXHIBIT
2-1

JUNE
1996

COMPREHENSIVE MASTER PLAN UPDATE
NORTHWEST SECTOR

DEPARTMENT OF
COMMUNITY
DEVELOPMENT



TABLE 1

**NORTHWEST SECTOR
EXISTING AND APPROVED LAND USES
BY ACREAGE FOR 1983 AND 1995**

| LAND USE | CITY OF NAPERVILLE PORTION | | | | | NORTHWEST SECTOR TOTAL | | | | |
|------------------------------|----------------------------|-------------|--------------------------------|-----------------------------|-----------------------------|------------------------|-------------|--------------------------------|-----------------------------|-----------------------------|
| | 1983 | 1995 | 1983-1995 Percent Change | 1983 Percent of Total | 1995 Percent of Total | 1983 | 1995 | 1983-1995 Percent Change | 1983 Percent of Total | 1995 Percent of Total |
| Low Density Residential | 136 | 454 | 233.8% | 5.7% | 12.9% | 314 | 585 | 86.3% | 7.0% | 13.6% |
| Medium Density Residential | 22 | 345 | 1468.2% | 0.9% | 9.8% | 65 | 391 | 501.2% | 1.4% | 9.1% |
| Educational Facilities | 20 | 40 | 101.0% | 0.8% | 1.1% | 29 | 49 | 69.1% | 0.6% | 1.1% |
| Commun. Facilities/Institut. | 3 | 56 | 1988.9% | 0.1% | 1.6% | 3 | 57 | 2007.4% | 0.1% | 1.3% |
| Forest Preserves | 8 | 0 | -100.0% | 0.3% | 0.0% | 186 | 173 | -7.0% | 4.1% | 4.0% |
| Parks/Open Space | 171 | 271 | 58.4% | 7.1% | 7.7% | 194 | 272 | 40.4% | 4.3% | 6.3% |
| Commercial | 21 | 273 | 1181.8% | 0.9% | 7.8% | 39 | 283 | 625.6% | 0.9% | 6.6% |
| Office/Research | 233 | 260 | 11.6% | 9.7% | 7.4% | 233 | 260 | 11.6% | 5.2% | 6.1% |
| Manufacturing/Transport. | 152 | 537 | 253.3% | 6.4% | 15.3% | 315 | 610 | 93.7% | 7.0% | 14.2% |
| Vacant/Undeveloped* | 1626 | 1284 | -21.0% | 67.9% | 36.5% | 3118 | 1615 | -48.2% | 69.4% | 37.6% |
| TOTAL | 2392 | 3519 | 47.2% | 100.0% | 100.0% | 4495 | 4294 | -4.5% | 100.0% | 100.0% |

Source: Department of Community Development, July 1995

Notes: 1983 acreages may include right-of-way, while 1995 figures do not.

Approved land uses include currently vacant land which has been approved for a specific development and may be under construction

* - Vacant/Undeveloped acreage within City of Naperville portion has been zoned and includes land that is bound by Annexation Agreements or PUD's but have not been developed. The difference between the City portion and the Total includes unincorporated land that is not zoned by Naperville and is vacant.

Historically, the area has been characterized by its wide open spaces, with agriculture being the predominant activity on rich, prairie soils; numerous farmsteads and small churches dotted the landscape. Over the years, residential subdivisions, research and development, and commercial activities began to develop and now encompass over one third of the total land area of the Sector. However, there are subdivisions in this sector such as Longwood and Trails of Country Lakes which are in unincorporated DuPage County.

Population and Housing

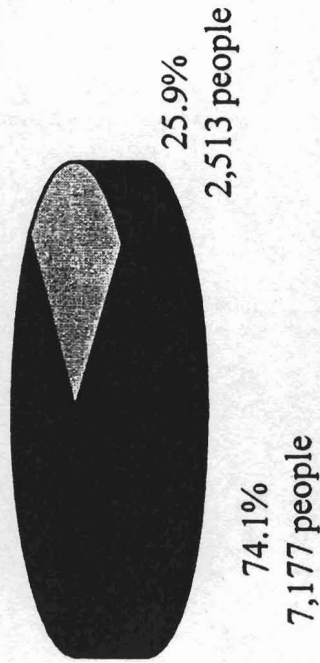
Within the Northwest Sector, the current estimated population is 13,767 persons, of whom 10,801 reside within the corporate limits of Naperville and the remaining 2,966 persons reside in unincorporated areas. The total population represents an increase of over 42 percent since 1990 when the estimated population was 9,690 persons, over one quarter of whom resided in the unincorporated area. Today it is estimated that almost eighty percent of the Sector's population are City of Naperville residents. See Exhibit 2-2 on the following page.

The current population resides in 5,871 housing units scattered among half a dozen residential subdivisions throughout the study area. Of these units, 1,956, or one third, are single-family detached, while the remaining two thirds are apartments or townhomes. The total number of housing units represents an increase of 25 percent since 1990, when 4,699 units existed. Of the total number of dwelling units, 4,680, or eighty percent, are within the City and 1,191 units are

Exhibit 2-2 Northwest Sector Population and Housing

1990

Population

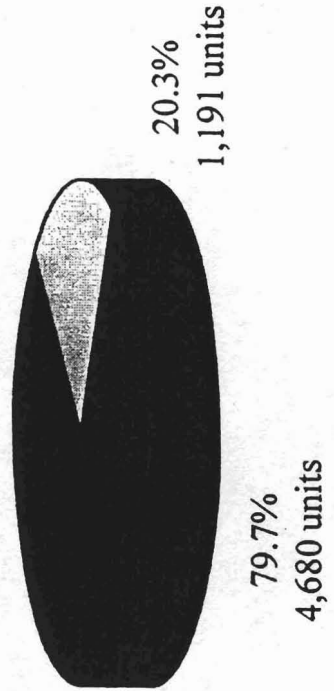
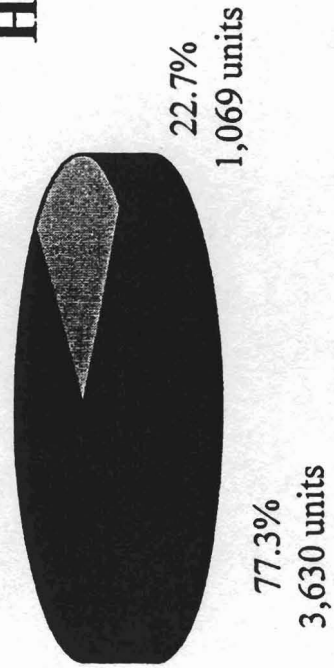




1995

Population



Housing



 Unincorporated
 Incorporated

located in the unincorporated area. The City portion of the dwelling units has increased by almost thirty percent since 1990, when only 3,630 housing units were within corporate limits.

Existing Land Use

One of the most important surveys and analyses undertaken in the preparation of this plan is to determine how land is used at the present time. For this purpose, a detailed inventory was conducted by DCD staff, utilizing on-site surveys, aerial photographs, the City's data parcel file, and other sources of information to determine the location and type of all land uses in this Sector.

The urban development pattern in this sector has been largely determined and influenced by the 1985 Comprehensive Master Plan, thus the *existing* use of land within the Sector plays an important role in formulating the revised land use plan.

Indiscriminate uses of land act against the best interests of all Naperville residents in that it increases the cost of providing utility services, hinders the efficient operation of business and industry, increases traffic congestion, subverts the character of residential neighborhoods, and generally downgrades the attractiveness of the city as a whole. On the other hand, the appropriate use of land, based on proper placement of the various residential, commercial, and community facilities which together constitute our community, is conducive to the protection of existing property values, economic provision of public services by government, reduction of traffic congestion, and general enhancement of the entire city as a desirable place in which to live, work, and play.

Accordingly, a thorough knowledge of existing physical conditions and developments throughout the study area is necessary. Complete information includes: the use of all parcels of land, the use of all buildings and structures and the open spaces about them, and the location and extent of all public facilities. Equally necessary is information about the distribution of different types of land uses, public and private open spaces and vacant parcels of land. Such information is needed to determine how the Sector uses its land at present, and what its future land requirements are likely to be.

To determine how the land is used in this sector, a detailed land use survey was conducted to record all of this information. In preparation for this activity, the base maps for this area were modified and extended to include all of the land area covered by this Plan.

To classify the various land uses, staff referred to the original classification system utilized in formulating the 1985 Master Plan. To facilitate understanding of the land use relationships, the system was divided into categories based on the major function or specific use of land. Among these are:

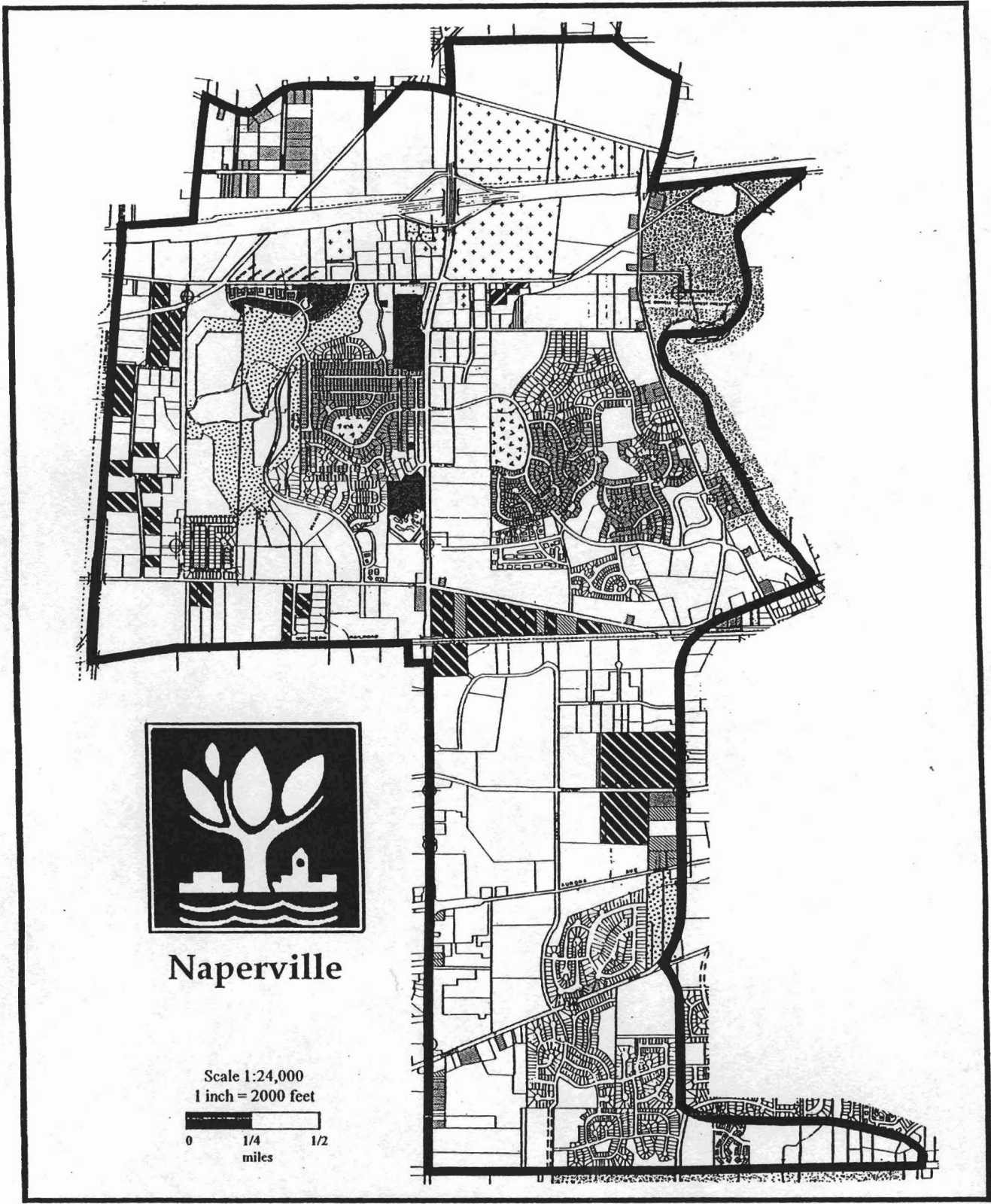
- **Single-Family**: A single-family, detached dwelling unit or residence.
- **Two-Family**: A structure which includes two dwelling units, either side-by-side, or one above the other.
- **Townhouse**: Often referred to as single-family attached, these structures include three or more dwelling units with common walls between each, each having an individual entrance to the street.
- **Multi-Family**: A structure in which three or more dwelling units are located, all of which share a single entrance to the street.
- **Educational**: Schools, colleges, and other similar facilities.

- Community Facilities: Administrative (post office, fire and police stations, city hall); Social and Cultural (churches, museums, libraries); and Health and Welfare (hospitals, nursing homes, medical clinics).
- Parks: Includes recreational uses and facilities generally associated with outdoor activities.
- Open Space: Land reserved within developed areas generally for detention/retention purposes. No active recreation uses are provided.
- Commercial: Generally retail and supporting uses, including services.
- Eating & Drinking Establishments: Includes fast food and sit-down establishments.
- Manufacturing: Involves the production of goods.
- Warehousing: Provides storage of products and materials.
- Research and Development: Includes creating and testing of new products, theories, etc.
- Offices:
- Transportation/Communication/Utilities: Includes electric, gas, water facilities, substations, and commuter parking.
- Vacant Land: Land which has been platted or subdivided, but remains unbuilt upon.
- Undeveloped/Agricultural Land: Land which has not been platted or subdivided and is not in use for developed purposes. Agricultural land includes those used for the growing of crops, grazing of animals, or any other form of agriculture use even if only intermittent.
- Right-of-Way: Land set aside and normally dedicated for the purpose of accommodating public access. Residential streets generally have 28 feet of pavement, but they contain a right-of-way of 66 feet to accommodate utilities, sidewalks, and parkways. Collector streets generally require a minimum 80 foot right-of-way while arterials require a right-of-way width of 100 feet or more.

As indicated in Table 1 and Exhibit 2-3, the most prevalent land use, which accounted for 3,118 acres in 1983 and at present accounts for 1,615 acres, is Vacant or Undeveloped; that is, land that is not in any urban type of use. This includes: agricultural uses, dairy farms, nurseries,

sod farms, open lands, as well as land that has been platted or subdivided, but where development has not yet occurred. Because of the significant amount of development which has occurred since 1983, the amount of vacant or undeveloped land has been reduced in this Sector from 69.4 to 37.6 percent. Thus, during the past twelve years, the amount of land still available for development has been reduced by over 1,500 acres. Exhibit 2-3, on the following page, portrays the existing and approved land uses in 1983, while Exhibit 2-4, on page 14, indicates the same for 1996.

Forest Preserve, Park, and Golf Course acreage has increased from 380 acres in 1983, or 8.4 percent, to 445 acres, or 10.3 percent, of the total land in the Sector in 1995. Included is the 416 acre McDowell Grove Forest Preserve, encompassing over 170 acres of the sector, which consists of wide expanses of grasslands along with scattered stands of brush and trees. This recreational facility with hiking, equestrian, and cross-country skiing trails, fishing, and picnic areas is divided from north to south by the West Branch of the DuPage River. Other park and open space lands include the 151 acre Country Lakes Golf Course, located in the Country Lakes Development west of Route 59, and the Prairie Path, a linear greenway with hiking, biking, and pedestrian trails which run through a significant portion of DuPage County. In addition, there are several Naperville Park District neighborhood parks, including the nearly nine acre Bainbridge Greens with soccer facilities, and over seven acre Foxhill Greens with a playground and ice skating pond, both in the Brookdale subdivision. The Brookdale subdivision also has three other smaller neighborhood parks, Redfield Commons, Queensbury Greens, and Forest View Park, as well as a linear park, Colfax Way, totaling nearly fifteen additional acres. The

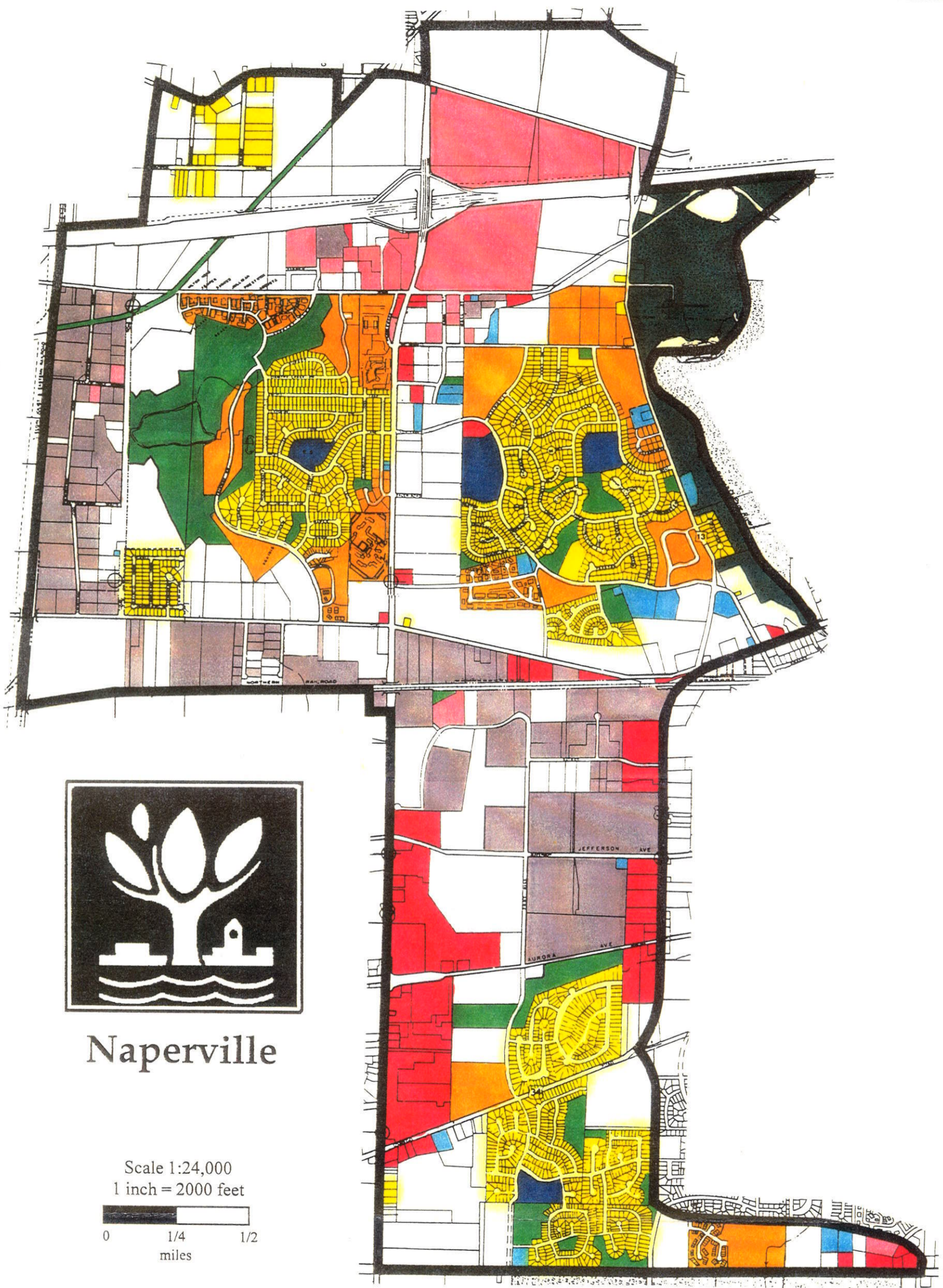


Naperville

Scale 1:24,000
 1 inch = 2000 feet
 0 1/4 1/2
 miles

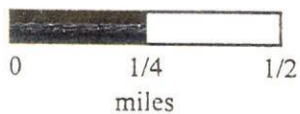
1983 EXISTING LAND USE

- | | | | |
|----------------------------|----------------------|------------------|------------------------------|
| LOW DENSITY RESIDENTIAL | COMMUNITY FACILITIES | PARKS/OPEN SPACE | MANUFACTURING/TRANSPORTATION |
| MEDIUM DENSITY RESIDENTIAL | FOREST PRESERVE | COMMERCIAL | OFFICE/RESEARCH |
| EDUCATIONAL FACILITIES | | | VACANT/UNDEVELOPED |



Naperville

Scale 1:24,000
1 inch = 2000 feet



EXISTING LAND USE

- | | | | |
|----------------------------|----------------------|------------------|------------------------------|
| LOW DENSITY RESIDENTIAL | COMMUNITY FACILITIES | PARKS/OPEN SPACE | MANUFACTURING/TRANSPORTATION |
| MEDIUM DENSITY RESIDENTIAL | FOREST PRESERVE | COMMERCIAL | OFFICE/RESEARCH |
| EDUCATIONAL FACILITIES | VACANT/UNDEVELOPED | | |

EXHIBIT
2-4

JUNE
1995

COMPREHENSIVE MASTER PLAN UPDATE
NORTHWEST SECTOR

DEPARTMENT OF
COMMUNITY
DEVELOPMENT



Country Lakes subdivision has the three acre Fairway Commons Park and the proposed 27 acre Country Lakes Park. The ninth Naperville Park District park in the Northwest Sector, Willowbend West, is found in the unincorporated Longwood subdivision and is made up of over one and one half acres. Over seventy additional acres of open space can be found throughout the Sector, of which nearly forty acres can be found in the Carol Acres development alone. Park and open space land has increased over forty percent since 1983.

Low Density Residential land use has increased from 314 acres, or 7.0 percent, of the Sector's land area in 1983, to 585 acres, or 13.6 percent, of the Sector in 1995. Practically all of this development has occurred in half a dozen residential subdivisions scattered throughout the area.

Medium Density Residential, which is land primarily used for townhouse and apartment units, accounts for 391 acres at present, as compared with 65 acres in 1983. This represents an increase from 1.4 percent of the total land in this sector, to 9.1 percent.

Land uses categorized as Industrial, Commercial, or Office and Research currently encompass 1153 acres, or 26.9 percent, of the total, as compared with 587 acres, or 13.1 percent, of the Sector's land area in 1983.

Industrial and Transportation/Utilities areas cover 610 acres, or 14.2 percent, of the total land area, an increase of over ninety percent since 1983. Four major industrial parks now exist in the sector, the largest of which is the Naperville Center for Commerce and Industry located along the eastern right-of-way of the EJ & E Railroad between Diehl and North Aurora Roads. Over forty businesses encompass approximately 140 acres of mostly warehousing, service, and transportation related activities. The Burlington Northern Industrial Park, located generally

within the area bounded by the Burlington Northern Railroad on the north, Ogden Avenue on the east, Aurora Avenue on the south, and Fort Hill Drive on the west, covers nearly 130 acres and includes industries such as Post, covering 50 acres, and the twenty acre Weyerhaeuser facility. The primary uses in this industrial park include manufacturing, warehousing, and auto distribution activities. High Grove Business Park, nearly 175 acres in size, is located between the Burlington Northern Railroad and Jefferson Avenue between Route 59 and Fort Hill Drive, and is occupied by mainly warehousing activities. Large firms in the business park include the Chrysler Distribution Center, Midwest Warehouse and Merchants Home Delivery I and II. The fourth area, the twenty acre Weston Ridge Industrial Park, is made up of over a dozen industries, whose primary activities include manufacturing and warehousing. Weston Ridge is located west of the Metra station along the south side of North Aurora Road.

Commercial uses now cover about 283 acres, or 6.6 percent of the total land area, as compared with 39 acres, or 0.9 percent, in 1983, an increase of 626 percent. Some of the larger developments include: Fox River Commons (54 acres) on the east side of Route 59 and north of Route 34, Heritage Square (16 acres) on the northeast corner of Aurora Avenue and Route 59, Naper West Plaza (33 acres) on the southeast corner of Route 59 and Aurora Avenue, and Westridge Court (50 acres with 7 additional acres available for future development) on the northeast corner of Route 59 and Aurora Avenue. In addition to these existing sites, Ogden/River Commercial Sites (29 acres) on the northwest corner of River Road and Ogden Avenue, and Old River Marketplace (17 acres) on the northeast corner of Ogden Avenue and River Road are approved commercial locations and may begin construction in the very near future.

Office and Research development activity in the Northwest Sector includes 260 acres, or 6.1 percent of the total land area, which represents an increase of nearly thirty acres since 1983. This land use is located mainly along the Interstate-88 "Illinois Research and Development Corridor," which traverses the northernmost portion of the study area. Developed sites include: the East-West Technical Center (45 acres) located at the northwest corner of Route 59 and West Diehl Road, Nalco Chemical Company (131 acres) on the northeast corner of Route 59 and Diehl Road, and Northern Illinois Gas (108 acres) located at the northeast corner of Route 59 and the East-West Tollway.

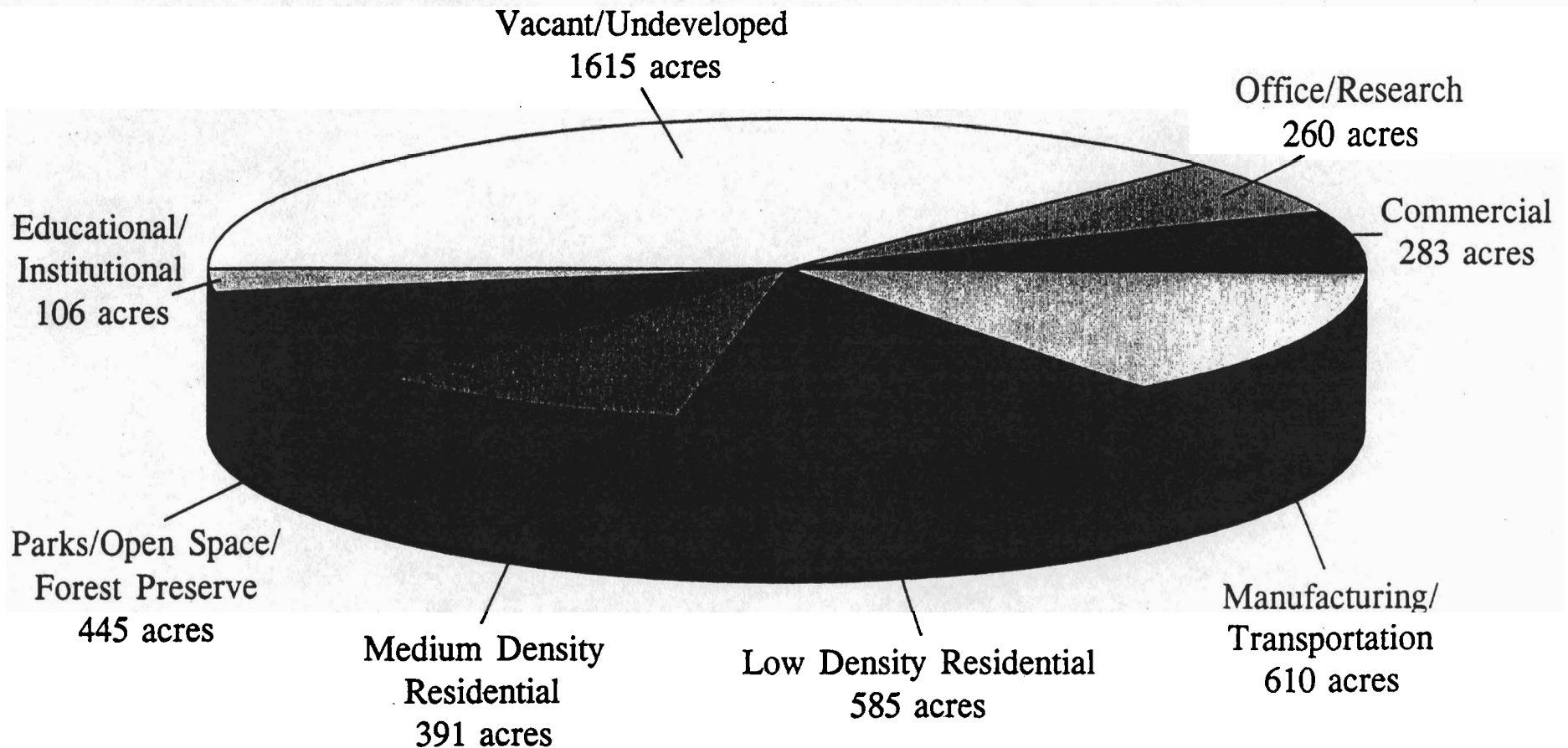
Educational and Institutional uses in this Sector cover 106 acres, or 2.4 percent of the area, and include four churches and Fire Station #4, located on Brookdale Road just east of Route 59. In addition, three District 204 schools, including Brookdale Elementary, Longwood Elementary, and Thayer J. Hill Middle School are located in the Sector. One additional 18.3 acre elementary school/park site will be added between the Ivy Ridge and Lakewood Crossings subdivisions.

Exhibit 2-5 provides a pie chart of current land uses within the Northwest Sector.

Data Parcel File

For planning purposes, land use data must be available in both geographic (map-coded) and quantitative (numeric) formats. Although directly related, each component provides a separate indispensable core of information necessary for thorough analysis of both existing and future land use.

Exhibit 2-5
Northwest Sector Existing and Approved Land Use
1995



In Naperville, this quantitative component is provided through the City's data parcel file, a computerized database containing information on every parcel of land within Naperville and its planning area. Currently, this parcel file contains over 36,500 separate records, each corresponding to an individual parcel. Information that is stored includes existing land use, zoning, lot area, address, parcel number, subdivision name, and other relevant data. Through use of the computer, this data can be separated and analyzed within many different parameters that can be logically established.

Community Facilities

There is now less undeveloped acreage in the Northwest Sector (37.6 percent of the total) as compared with the 69.4 percent that existed in 1983, the result of development both in the City and the unincorporated areas. The availability of community facilities depends on whether the property is annexed into Naperville or remains unincorporated. For property that is in the City, a full complement of municipal facilities are provided including sewer, water, electric, fire and police protection.

Fire protection is provided from two stations: Station #4 on the north side of Brookdale Road east of Route 59, and Fire Station #7 located on the south side of Aurora Avenue east of the Western ByPass, which are fully manned and equipped 24 hours a day. Ambulance service is provided within the Sector by the Naperville Fire Department. High quality police protection is also provided. In addition, City residents can utilize all services and facilities offered by the Naperville Public Library and Naperville Park District.

Conversely, the level and provision of services is considerably different in the unincorporated portions of the Sector; although the entire Sector is within the Naperville Fire Protection District, the unincorporated areas obtain services from the City only on a contractual basis. Police protection is provided to unincorporated areas by the DuPage County Sheriff's Department. An exception is the McDowell Grove Forest Preserve where the DuPage County Forest Preserve Police provide protective services. Depending on the type and severity of the emergency, the City of Naperville may respond in the unincorporated areas.

Electric service to Naperville residents and businesses is provided by the City's electric utility, except in the case of Prudential Industrial Park which is serviced by Commonwealth Edison. Unincorporated residents also receive service from Commonwealth Edison. Within the Sector, electric substations can be found at the four following locations: near the intersection of Route 59 and the Burlington Northern Railroad tracks, in the Pebblewood area, across from Post on Jefferson, and north of 75th Street on Fort Hill Drive.

Sewer service is provided from the Springbrook Water Reclamation Facility located east of Plainfield-Naperville Road. Water service to City residents is distributed by the City of Naperville, but originates from Lake Michigan. Sewer and water service in some existing unincorporated areas are on private well and septic systems. In the event of their failure, municipal sewer and water service will be made available upon annexation to the City, provided that the City system is close enough to permit connection.

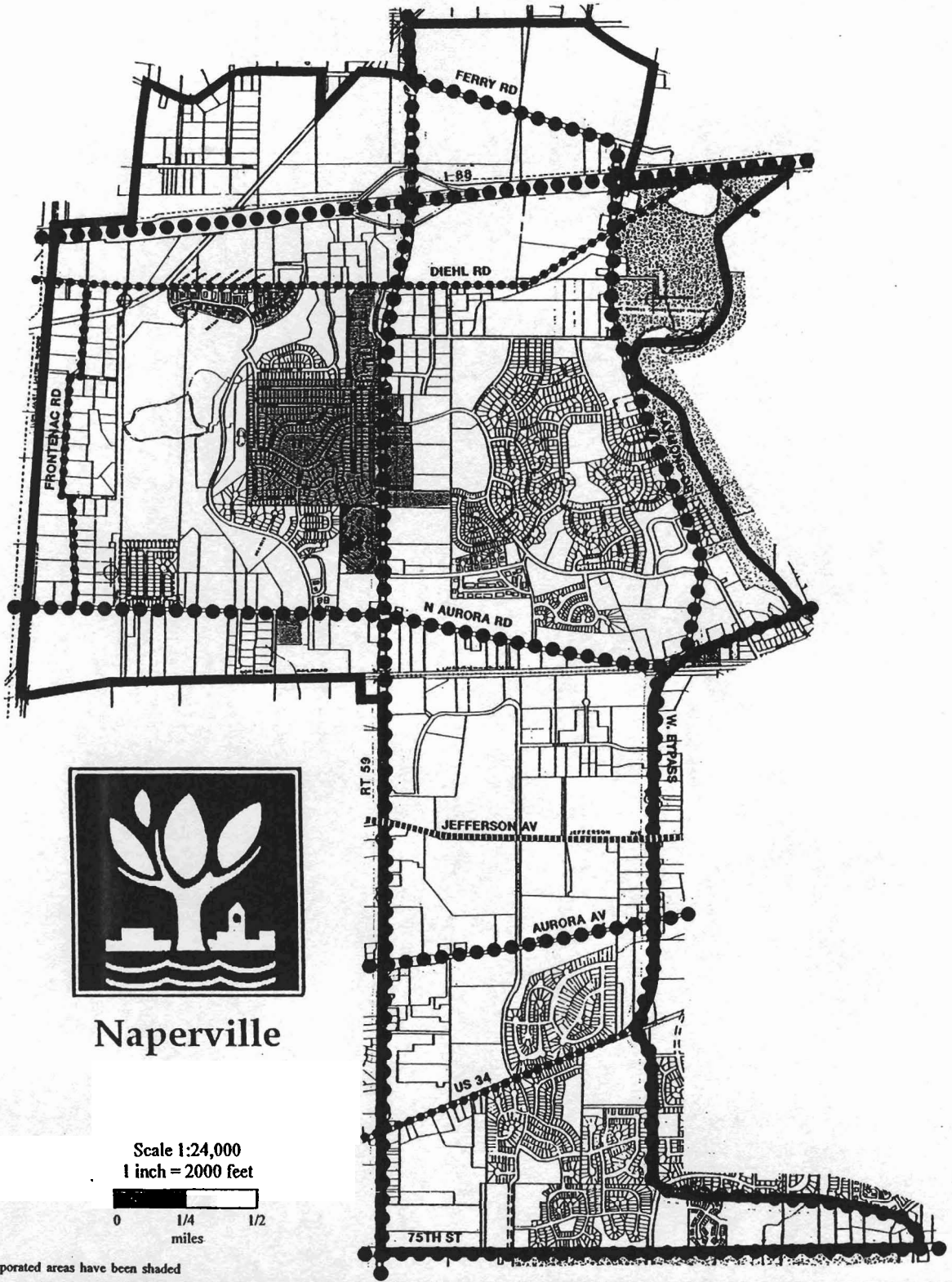
Educational Facilities

Public education is provided for the Northwest Sector by the Indian Prairie School District Unit 204. Currently there are two elementary schools and one middle school, all of which are operated by District 204. In addition, the Custodial/Maintenance/Warehouse Services District Support Facility is located in the Sector north of Jefferson Street, west of Ogden Avenue. The oldest school in the Sector is Longwood Elementary built in 1965 and located on 9.2 acres of land in the unincorporated Longwood subdivision. The newest school, built in 1985, is Brookdale Elementary located on 10.9 acres in the Brookdale development. The Sector's only

middle school is the Thayer J. Hill Middle School, built in 1981 on 19.9 acres within the Brookdale subdivision. To accommodate new growth in the Sector, School District 204 has identified the need for an additional elementary school site located north of 75th Street and west of Rickert Drive.

Transportation Network

Naperville's Master Thoroughfare Plan (Exhibit 2-6) depicts the current street designations for the Northwest Sector. Major Arterials include: I-88, Ferry Road east of Route 59, the Western ByPass (Raymond Drive/Ogden Avenue/Rickert Drive), Route 59, North Aurora Road, Ogden Avenue, Aurora Avenue, and 75th Street. Minor Arterials include: Frontenac Road, Diehl Road, and Oswego Road/U.S. Highway 34. Both Major and Minor Arterials have right-of-way (ROW) widths of 100 feet with a typical cross section of four lanes. The only Major Collector in the Northwest Sector is Jefferson Avenue. ROW widths for Major Collectors are eighty feet, with a cross section of up to four lanes. All other roadways in the Sector are categorized as local streets with ROW widths of 66 feet. Improvements of the aforementioned roadways to the standards indicated in the Thoroughfare Master Plan would occur concurrently with the development of property in the general vicinity. Although designated by the City of Naperville as a Major Arterial, Route 59 has been defined by the State of Illinois as a Strategic Regional Arterial (SRA) and has a ROW width of up to 140 feet and a cross section of up to six lanes.



EXISTING MASTER THOROUGHFARE PLAN

- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- NORTHWEST SECTOR BOUNDARY

In 1995, the City of Naperville initiated an amendment to the Master Thoroughfare Plan as follows: Freeways include I-88, or the East-West Tollway; Strategic Regional Arterials include Route 59 and 75th Street; Major Arterials include: Ferry Road/River Road, the Western ByPass, North Aurora Road, and U.S. Highway 34/Oswego Road; Minor Arterials include: Diehl Road, Jefferson Avenue west of Fort Hill Drive, and Aurora Avenue. Collector Streets include: Frontenac Road, Fairway Drive, McDowell Road, Brookdale Road/River Road, Jefferson Avenue east of Fort Hill Drive, and Fort Hill Drive.

With the exception of the East-West Tollway, 75th Street, the Western ByPass, Ogden Avenue/U.S. Highway 34, Route 59, North Aurora Road, Aurora Avenue, and Diehl Road until just west of Route 59, which have four lanes, all roadways currently have two lanes.

Within the Northwest Sector, the City of Naperville has jurisdiction over only a portion of the existing roadway network. For example: maintenance of Interstate 88 is the responsibility of the Illinois Tollway Authority; Illinois Route 59 and U.S. Highway 34 are maintained by the State of Illinois; and 75th Street, Ferry Road, Raymond Road, and Aurora Avenue are under the jurisdiction of DuPage County. Roadways that are maintained by the City of Naperville include: the Rickert portion of the Western ByPass, River Road, North Aurora Road, Diehl Road, and all streets within incorporated subdivisions. All remaining roadways fall within the jurisdiction of Naperville Township.

CURRENT NORTHWEST SECTOR DEVELOPMENTS

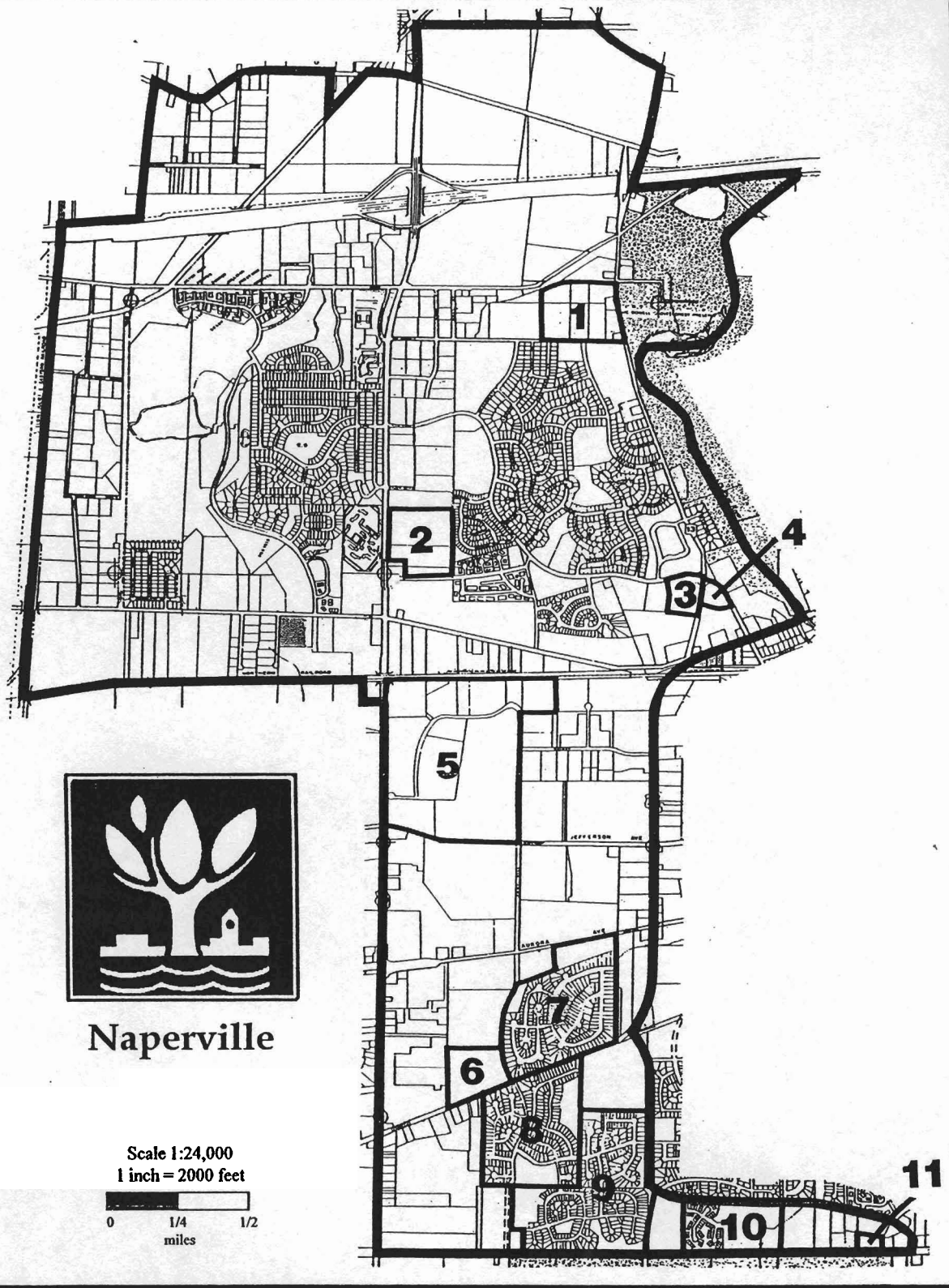
The following is a short description of developments that are approved or under construction within the Northwest Sector with specific reference to any significant changes that may have occurred since adoption of the 1985 Comprehensive Master Plan. The locations for these developments are identified on Exhibit 3-1 on the following page.

1. Tabor Hills

Formerly known as the Bohemian Home for the Aged, this 37 acre institutional facility is located at the northwest corner of Raymond Road and McDowell Road. The site is being developed with 104 assisted living units, 26 apartment units for employees, a 211 bed nursing care facility, and a fifty bed sheltered care facility. Originally zoned I-1 under the East-West Annexation Agreement, the property is currently zoned I-PUD and is under construction.

2. Flynn Lauth

This 38 acre parcel lies generally north and east of the intersection of Gowdey Road and Route 59. Originally zoned ORI, this property has been rezoned to R3A PUD. The development has been approved for 152 townhomes and 48 single family detached units. The townhome portion will occupy the western half of the parcel and the single family the eastern half, however, construction had not yet begun at the time of this report.



CURRENT PROJECTS

- | | | |
|---------------------|----------------------------|-----------------------|
| 1 Tabor Hills | 5 High Grove Business Park | 8 Ivy Ridge |
| 2 Flynn Lauth | 6 Brittany Springs | 9 Lakewood Crossing |
| 3 Riverbrook Condos | 7 Wildflower | 10 Estes Park |
| 4 Meadowbrook Manor | | 11 Town Square Lot #6 |

EXHIBIT
3-1

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NORTHWEST SECTOR

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3. Riverbrook Condos

These 84 condominium units in 21 buildings, zoned R3A PUD, are located on the southwest corner of Brookdale Road and Raymond Drive. This nine acre site, annexed in 1988 as part of the Ogden-River development, is currently under construction.

4. Meadowbrook Manor

This 3.4 acre institutional facility is located south of the intersection of River Road and Raymond Drive. The property was annexed, zoned to R1A, and had a conditional use approved for a religious institution, nursery school, pre-school, and day care in May of 1988 as part of the Ogden-River subdivision. In 1992, the City Council approved a nursing home as a conditional use on this property. This 89,000 square foot, 225 bed facility completed construction in late 1995.

5. High Grove Business Park (Glacier Park)

Located south of the Burlington Northern Railroad between Route 59 and Fort Hill Drive, nearly half of this 172 acre site is currently developed. Current occupants within this development include the Chrysler Distribution facility, Midwest Warehouse, Home Merchants I & II and Gregory Electric. Over seven acres are occupied by research & development and office land use, and an additional 60 acres are currently used for manufacturing, all zoned I. A seventeen acre commercial site, Target department store, in the southwest corner of the Business Park, is zoned B2. In addition, one acre of open space is located along the northern

boundary of the Business Park. Of the remaining 87 acres that are currently undeveloped, 69.5 are zoned I and 17.5 have recently been rezoned for commercial purposes.

6. Brittany Springs

This 25 acre site, zoned R3 PUD, on the northwest corner of Ogden Avenue and Fort Hill Drive, will accommodate 24 two-story apartment buildings and a clubhouse. The plans for development have been approved and building permits have been issued. Construction of the 336 units began in the Fall of 1995. This project was annexed in December, 1992 as part of the Carol Acres development.

7. Wildflower

Located on 94 acres west of the Western ByPass between Aurora Avenue and U.S. Highway 34, this property was annexed in 1992 as part of the Carol Acres development and is zoned R3A PUD. The development will accommodate 251 single-family residences and 26 acres of open space. Residential development is underway on the property, with most homes either built or under construction at this time.

8. Ivy Ridge

This ninety acre development, generally bounded by U.S. Highway 34 on the north, the Lakewood Crossing subdivision on the south, Lexington Lane on the west and the Three Farms Property on the east, is zoned R1B and was annexed in 1992 as part of the Carol Acres development. Its four phases are approved for 230 single-family lots, 8.3 acres of open space

in the northeast portion of the subdivision, and a 9.1 acre elementary school/park site located in the south-central part of the development. To date, permits have been issued for more than half of the homes.

9. Lakewood Crossing

Located at the southeast corner of 75th Street and Rickert Drive, this 113 acre development is planned for 360 single-family homes zoned R3A PUD, almost ten acres of open space, a 9.2 acre elementary school/park site in the lower northwest corner, and a 2.6 acre neighborhood park. Phases 1 and 2 of the development were annexed in 1991 under the Ranquist Three Farms development, while Phase 3 was not annexed to the City until mid-1994. To date, over 80 percent of the single-family homes have been constructed. This subdivision has seen the bulk of the residential construction activity in the Northwest Sector, and is one of the most active projects within all of Naperville.

10. Estes Park

This 35 acre development, located between Rickert Drive and 75th Street, east of Book Road, was annexed in early 1991 under the Ranquist Three Farms development. Construction of the 167 multi-family townhomes, zoned R3A, is now complete. Nearly sixteen acres have been set aside as open space.

11. Town Square Lot #6

This 17 acre commercial site is located north of 75th Street, south and west of Rickert Drive. Zoned R3 PUD, this site accommodates 43,870 square feet of shopping center, including Sears Hardware and Blockbuster Video.

GENERAL GOALS

GENERAL GOALS

The following goals have been developed to accomplish the basic purpose and intent of this Plan for the Northwest Sector:

1. Continue to promote a balanced and detailed development scheme

The revised Plan for the Northwest Sector should continue to provide a balance of land uses to include low-density and medium-density residential areas, appropriately sized commercial facilities that are located properly, business parks to accommodate warehousing; office facilities that provide employment opportunities, parks and open space, and a full range of public facilities needed to support such development.

2. Reflect current development proposals

The updated Plan should take into account the developments which were approved both before and after the adoption of the 1985 Plan.

3. Develop a Transit Oriented Design Plan

The Plan should encourage a mixture of office, commercial, and residential uses adjacent to the Burlington Northern Railroad station at Route 59 and the property at the northwest corner of the intersection of the E.J. & E. and the Burlington Northern Railroads. Rail transit at these locations calls for a mixed-use, higher density development so that vehicular trips can be reduced, employment opportunities expanded, and housing provided. Limiting development to only residential uses should be discouraged, since such

development would reduce the full transportation-related impacts that being adjacent to a train station can provide.

4. Provide a wide range of municipal services

Inasmuch as this Sector is a part of Naperville, the level of municipal services should continue to be the same as provided to other sectors of the community.

5. Minimize land use conflicts

Because the 1985 Plan was successful in minimizing any land use conflicts between existing and proposed development, this update should continue to discourage incompatible land uses.

6. Promote transportation corridors

The Plan should recognize that certain important roadway corridors do exist and should have abutting land uses that will not interfere with the safe and efficient movement of traffic. Since major arterials such as Route 59, the Western ByPass, Aurora Avenue, and North Aurora Road have been improved with at least four lanes and are capable of handling significant levels of traffic, development should be limited in size and scale due to restricted access.

7. Promote an appropriate residential density that will encourage a variety of housing types and lot sizes

Because the Northwest Sector contains a variety of detached and attached residential units at varying densities, a residential density should be encouraged which permits lot sizes that, where possible and appropriate, are similar to those now existing. However, it is also important that a variety of housing types and lot sizes be available to accommodate the needs of a wide range of people who wish to live in our community; this includes single-family detached, duplexes, townhomes, and multi-family units. Such variety is particularly meaningful for empty-nesters, newly married couples, single persons, and senior citizens who either want to move into Naperville, or are current residents wishing to relocate into this part of the community.

8. Promote the continued development of research & development and office use along the Tollway

Given that the I-88 Tollway has been labeled the "Research and Development Corridor," and the existing developments along this major access-way identify with this label, further development should be similar in use and function. Location along the Tollway provides exceptional visibility and excellent access. Naperville also gains from the employment and tax base benefits that this type of development provides. For these reasons, only research & development, office, and ancillary commercial uses should be encouraged.

9. Promote ample park and open space areas

The developing character of this area is dependent to a great extent on the amount, type, and location of park and open space areas. Key natural features such as the DuPage River, floodplains, and areas with unique topography and vegetation should continue to be a focus for preservation.

10. Provide additional areas for non-residential uses

Because a balance of different land uses is an important goal for this Sector, additional acreage should be provided for non-residential uses. Therefore, the areas along and adjacent to the I-88 Tollway should be made available for business park uses, which are appropriate because they can include a mixture of warehousing, office, and other compatible land uses. In addition they will also provide additional employment opportunities and enhance the tax base.

11. Promote the concept of combining school and park sites

The concept of combining school and park sites not only enhances each facility, but also results in great cost savings. This concept has been successfully implemented by School District #204 and the Naperville Park District in the past, and is encouraged to continue in this Sector.

12. Promote continuity between adjacent developments

Roadway continuity should be provided between adjacent developments so as to provide for easy and convenient movement between residential areas, commercial centers, and community facilities, as well as provide greater accessibility for emergency services. The feeling of "community" is greatly diminished when residents of a development want exclusivity to the point where they resist any continuity with their surrounding neighbors.

13. Utilize the Planned Unit Development to encourage mixed use and residential projects that provide diversity in the size and type of unit at varying densities

The Planned Unit Development (PUD) provisions of the Naperville Zoning Ordinance can permit a development to include a full mixture of innovative housing densities and types, and land uses which might not otherwise be allowed. PUDs should be encouraged when the developer proposes such mixtures, and the result will be a unified, unique, and desirable project. However, PUDs should be discouraged when utilized merely to by-pass the appropriate regulations which may be more restrictive, require longer processing time, or involve multiple appearances before the Plan Commission.

14. Preserve the existing unique features in the Northwest Sector

Certain existing uses and features in the Northwest Sector should be preserved and protected. In particular, the Prairie Path should be carefully considered as this Sector develops further; the placement of buildings and uses adjacent to it should not threaten its

long-term operation. The use of a PUD on adjacent property should be considered to assure the continued operation of this unique facility.

15. Promote a sense of community

The Plan should continue to include characteristics that promote a sense of community in the area. As an example: the proposed development around the train station at Route 59, which could include a mixture of office, commercial, and residential uses, can promote a sense of identity for the area.

5

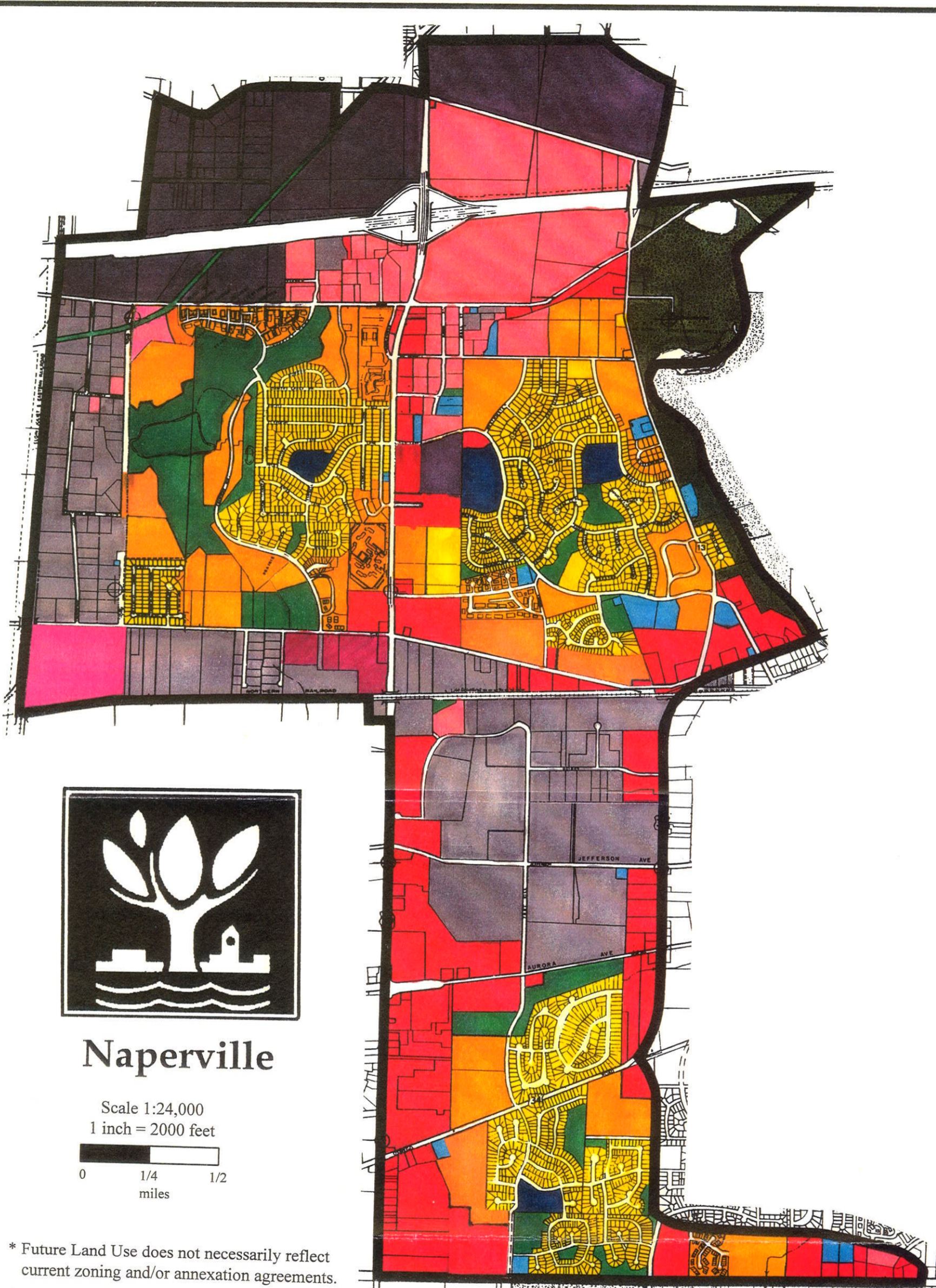
**THE 1996 NORTHWEST
SECTOR PLAN**

THE 1996 NORTHWEST SECTOR PLAN

The relatively limited supply of land available at any given time for urban uses due to the inevitable requirement to provide necessary services and facilities at reasonable costs, such as sewers, water, schools, parks, police, and fire protection, was among the reasons that led to systematic land use and facilities planning by the City of Naperville. As the community has grown, it has utilized its Comprehensive Master Plan as a guide for municipal officials and the general public in decision making.

This 1996 Northwest Sector Plan represents an attempt to continue to apply intelligent forethought to the changing physical character of this portion of Naperville, and in so doing, give direction and purpose to this change. As any business enterprise must look ahead and plan for its future, so must a community which is in a period of continuing rapid growth. Accordingly, it must evaluate its present and potential needs in light of available resources, and form realistic plans to guide future growth and development.

The Plan is based on a study and understanding of the economic and physical structure of the Northwest Sector, and how it relates to the City of Naperville as a whole. Accordingly, a complete survey and analysis of the characteristics of this Sector's population, community facilities, land use, transportation system, and housing was undertaken and has been discussed in this report. Based on the above, and as described earlier in this report, staff and Plan Commission have created a Land Use Plan consisting of proposals for land use, transportation, community facilities, and other components (See Exhibit 5-1).



Naperville

Scale 1:24,000
1 inch = 2000 feet

0 1/4 1/2
miles

* Future Land Use does not necessarily reflect current zoning and/or annexation agreements.

FUTURE LAND USE PLAN

- | | | | |
|----------------------------|------------------------|------------------|------------------------------|
| LOW DENSITY RESIDENTIAL | COMMUNITY FACILITIES | FOREST PRESERVE | COMMERCIAL |
| MEDIUM DENSITY RESIDENTIAL | EDUCATIONAL FACILITIES | PARKS/OPEN SPACE | MANUFACTURING/TRANSPORTATION |
| MIXED USE | BUSINESS PARK | | OFFICE/RESEARCH |

EXHIBIT
5-1

JUNE
1995

COMPREHENSIVE MASTER PLAN UPDATE
NORTHWEST SECTOR

DEPARTMENT OF
COMMUNITY
DEVELOPMENT



General Overview of the Plan

The Plan anticipates that a significant majority of the 6.7 square mile area in the Northwest Sector will be developed within the foreseeable future, that is, within the next decade. As it occurs, the character of this Sector will continue to change as it reflects, to a greater degree, the character of Greater Naperville.

The existing agricultural and undeveloped areas, which now cover 1615 acres and constitute almost 38 percent of the total land, will be replaced by new residential, commercial, business parks, schools, parks, and other community facilities.

Additional commercial areas have been incorporated into this Plan to provide services which are presently unavailable to local residents. In addition, by providing the opportunity to work and shop within the Sector, shorter vehicular trips will reduce traffic congestion on the existing and planned road network.

Public facilities will continue to be upgraded; sewer, water, and electric service will be provided to new subdivisions by the City. It is also recognized that continuing growth will require additional schools and park facilities, while at the same time, greater demands are placed on police, fire, and emergency services.

The Plan proposes business parks in areas deemed suitable to accommodate such non-residential uses as warehousing and distribution facilities, offices, and their accessory functions.

It is anticipated that all of the existing roadways, including those characterized by a two-lane pavement with open ditches, will be upgraded to thoroughfares with two to five lanes in width, curbs, gutters, sidewalks, turning lanes, and signalization.

The proposed Plan allocates acreages of land in appropriate locations so that all of the proposed uses will be functionally and compatibly related. In addition, a population density is proposed to support a desirable level of amenities and services, and to realistically plan for schools, parks, city facilities, shopping centers, employment centers, and all other land uses necessary and desirable to satisfy the varied needs of present and future residents.

Population Assumptions Based on Density

In order to quantify the amount of land to be allocated for the various kinds of facilities required and desired to fully service the population at the time the 1995 Plan has been fully developed, it is important to determine, as accurately as possible, the number of residents that will be serviced. This is accomplished through the application of a density factor. Density is usually expressed as either gross or net:

- **Gross Density** is the number of dwelling units divided by the total land area, including all uses.
- **Net Density** is the number of dwelling units divided by the residential land area including interior streets.

Densities in the 1985 Master Plan were expressed as net, which led to various implementation difficulties, especially when determining the appropriate zoning district. In recognition of this fact, staff and Plan Commission studied the effect that gross density would have on this proposed Plan, and found that it would also lead to problems involving appropriate zoning districts. Accordingly, a workable solution was found by slightly modifying the concept of gross density into a **modified gross density**, which is the number of dwelling units divided by the residential acreage including

land utilized for residences, road right-of-ways, detention facilities, land dedicated for school and park purposes, and open space.

Because of existing annexation agreements and the limited availability of developable residential land, the concept of modified gross density can only be applied sparingly within the Northwest Sector. The concept is useful, however, in determining population projections.

Additionally, the following population assumptions have been considered:

- A single-family detached residence accommodates 3.20 persons, while each townhouse, condominium, apartment, and duplex unit accommodates 2.0 persons (1994 Special Census).
- Using the modified gross density concept, low-density is assumed to be 2.5 units per acre and medium-density is assumed to be 8.0 units per acre.
- There will be a continuing decline in the number of persons in a Naperville household. During the period from 1985 to 1994, the average household size for a single-family detached residence in Naperville decreased from 3.52 to 3.20 persons. Thus, an additional decrease of only 0.1 persons per household will reduce the anticipated build-out population in the Northwest Sector by almost 110 residents.
- Past experience indicates that development will occur at a lower density than permitted.

Based on these population assumptions, and the best forecasts for future development in Naperville, it is anticipated that at such time as the 1995 Plan has been fully realized there will be approximately 22,000 residents in this Sector.

Land Use

The future land use acreages anticipated at buildout are indicated on Table 2 and graphically portrayed on Exhibit 5-1.

**TABLE 2
NORTHWEST SECTOR FUTURE LAND USE**

| LAND USE CATEGORY | NUMBER OF ACRES | PERCENT OF TOTAL |
|------------------------------|------------------------|-------------------------|
| Low-density residential | 570 | 13.2% |
| Medium-density residential | 626 | 14.6% |
| Educational facilities | 49 | 1.1% |
| Community Facilities | 57 | 1.3% |
| Forest Preserve | 174 | 4.1% |
| Parks/Open Space | 107 | 2.5% |
| Open Space | 206 | 4.8% |
| Commercial | 659 | 15.4% |
| Office/Research | 400 | 9.3% |
| Manufacturing/Transportation | 808 | 18.8% |
| Mixed Use | 95 | 2.2% |
| Business Park | 540 | 12.6% |
| TOTAL | 4291 | 100% |

Source: Naperville Department of Community Development

To provide all of the amenities and facilities needed to service this population, the following land uses are proposed:

1. Residential

The residential component of the 1996 Northwest Sector Plan has been divided into low-density and medium-density categories after taking into consideration the existing types of housing

within the City and the Northwest Sector, current projects now being processed by DCD staff, topography, vehicular and pedestrian access, and the availability of public services and facilities.

It is the opinion of staff and Plan Commission that developers should be encouraged to provide a variety of housing types and sizes, and that they take into consideration the prevalent characteristics of existing housing within the entire community when designing their individual project.

The two residential categories previously described are distinguished by their densities, which determine the total number of housing units, and their ultimate population. Of these, 570 acres, or 13.2 percent of the total land area, is generally, but not exclusively allocated for single-family residences, which includes all land zoned for residences and all platted residential subdivisions, both built and under development. This total includes almost 12 acres for which no development proposals have been submitted for consideration. It is anticipated that these acres will develop for single-family detached housing at a maximum **modified gross density** of 2.5 units per acre.

The other residential category, medium-density, with 626 acres, or 14.6 percent of the total land area, is generally allocated for townhouses, duplexes, condos, and/or apartment buildings. Of this amount, 235 acres are included in this category for which there have been no development proposals submitted. It is anticipated that only about 83 acres will develop primarily for single-family attached residential structures at a maximum **modified gross density** of 8.0 units per acre. The remaining 152.2 acres will develop as approved under zoning or annexation agreements at densities ranging from 10 to 16.75 units per acre.

Not to be overlooked in both residential categories, is the goal of providing diversity in housing stock, and to do so, some flexibility must be possible. Such a mix was an important factor

in formulating this modified density concept. Encouragement should be given to combine a variety of housing types such as townhouses, duplexes, condos, and apartments blending with single-family detached units in a unified and imaginative land use arrangement subject to the following criteria:

- A mixture of lot sizes and housing types are provided;
- The project exhibits **extreme** sensitivity to the preservation of natural features;
- The project shows recognition of, and relationship to the surrounding area in terms of lot sizes, dwelling types, land uses, and zoning.

2. Commercial

During the past three decades, problems associated with planning and controlling general commercial establishments have become more and more difficult. In many communities, strip commercial uses, such as those found along major thoroughfares, have been allowed to develop in a random, unplanned manner. As a result, numerous curb cuts have created traffic congestion and significantly reduced the capacity of adjacent thoroughfares. In addition, the visual aspects of many of these commercial strips have deteriorated as they age and as marginal establishments have vacated.

As a result, the importance of commercial activity in Naperville cannot be over-emphasized; it not only forms the backbone of the City's economic base, but also provides the residents with the goods and services vital to daily living. Therefore, it logically follows that the Northwest Sector Plan must continue to be concerned with the long-range implications, protection, and improvement of the total business community. The needs of commercial development are as diversified as those previously identified for residential areas. Since there are very different types of commercial

activities and functions, not all are necessarily compatible or inter-related. In addition, encroachment of non-residential activity into residential areas should continue to be discouraged to preserve property values and the environment, and non-compatible commercial activities or other unrelated land uses should also be avoided in designated commercial districts or zones.

Commercial development within the Northwest Sector is significant. Currently, eight commercial projects consisting of multiple establishments have been constructed, including Westridge Court, Fox River Commons and Town Square. In addition, there are numerous sites occupied by only one tenant, such as Target, Pep Boys, and the Saturn car dealership. Several others have been approved, but remain unbuilt including the Carol Acres commercial site, River North. Construction of a Dominick's grocery store has begun at the Ogden/River commercial site.

The proposed Plan promotes the completion of these existing undeveloped commercial sites including the construction of a major community-wide commercial node around the intersections of Ogden Avenue, Raymond Drive and River Road, encompassing approximately 55 acres within three separate developments: Old River Marketplace, River North and the Ogden/River commercial site. When fully built, the combined leaseable space of these developments could exceed 500,000 square feet. An additional commercial node would be located at the intersection of Route 59 and North Aurora Road. This center could cover an area of approximately 35 acres, and accommodate at least two shopping centers with more than 350,000 square feet or more of leaseable space. It is anticipated that these would become the focal points for future commercial activity in northwest Naperville

In addition, numerous neighborhood and community commercial centers are proposed for the following areas:

- The twenty-five acre Burlington Woods Commercial development, located on the northwest corner of Route 59 and North Aurora Road, is zoned R1 PUD/R4 PUD. The center will encompass approximately 108,000 square feet of commercial space. This site has been approved, however no action has taken place.
- An additional seven acres have been approved for Westridge Court on the northeast corner of Route 59 and Aurora Avenue. The site will add an additional 78,000 square feet of commercial space to the development.
- The Carol Acres commercial site, encompassing almost 30 acres, is located on the south side of Aurora Ave at the intersection with Fort Hill Drive. This site could include over 300,000 square feet of leaseable space.
- An 18 acre parcel, located on the east side of Book Road between Rickert and 75th Street, was zoned for commercial purposes as part of the Ranquist/Three Farms annexation.

When all of these sites have been developed, the Northwest Sector will accommodate a total of approximately 6 million square feet of commercial space, based on a Floor Area Ratio (FAR) of 0.25 for such development. For comparison purposes, the Fox Valley Mall contains approximately 1.5 million square feet of commercial space.

It should be noted that new commercial developments allowed to locate at every corner of every intersection, or as strips along major roads, create problems that communities have been trying to alleviate for decades. Therefore, it is folly to create such situations. In addition, the intent is to establish well-defined general retail and service areas which would complement, but not compete with, our existing commercial centers, including Naperville's central business district, while providing for convenient neighborhood shopping facilities.

Several new commercial areas are proposed to utilize vacant land to its most appropriate and fullest potential. In some instances, isolated uses, or those considered inharmonious with the

predominant character of the immediate surroundings, have not been included as part of the future Land Use Plan. While these areas may be permitted to continue under zoning regulations, their enlargement should be discouraged. It is also important to continue to implement vigorous sign controls, and insist upon high quality development standards, with sufficient, fully landscaped parking facilities.

Finally, the City must ensure that the inventory of suitable vacant land, zoned for commercial activities, be reasonably related to the immediate, and not the long-range needs. Over-zoning encourages land speculation along with spot development. Thus, new commercial uses should only be permitted where proposed on the Land Use Plan.

3. Business Park

This land use represents a new category created since the adoption of the 1985 Master Plan. Designed to accommodate a variety of non-residential land uses, the Business Park designation is intended to attract office, research/development, light assembly, and warehouse/distribution facilities similar to those that have located along I-88 or in one of Naperville's campus-type business parks. Commercial uses such as motels, day care centers, and recreational facilities which support the underlying business park uses may be permitted as long as their presence blends in with the existing surrounding development.

Controls are designed to ensure that any uses located there will be of similar character and intensity as already exists in other areas of Naperville, such as found within the Naperville Center for Commerce and Industry, High Grove Business Park, and along Diehl Road between Mill Street and Naperville Road. Naperville has insisted that non-residential buildings be properly designed

and located in a unified and attractively landscaped setting. Furthermore, business park activities are an important asset to the community, as they increase the tax base and create employment opportunities.

The relative location of material sources, markets, and labor force, the quality of available sites, service and facilities, and the tax structure of a community are major factors which give a competitive advantage to an area in attracting establishments. Other factors also come into play when management undertakes the task of selecting the best location for a new headquarters or in determining whether their existing facilities should be expanded or relocated. These factors include:

- labor costs (wages, etc.);
- availability of employees (skills and supply);
- business climate;
- taxes;
- proximity to good transportation; and
- desirability of the community as a home for future employees.

Business Park uses in the Plan encompass 540 acres, or approximately thirteen percent of the study area, within four specific areas as identified. The largest, with 257 acres, is located on the northwest corner of I-88 and Route 59; the second largest, encompassing approximately 173 acres, is north of Ferry Road east of Route 59; the third site, encompassing 93 acres, is located south of I-88, east of the EJ & E Railroad, and north of Diehl Road, and is considered to be most desirable for future Business Park development with access to the EJ & E railroad available along the western edge of the site providing opportunities for rail access, while I-88 is located directly to the north. With the planned extension of municipal water and sewer service to this area, it is anticipated that

the scale of development will be similar in character to the Naperville Center for Commerce and Industry, located along the right-of-way of the EJ & E Railroad between Diehl and North Aurora Roads, and the High Grove Business Park which is located along Route 59 just south of the Burlington Northern Railroad. The remaining acreage is included along the south side of Brookdale Road, just east of Route 59.

Development of business parks within the Northwest Sector will be accomplished primarily through zoning and the use of the Planned Unit Development (PUD) process. A determination whether to use zoning or a PUD will be made prior to annexation and will depend on the specific proposal and the existing surrounding uses.

It should be noted that another factor leading to the designation of additional non-residential uses along the EJ & E corridor is the potential for its utilization of commuter trains. The decision by the State of Illinois not to pursue development of the Fox Valley Freeway and the additional funding that has been made available for mass transit alternatives through the Intermodal Surface Transportation Efficiency Act (ISTEA) has led to an increased interest in maintaining this corridor for such a use. If a future commuter line does in fact develop, the designation of the property along the EJ & E Railroad for Business Park uses could spur additional employment opportunities, and result in substantial property tax generation.

4. Mixed Use

This land use has been designated around the Route 59/Burlington Northern train station, and at the northwest corner of the intersection of the E.J. & E. and Burlington Northern railroads. The train station site encompasses approximately 33 acres, and the second location encompasses approximately 60 acres. This proposed land pattern is intended to encourage a mix of uses in a transit oriented design, including commercial, office, and residential. Singular uses, such as only residential, or only commercial should be discouraged. Transit oriented design is a concept that attempts to maximize the transportation potential of a given site. In this instance, the train station provides an opportunity to create a development with multiple uses and a choice of transportation modes; such a development at this location could offer housing, employment, and shopping facilities within a walkable distance. In addition, the train station provides a viable, non-automobile mode of transportation to home, work, or shopping. A singular use of this property would only reduce the overall benefits that could be provided at this location.

Development of these sites would be accomplished as a planned unit development (PUD). Residential proposals that could be accommodated under straight zoning will not be considered. A viable proposal must make use of, and incorporate the train station in the design of the project. The residential component would be limited to multiple-family and/or townhome units. The goal of a proposed development should be to provide a housing type with particular amenities that appeal to the non-traditional family unit. The non-residential component must account for at least 30% of the total site and be of a type that serves not only the immediate development, but existing development in the vicinity. So as not to stifle a creative and dynamic project, specific limits relative to height, density and use have been avoided.

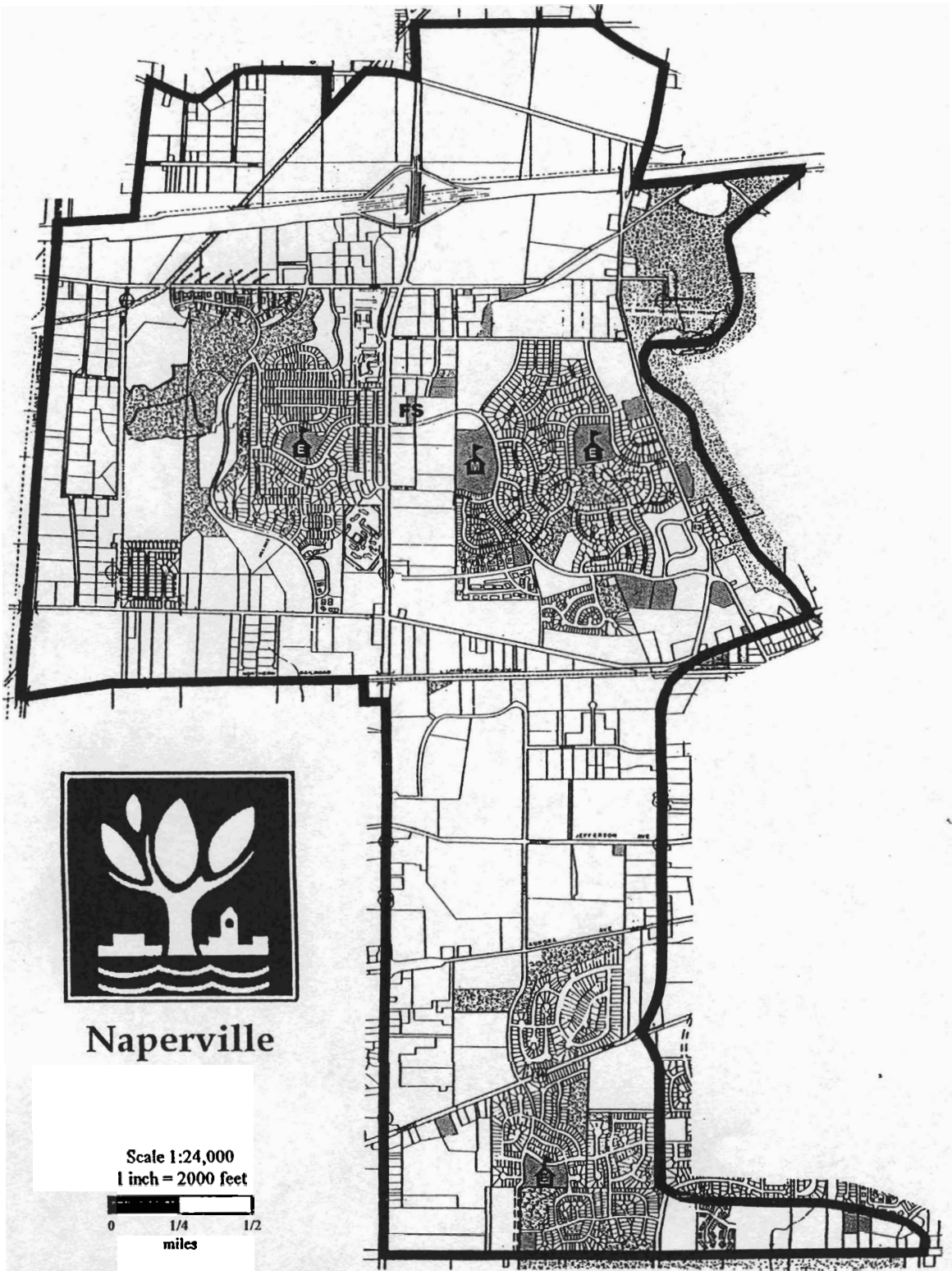
5. Community Facilities

Community facilities are the taxpayers' capital investment in buildings, grounds, and other installations which are either considered essential for governmental operations or are simply deemed desirable and otherwise in the public interest. Within this land use category are the following:

- public schools for primary and secondary education;
- governmental or administrative buildings and grounds, such as the municipal center and fire and police stations;
- publicly and privately operated utilities, such as water and sewage treatment facilities; and
- religious institutions and cemeteries.

Naperville has a well deserved reputation of being very progressive in many of these endeavors, and there is ample evidence of community-wide support for public facilities and services. As the Northwest Sector develops to accommodate an eventual buildout population of almost 21,000 persons, the provision of additional community facilities will be required (See Exhibit 5-2). These include additional municipal sewer and water services, expanded fire and police protection, additional schools, and improvements to other municipal services and facilities as follows:

- a. Sewer and Water: The Plan will require the extension of sewer and water service to the entire 6.7 square miles of the Northwest Sector. In the Northwest Sector, the primary source for water is the DuPage Water Commission system. At the present time, water is stored and distributed from various locations. There are two elevated water storage tanks within this sector. One is located on the south side of North Aurora Road, near the EJ & E Railroad, with a capacity of 300,000 gallons. The other is a 500,000 gallon tank located on the south side of



Naperville

Scale 1:24,000
1 inch = 2000 feet



COMMUNITY FACILITIES



INSTITUTIONAL



FIRE STATION



EXISTING MIDDLE SCHOOL



OPENSACE/
FOREST PRESERVE



EXISTING ELEMENTARY SCHOOL



PROPOSED ELEMENTARY SCHOOL

EXHIBIT
5-2

JUNE
1996

COMPREHENSIVE MASTER PLAN UPDATE
NORTHWEST SECTOR

DEPARTMENT OF
COMMUNITY
DEVELOPMENT



Jefferson Avenue, across from Nabisco. There is also a 250,000 gallon ground storage tank adjacent to the Longwood Elementary school, and a 2.3 million gallon reservoir at the Northwest Waterworks facility on Wall Street.

Sanitary sewer flow is assisted by two pump stations within the Northwest Sector. One pump station is at the northeast corner of North Aurora Road and Fairway Drive, and a new pump station is nearing completion at the northwest corner of River and Ogden Avenues.

b. **Fire Protection:** As the Northwest Sector develops, the proper location of well equipped fire-fighting facilities ensures that residential and non-residential developments will be provided with a high level of service with minimal response times. The provision of an adequate water supply at suitable pressure and volume are all essential in determining the level and quality of service. In addition, the proper design and layout of new developments, which considers the issues of street addressing and the availability of alternative access, is essential.

At the present time, the Naperville Fire Department, with a fire insurance rating of 2, provides service to all portions of the Northwest Sector. Fire Station #4, located on the north side of Brookdale Road east of Route 59, is manned with three firefighters on one engine. Fire Station #7, located on the south side of Aurora Avenue east of the Western ByPass, is manned with nine firefighters; three on one engine, three on one ladder, two on an ambulance and one shift commander.

c. **Police Protection:** Within the Northwest Sector, two jurisdictions currently provide police protection. The City services all incorporated areas, while DuPage County covers the

unincorporated areas. As land in the Northwest Sector is annexed to Naperville, the City's police presence will expand.

d. Electric Facilities: Those portions of the Northwest Sector annexing to Naperville will receive service from the City's electric utility. Four electrical substations are found within this Sector and are located: south of Nalco Chemical Company off of Wall Street; southwest of the intersection of Route 59 and the Burlington Northern Railroad; south of Post off of Jefferson; and off the northeast corner of 75th Street and Fort Hill Drive. Some additional electric infrastructure capacity may be necessary if the type and intensity of future development changes significantly from what is proposed on the Plan.

e. Library Facilities: Within the Northwest Sector, residents' needs are met primarily by the Nichols library in downtown Naperville, however, they are also able to use the Naper Boulevard Library. Residents within the unincorporated areas of the Sector may use these facilities, but must pay an annual fee.

f. Schools: In the Northwest Sector, the provider for public education is Indian Prairie School District 204; all future school development within the Sector will be this District's responsibility. The goal is to provide a full complement of school facilities, properly located in this Sector, with sufficient land to serve the current and future enrollment needs of the District.

Experience has shown that accurate enrollment projections for a rapidly growing and changing community are generally unreliable as they extend too far into the future. However,

for the purpose of planning and site acquisition, an attempt has been made to project school and site needs as accurately as possible. Due to the fact that there are many variables which could affect projections of enrollment, the school component is based on "holding capacity," which is the total number of students that will be generated by applying the projected densities to the land identified for residential development. In analyzing this Sector to determine future school facility needs, some specific criteria were used:

- New schools should be located near the center of the area to be served;
- Students should not be required to cross a major arterial highway; and
- A majority of the students should live close enough to the new facility so they can walk rather than having to be bussed.

It is recognized that due to the final layout and design of existing residential development and the location of some existing schools, it is not possible in all cases to adhere to the above criteria. However, because the elementary school is one of the primary focal points of a local neighborhood, it is the goal of this Plan and the responsibility of District 204 to ensure that new elementary facilities meet these criteria.

To serve the current and future needs of School District 204, in addition to the two elementary and one middle school that currently exist in the Sector, at least one new elementary school will be needed. The proposed location for this facility is east of Fort Hill Drive between the Ivy Ridge and Lakewood Crossing residential developments.

g. Parks and Open Space: Recreation is a vital element in our daily living; the provision of a full complement of public parks and recreation facilities, in accordance with up-to-date standards, is a community responsibility, and thus, is an essential element of this Plan. Quality

parks and recreational facilities for both active and passive activities contribute to the health, relaxation, and community spirit of adults and children alike. Such areas also benefit the neighborhood, for they are viewed as an attractive amenity which not only provides recreational opportunities to the residents, but also enhances property values. Thus, recreation is not a luxury for only the wealthy, but it is an essential element of a quality community and should rank in the same order of importance as education.

As was started in previous comprehensive planning efforts, this Plan will continue the policy of integrating, where possible, parks and schools for maximum efficiency of combined facilities. In addition, the Plan proposes the use of natural and man-made features such as creeks, streams, easements, and stormwater facilities as important linkages between other park or open space areas. Use of these features for linkages would not necessarily qualify as donated land under the school and park donation ordinance, but rather in addition to the donation requirements. However, at its own discretion, the Naperville Park District may accept land utilized as open space or detention/retention as the required donation if at least fifty percent of the area is outside the high water mark. Based on discussions with Park District staff, the future park needs of the Sector have been identified and have resulted in the following recommendations being integrated into this Plan (See Exhibit 5-2).

An additional neighborhood park site has been secured within the Lakewood Crossing, Wildflower and Ivy Ridge developments. Additional open space has been added to the Sector in the Lakewood Crossing and Ivy Ridge developments. In addition, the Plan proposes the acquisition and development of at least one additional park site along the north side of North Aurora Road, west of Fairway Drive, which would encompass almost thirty acres.

Because the primary mode of access to such facilities is not meant to be the automobile, barriers such as Route 59, 75th Street, the Western ByPass, and North Aurora Road must be considered when locating these parks, as they should be easily accessible to pedestrian traffic. It is expected that the primary mechanism of acquiring these park sites will be through the City's land donation ordinance which requires the donation of 5.5 acres of park land for every one thousand persons generated by residential development.

h. Stormwater Management: The principal river within the City of Naperville is the DuPage River which, along with its catchment area, extends from Schaumburg in Cook County to the confluence of the DuPage and DesPlaines Rivers at Channahon in Will County. The total catchment area is approximately forty miles long and fourteen miles wide at its broadest point.

The West Branch of the DuPage River flows in a southerly direction from Hanover Park through Naperville and has a drainage area of 121 square miles at the Illinois Division of Waterways gauging station immediately south of the DuPage-Will County line. About thirty square miles of this drainage area are within the City limits. The West Branch main stem is about 28 miles in length and connects with about 111 miles of tributaries. The larger tributaries include Cress Creek and Springbrook Tributary #2.

The principal flood control structure on the West Branch of the DuPage River is the Fawell Dam, located about 1500 feet north of Ogden Avenue, constructed by the Illinois Division of Water Resources in 1971. The dam has a flood control storage reservoir of 2900 acre-feet which is adequate for about a fifty year storm. There are also low head dams at McDowell Grove and Warrenville Grove.

For development within the Northwest Sector, the applicable stormwater ordinance is the Countywide DuPage County Stormwater and Floodplain Ordinance, dated October 1991. This requires a release rate of not greater than 0.1 cubic feet per second per acre of development for the twenty four hour duration storm with a one percent probability of occurrence in any year. This includes using a 7.48 inch figure for the 24 hour one hundred year event.

Thoroughfare Plan

In concert with the recommended changes to the land use plan for the Northwest Sector, the thoroughfare component needs to be revisited to ensure that the future roadway network can carry the traffic that will be generated. The current Proposed Master Thoroughfare Plan recommends several revisions for the Sector. The functional reclassification of some of the existing roadways as Major Arterials, Minor Arterials, and Major Collectors needs to be considered to better service the area as development occurs.

As a principal street within the network, the function of Strategic Regional Arterials (SRA) is efficient intercity and intracity traffic flow. In the Proposed Master Thoroughfare Plan, Route 59, to enhance north-south traffic, and 75th Street, to facilitate east-west traffic, are designated as SRAs in the Northwest Sector. Both streets were previously classified as Major Arterials.

Additional right-of-way (ROW) may need to be obtained at the intersection of two arterials to provide turning lanes and increase sight distance. In addition, thoroughfares in the Northwest Sector that are proposed to be improved to Major Arterials include Ferry Road west of Route 59 and Oswego Road/U.S. Highway 34 between Route 59 and the Western ByPass, which is currently

classified as a Minor Arterial. These Major Arterials would function in the efficient flow of intercity and intracity traffic movement. Access is limited so that the movement of traffic is not impeded.

Streets proposed to be changed to Minor Arterials include Diehl Road east of the Western ByPass, Jefferson Street west of Fort Hill Drive, which is now designated as a Major Collector, and Aurora Avenue, which is currently classified as a Major Arterial. These thoroughfares are secondary streets serving the purpose of traffic flow between neighborhoods and other areas of the city. Although there is no direct access to residential property, there would be direct access to adjacent commercial developments.

To facilitate traffic flow from residential and local streets and Neighborhood Collectors to the Arterials, additional Major Collectors have been proposed, including Frontenac Road, now a Minor Arterial, as well as Fairway Drive, McDowell Road, Brookdale Road, and Fort Hill Drive. These thoroughfares will effectively reduce traffic on other residential streets in the neighborhood.

IMPLEMENTATION

IMPLEMENTATION

This 1996 Plan affords a basis for continuing to guide future development in the Northwest Sector through a long-term vision of achieving a desirable arrangement of residences, business establishments, and private and public institutional uses, with an ample supply of properly located open space. It will also aid in determining when and where utilities will be extended and other municipal features provided. Therefore, Naperville should continue to direct its public policies and various regulatory measures toward bringing about the desirable community pattern portrayed in the Plan. These measures should include:

- The consistent application of zoning scaled to realistic land requirements for the various land uses. Zoning is the single-most important instrument for carrying out this Plan.
- The enforcement of effective subdivision regulations, including not only adequate standards relating to layout, but all needed site improvements as well. The requirement for properly designed street improvements, potable water supply, and a satisfactory means of sewage disposal are minimal requirements for the assurance of quality development.
- The systematic programmed provision of various necessary and desirable public facilities including schools, parks, sewer and water mains, and thoroughfares, all located, designed, and timed to promote private development of appropriate types as indicated in the Plan.

Zoning

As stated previously, zoning is the single-most important instrument for carrying out this Plan. However, it must always be remembered that **zoning is not land use and land use is not zoning.** The focus of this report thus far is related to land use; that is, what each parcel of land can be used

for. These land uses are depicted on the "Future Land Use Plan" (See Exhibit 5-1), but the Plan does *not* indicate any zoning districts.

Zoning is not to be confused with land use; it is the vehicle for implementing the Land Use Plan, but is not a substitute for that Plan. It is important to note that the reason no zoning districts are indicated on the Plan is because there are several appropriate zoning districts into which each parcel of land may be located in order to meet the proposed land use and density criteria.

It is also important to dismiss the fallacy, so prevalent in the past, that the color yellow on the Plan indicates that the R1 zoning district applies. Staff has repeatedly made attempts to correct this misconception; there was no zoning indicated on the 1985 land use maps, for the density shown in yellow could be achieved under the R1A, R1B, R2, R3A, R3, E1, E2, and E3 zoning districts.

Appropriate densities could also be achieved within a Planned Unit Development.

Thus, to assure that the Plan will be implemented as intended, the Plan Commission and staff propose the modified gross density, emphasizing that where such densities are indicated, they can be achieved under various zoning categories. The Plan only indicates densities; the appropriate zoning district to achieve these will be determined at such time each project is submitted in consideration of the type of housing units, their setbacks, height, and other features of the proposed development, as well as the zoning of surrounding properties.

Accordingly, in designating a specific zoning district into which a parcel of land will be placed, private property is being regulated for the purpose of promoting the orderly development of the community and furthering the health, safety, and general welfare of the residents. Under zoning, every property owner is allowed the enjoyment of his/her property rights as long as they do not encroach on the rights of others. Thus it protects every property owner from injury by selfish or

unwise neighbors, or other owners who would seek private gain at his/her expense and that of the community-at-large.

The Plan Commission and City Council must be on guard, however, against over-zoning, which is zoning an excessive amount of land for commercial or business use, thus permitting a sparse, scattered type of development on a haphazard basis rather than organized development in accordance with an overall and unified scheme. The premature zoning of too large an area for not only short-range, but also medium-range absorption by the local real estate market, is in effect creating a land monopoly benefiting only certain property owners of a community. This has been construed by many as nothing more than land speculation on the part of the local municipality, and as such, is improper. Proposals in the Plan for the location of business and other non-residential uses are intended to assure, insofar as it is possible, that they can develop efficiently and in a manner compatible with surrounding uses. For example, Ogden Avenue, in many of our neighboring communities, is a text-book case of how not to zone commercial uses. Naperville has expended tremendous effort to tame the worst excesses we find on that important thoroughfare; it is folly then to create such conditions through improper or over-zoning in those parts of the Northwest Sector which are still undeveloped.

Planned Unit Development

Accordingly, to assist in accomplishing high quality development, the Planned Unit Development (PUD) provisions of the zoning ordinance should be encouraged; but *only* if a PUD will include imaginative and superior design in keeping with the designated densities and open

space objectives. Under these conditions, it is permissible to depart from the strict application of use, setbacks, height, and other requirements. The PUD allows flexibility for the following reasons:

- to permit a creative approach for better development of land;
- to accomplish a more desirable environment than possible through strict application of minimum requirements;
- to enhance the appearance of projects through preservation of natural features and provision of recreation areas and open space in excess of that required under existing regulations; and
- to provide opportunity for creation of new approaches and solutions to our living environment.

In summary, a PUD in which certain zoning provisions are relaxed, may be considered if a better environment is to be provided in terms of aesthetics, livability, density, and amenities.

Absent the above benefits, **the PUD should not be granted**; that is, it is never to be utilized as a substitute for, or escape from the provisions of the zoning or subdivision regulations.

However, in the final analysis, the effectiveness of this Land Use Plan depends upon the general support of area residents, as well as adherence by the City Council and its boards, commissions, and staff. Without this support, no Plan can ever be successfully achieved.