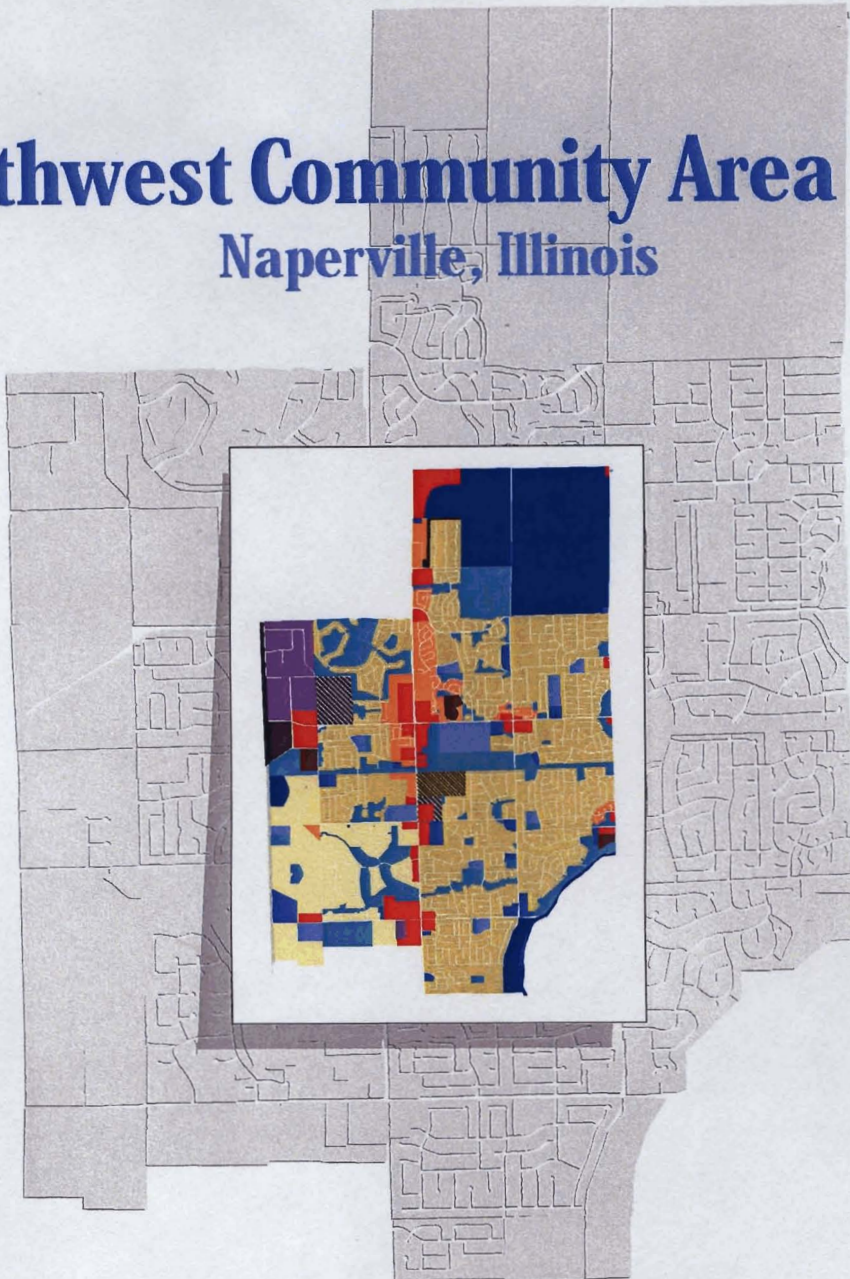




Southwest Community Area Plan

Naperville, Illinois



Trkla, Pettigrew, Allen & Payne, Inc. • Arthur Andersen LLP • Parsons Transportation Group

May 28, 2002

**Southwest Community
Area Plan**
*An Element of the Comprehensive Plan
Naperville, Illinois*

May 28, 2002

Prepared by the City of Naperville, Illinois

Assisted By:
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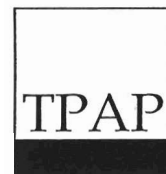


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Introduction and Background

The southwest portion of Naperville represents the single most important remaining opportunity to build on the City's vibrant and distinctive image. Naperville already sustains a national reputation as a family-friendly community. The City benefits from a beautiful and lively downtown, an expansive open space and recreational system, quality schools, a thriving employment base, access to regional transportation, a multitude of shopping opportunities, and a variety of neighborhood and housing styles. Remaining development opportunities in Southwest Naperville reflect the City's "last frontier" in the completion of the community's initial development. The location of the Study Area is illustrated in Figure 1.

In 1985, the City adopted a Comprehensive Plan as a guide for future growth and continued high-quality service to its residents. To aid in the preparation of the 1985 Comprehensive Plan, the City was divided into nine "planning sectors," or areas of the community. Four sector plans have been prepared as components of the overall Comprehensive Plan; the sector plans have been updated separately according to the needs of each particular area.

This report, the Southwest Community Area Plan, updates the 1985 Comprehensive Plan and the 1989 and 1994 "Sector G" Plan updates for the Southwest Community Area.

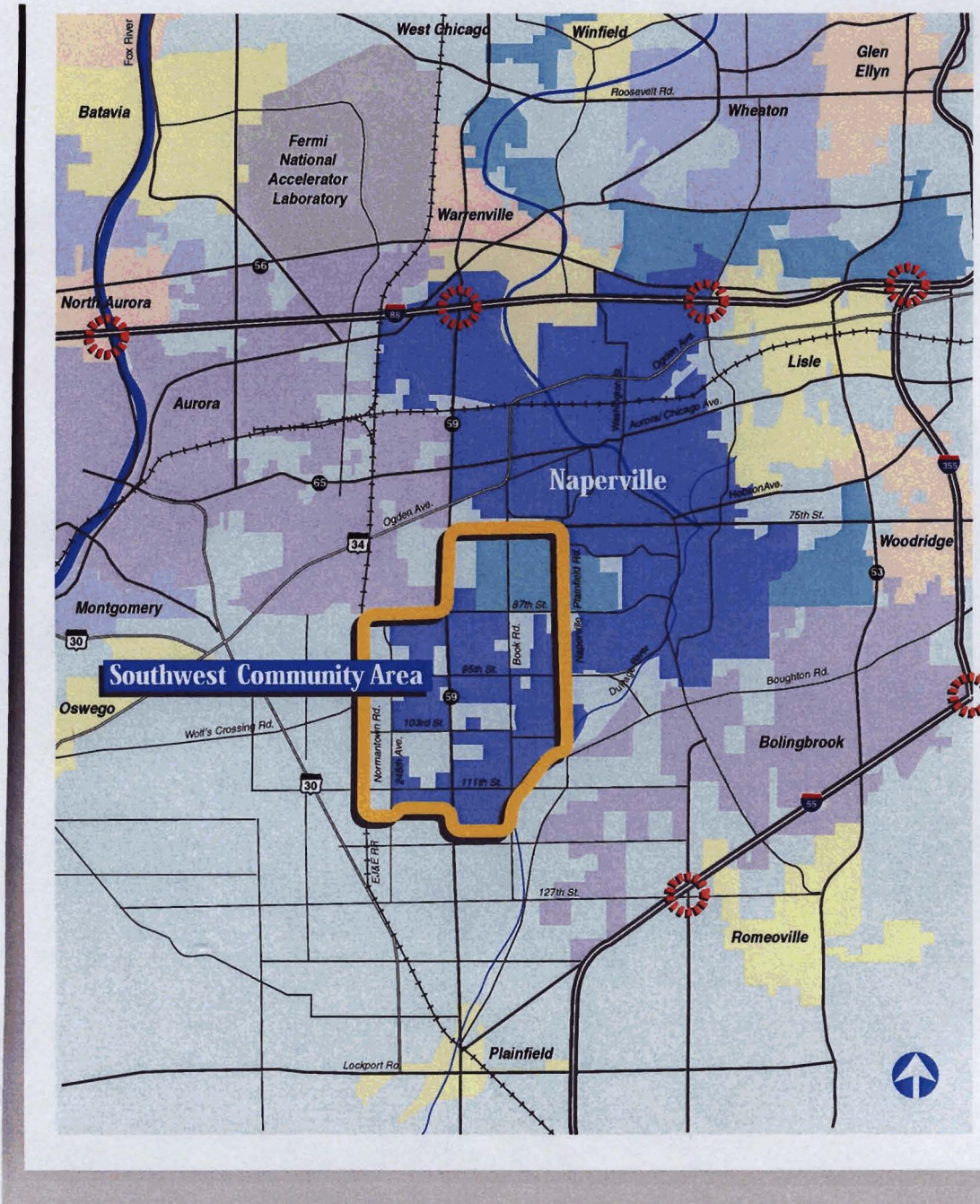
The Southwest Community Area

The 14.7 square mile Southwest Community Area lies generally south of 75th Street and west of Plainfield/Naperville Road. It is home to approximately 36,400 residents, and includes approximately 1,400 remaining acres of vacant land. The area has experienced rapid development over the last decade. The Community Area is over 80% developed and includes a range of public, commercial, and residential uses. A major focus of the plan is the vacant land concentrated in the far western portion of the Community Area. Figure 2 depicts the key development sites in the area.

The preparation of the Southwest Community Area Plan allows the City to consider both study area and community-wide needs to "round out" its facilities and services, program desired new development, and extend its tradition of unique and quality design.

It should be noted that the context for preparing the new Plan extended beyond the boundaries of the Southwest Community Area. Land-use, transportation and related conditions and planned improvements in the greater Naperville community and surrounding communities were considered in developing the new Southwest Community Area Plan.

Figure 1:
Study Area Location



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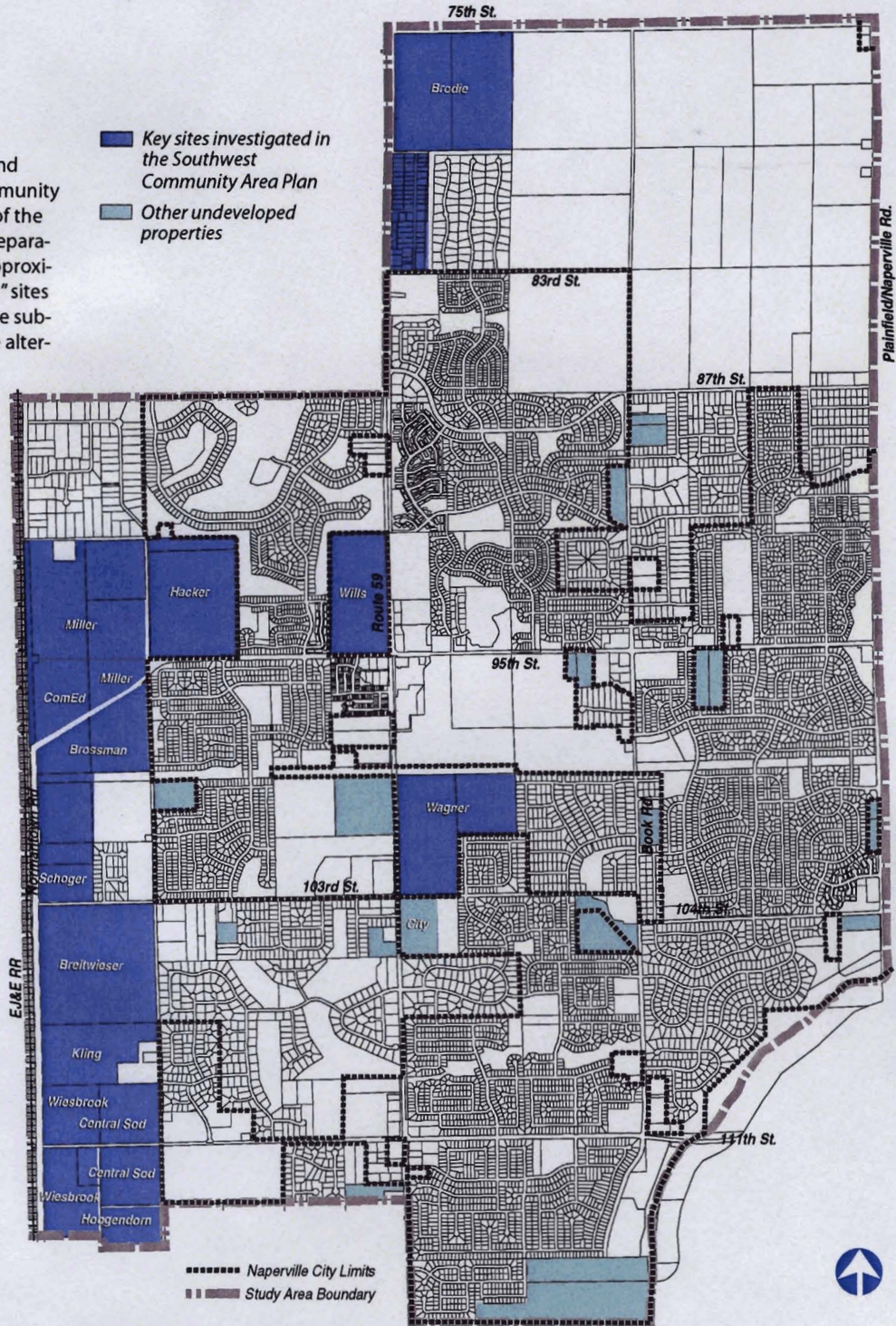
Figure 2:
**Key Study
 Area Sites**

**POTENTIAL
 DEVELOPMENT SITES:**

The future use of vacant land within the Southwest Community Area is a primary element of the Plan. At the time of plan preparation, vacant sites totaled approximately 1400 acres. The "key" sites (illustrated in blue) were the subject of conceptual land-use alternatives and "testing" in the planning process. Five alternative scenarios, including the 1994 Sector G Plan, underwent rigorous evaluation, which included population generation, fiscal impacts to various taxing districts, and traffic and public facilities improvement requirements.

In addition to the large, undeveloped parcels discussed above, there are a number of smaller parcels (shown in green) scattered throughout the area. The consulting team conducted an evaluation of the land-use potentials of each parcel and confirmed the land-use designation for these parcels as recommended by the 1994 Comprehensive Plan: Sector G Revision.

- Key sites investigated in the Southwest Community Area Plan
- Other undeveloped properties



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The Need to Update the Sector G Plan

In the early 1990's, the City of Naperville undertook a planning evaluation to address development pressures and related community land-use preferences for the Southwest Community Area. As a result, in its 1994 Sector G Plan, the City anticipated that a substantial portion of the area along the E.J. & E. Railroad would be developed for business park and light industrial uses. Following the adoption of this plan, and over the last few years, the City has been faced with development proposals contrary to the Plan's intent for employment development. No new industrial development has been proposed in accord with the Sector G Plan since its adoption.

Subsequently, several planning initiatives have been undertaken to address the development potentials and citizen aspirations within the Community Area. These include a development plan prepared by Macom Development Corporation, dated April 2000, and the Department of Community Development Sector G Study, completed in July 2000. After consideration of these proposals, the Naperville City Council chose to more carefully study the market and land-use development potentials within the Community Area. Specific development proposals were withdrawn pending this study.

In addition to identifying the preferred land-uses for the business park area in the 1994 plan, the process was expected to result in several other benefits:

- Identifying the need and appropriate locations for future community facilities;
- Evaluating the adequacy of the area's housing stock to meet the needs of residents as demographics change;
- Determining transportation improvements that should be planned for and pursued in connection with continuing development;
- Determining the impact of planned transportation improvements adjacent to the Southwest Community Area;
- Promoting the use of walking and bicycling as alternative transportation modes and for recreation;
- Considering the options and implications offered by the potential development of a new commuter rail facility;
- Projecting fiscal implications for overlapping taxing districts of various types of development;
- Evaluating the adequacy of municipal policies such as park and school dedication requirements;
- Directing new commercial land uses to visible, accessible locations without encouraging "strip" development; and
- Protecting, preserving, and supplementing the Southwest Community Area's environmental assets, such as forest preserves and habitat areas.

Process for Preparing the New Plan

General Approach to the Plan

The Trkla, Pettigrew, Allen & Payne, Inc. (TPAP) consulting team was retained by the City of Naperville in December 2000. The team's responsibilities included: collecting and analyzing information on existing conditions in the area; preparing alternative land-use plans; measuring the likely demographic, economic, community, and fiscal impacts of alternative plans; and developing a preliminary Southwest Community Area Plan for City Council consideration. Figure 3, *Plan Development Process*, describes the steps taken to develop the new Plan.

Four alternative land-use and development scenarios were prepared for the area, each with a different emphasis on the types of private and public development that could potentially occur within the area. These alternatives, along with the 1994 "Sector G" Plan, were analyzed and compared in order to weigh the various economic, community facilities, and public service impacts of each.

Several factors were developed for the evaluation of each planning alternative. A focus of the assessment was the market development potential for employment and industrial uses, as well as market opportunities for new offices, commercial uses, residential developments, and senior citizen housing. The economic impact the new Plan might have on various public agencies was also an important consideration. This included a "fiscal impact" assessment of each land-use alternative to determine the cost and revenue impacts to the City of Naperville, Indian Prairie School District 204, the Naperville Park District, and the Naperville Library District. Evaluation factors regarding transportation impacts, land-use planning, community aspirations, and others were incorporated as well. The process for developing and testing alternative plans can be found in Appendix C, the Preliminary Framework Plan.

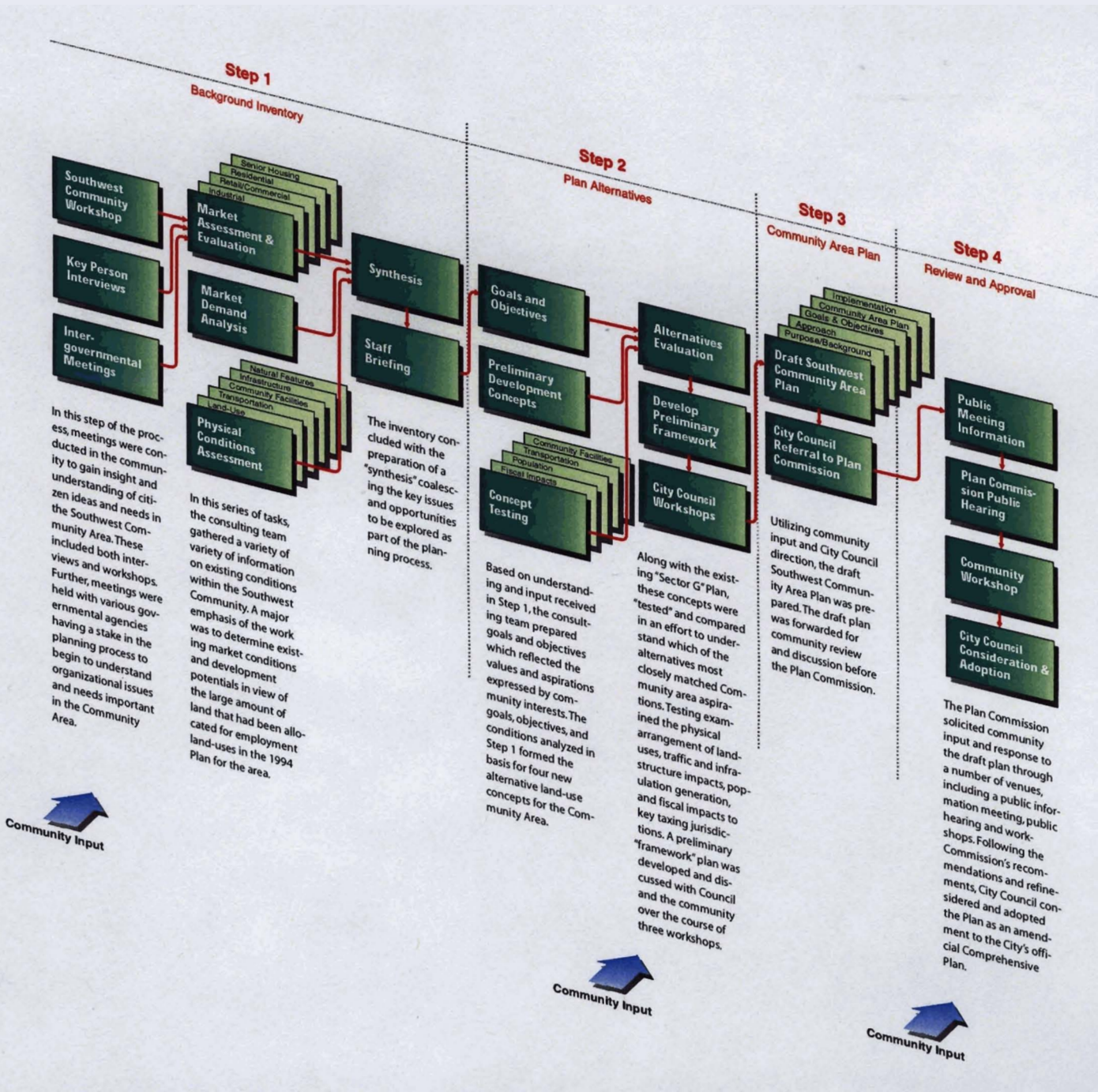
Based on the evaluation, a preferred alternative was identified and brought to the community for consideration. Following City Council direction on its preferences for change and conservation in the community area, a complete draft Plan was prepared.

Citizen Involvement

The process to develop the Plan included active citizen input in order to reflect the values and aspirations of its residents and others affected by the future of Southwest Naperville. A number of venues were used to gain community insight into the needs and opportunities of the Community Area.

Early in the planning process, the City sponsored an interactive neighborhood workshop where citizens expressed their concerns and ideas for the future of the Community Area. Considerations were also heard at meetings with representatives of homeowners associations, landowners and developers, and various public service agencies such as the City, school, park, and library districts.

Figure 3:
Plan Development Process



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Interested individuals and groups were encouraged to remain involved throughout the development of the Plan and provide feedback on various alternatives for future land use, transportation, and community facilities. Several workshops were held before the City Council to continue to respond to issues and refine solutions directed to the preparation of the final plan.

Community participation in the process resulted in several “themes” which were central to the City’s and consultants’ work. These include:

- Provide a balance among land uses in the Southwest Community Area to reflect the needs and desires of area residents and the City as a whole.
- Maximize the acreage devoted to non-residential land-uses and minimize student generation impacts to School District 204.
- Create a unique design character for the Southwest Community Area. An emphasis is on the location and design of commercial areas.
- Provide expanded commercial and service uses in the Community Area, which now require residents to travel to other parts of the City to access.
- Minimize traffic congestion and the potential for cut-through traffic in neighborhoods, enhance multi-modal transportation opportunities and emphasize bicycle and pedestrian activities.
- Provide additional nearby recreation opportunities, including open space and parks.

Organization and Content of the Southwest Community Area Plan

The Southwest Community Area Plan is organized into five parts:

- ❑ ***Part I - Goals and Objectives*** – a long-range vision and needs assessment for the area, as defined through community input and participation.
- ❑ ***Part II - Land-Use Plan*** – polices and recommendations for the completion of physical development covering residential, commercial, and office land-uses.
- ❑ ***Part III - Community Facilities Plan*** – provides recommendations on the conservation, expansion and development of new facilities within the Community Area. It addresses, among others, facilities managed by the City of Naperville, Indian Prairie School District 204, the Naperville Park District, Will and DuPage County Forest Preserve Districts, and the Naperville Public Library.
- ❑ ***Part IV - Mobility Plan*** – policies and recommendations for automotive, bicycle, pedestrian and public transportation facilities within the Southwest Community Area.
- ❑ ***Part V - Implementation Program*** - steps needed to implement the plan, along with responsibility for completion and funding sources for the various recommended actions.

Part I: Goals and Objectives

The goals and objectives described below outline the basic purpose and intent of the Southwest Community Area Plan. They have been prepared based on community input in the planning process thus far, prior plans prepared for the Southwest Community Area, and the consultant's observations and understanding of the area. The development of alternative plans and preliminary planning recommendations have been guided by these goals and objectives.

- Goals describe a desired end situation toward which planning efforts should be directed.
- Objectives provide additional detail to allow identification of action steps directed toward realizing goals.

Market development potential balanced with the community desires for the pattern of future development

Goal: *A realistic future land use plan, integrated for the developed and the remaining undeveloped land in the Southwest Community Area, which balances market realities with community expectations to increase the tax base and limit costs to affected taxing districts.*

Objectives:

- ❑ Designate an achievable future land-use mix that will provide the taxing value necessary to, at a minimum, cover expenses associated with development.
- ❑ Identify market potentials and development proposals for various land uses.
- ❑ Develop a land-use plan that maximizes, to the greatest extent practical, employment land-use potentials.

Goal: *A distinctive Southwest Community Area image and a range of features and gathering places that define the area and complement greater Naperville.*

Objectives:

- ❑ Identify and seek market support for amenities that the residents and visitors to the Southwest Community Area would like to see nearby.
- ❑ Provide a location for a "critical mass" of cultural, social, and recreational facilities with convenient connections to residential areas.
- ❑ Establish a planning framework, along with guidelines for unique and distinctive design, for new development within the Southwest Community Area.

Balance among residential, commercial, and other land-uses

Goal: *A range of shopping and services to meet neighborhood and community needs.*

Objectives:

- ❑ Identify specific service and retail needs of area residents, and plan for their development within an appropriate distance of homes.
- ❑ Provide transitional zones, including screening and other physical separations, between potentially incompatible uses.
- ❑ Provide locations for municipal facilities, including a community meeting center, to provide convenient access to and from Southwest Community Area residents and businesses.
- ❑ Investigate the feasibility of providing emergency medical services within the Southwest Community Area.
- ❑ Promote the location of higher education satellite facilities in the Southwest Community Area.
- ❑ Support the development of a new Naperville Public Library branch facility in the Southwest Community Area.

Goal: *A range of housing opportunities meeting a variety of lifestyles.*

Objectives:

- ❑ Identify various residential product types and establish ways in which they can be integrated in a compatible manner.
- ❑ Explore ways of integrating senior citizen lifestyle housing within the area.
- ❑ Consider the use of cluster housing and other forms of housing design “templates” as a means of providing a more diversified housing mix.
- ❑ Consider appropriate development regulation amendments to enforce desired strategies.

Goal: *Balance development with ample open space and recreational areas, while protecting natural and environmentally sensitive resources.*

Objectives:

- ❑ Support the implementation of the Park District Master Plan.
- ❑ Encourage collaboration and cooperation between the Park District and the two Forest Preserve Districts serving the Southwest Community Area.
- ❑ Plan and develop links, including the continued development of the Virgil Gilman Trail, between recreation and open space uses.

- ❑ Encourage and facilitate the protection of sensitive environmental features in the Southwest Community Area.
- ❑ Link environmental features for use as recreational and cultural amenities within the Southwest Community Area.

Efficient traffic circulation

Goal: *Safe and convenient roadways which seek to minimize traffic impacts as land is further developed.*

Objectives:

- ❑ Design and construct a transportation system that maximizes roadway capacity.
- ❑ Seek street cross-section designs that establish a unique character for the Southwest Community Area.
- ❑ Work with adjacent jurisdictions to complete the extension of 95th Street.
- ❑ Support the development of the WIKADUKE Trail.
- ❑ Reduce the number of automobile trips per household by encouraging carpooling and use of alternative transportation modes.
- ❑ Require impact studies for development proposals that surpass the trips per day assumed during capacity studies, or that would close or reroute arterial streets.

Access to alternative transportation modes

Goal: *A choice of travel modes (bicycle, pedestrian, automobile, bus, and train) within the City, and safe and convenient access to public transit in the metropolitan area.*

Objectives:

- ❑ Develop a trail system linking residents to neighborhood services, shopping, and community facilities.
- ❑ Provide grade-separated crossings for urban trails at key locations.
- ❑ Promote and facilitate the development of a new commuter train station and park-n-ride locations to serve the Southwest Community Area.
- ❑ Investigate the feasibility of a transit-oriented development, if a new commuter train station is to be constructed.

Part II: Land-Use Plan

This part presents and describes the future Land-Use Plan for the Southwest Community Area. The Land-Use Plan defines the various land-uses and depicts their future locations within the area. While the Land-Use Plan maintains a physical emphasis, it also presents a variety of policies and implementation considerations for realizing land-use and development recommendations.

The Land-Use Plan is divided into the following sections:

Key Existing Conditions

Existing Land-Use

Market Overview

The Long-Range Land-Use Plan

Residential Land-Use Areas

Commercial Land-Use Areas

Employment Land-Use Areas

Other Land-Use Areas

Together with the Community Facilities; Public Utilities, Open Space and Recreation; and Mobility Plans, the Land-Use Plan will provide a basis for decision-making with regard to future development of the Southwest Community Area. Its concepts form the foundation for implementation tools such as zoning and other land development regulations, capital improvement programming, and the roles and responsibilities of the many community organizations with a "stake" in realizing the aspirations of the Plan. The various aspects of plan implementation are described in detail in *Part V, Implementation Program*.

Key Existing Conditions

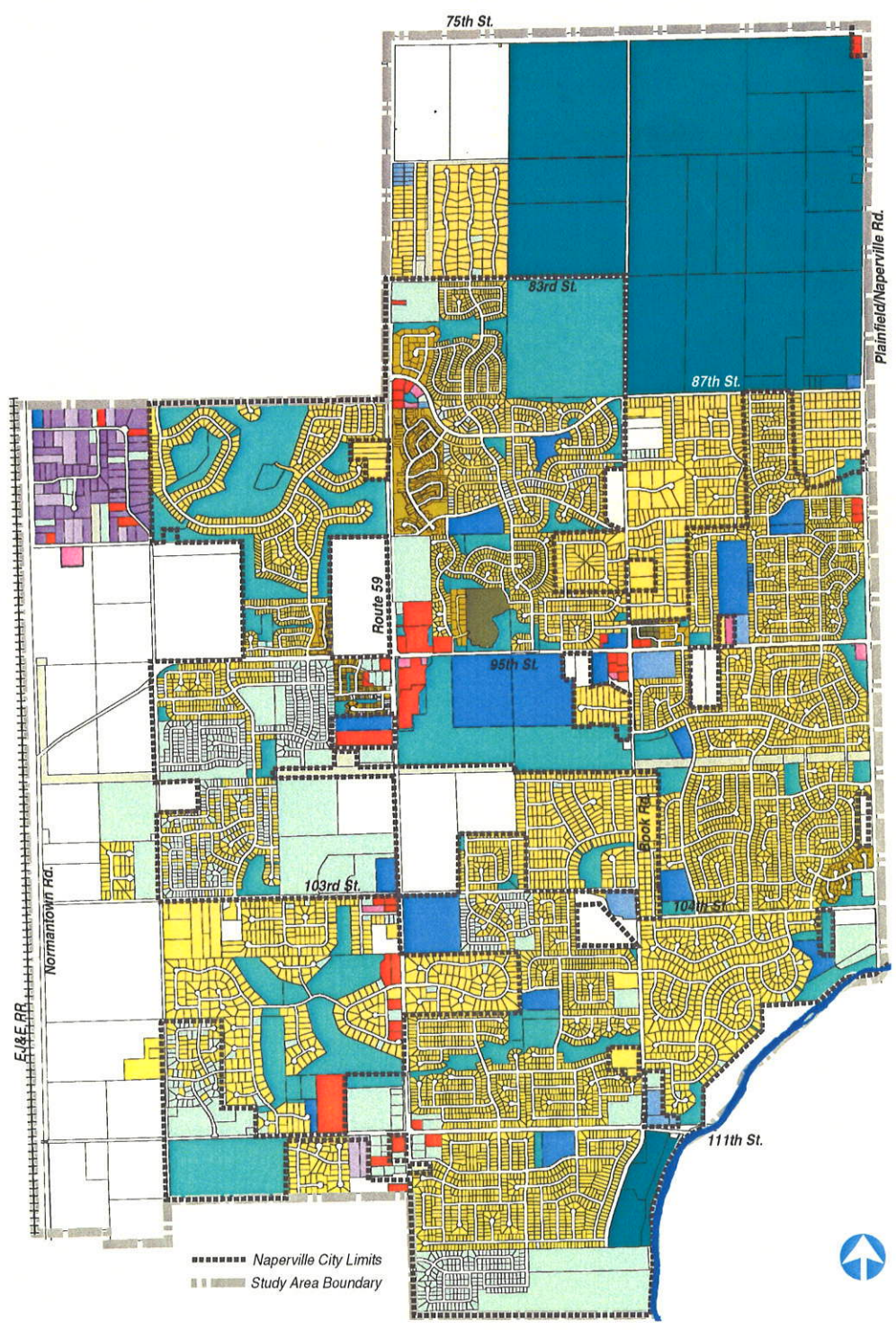
While the full range of existing conditions, such as environmental features, traffic, and facilities and services, was assessed in the development of the Plan, existing land-use and market potentials played a very significant role in shaping the new Plan.

Existing Land-Use

The pattern of existing land-uses is a strong influence on future land-use potentials and development patterns within the Southwest Community. A field inventory and classification of existing land-use was conducted in February of 2001. Existing land-use is illustrated in Figure 4, and briefly described below.

Figure 4:
Existing
Land-Use

- Land-Use:**
- Single-Family Detached Residential
 - Single-Family Attached Residential
 - Multi-Family Residential
 - Commercial
 - Parks/Recreation
 - Public/Institutional
 - Semi-Public
 - Office/Research
 - Manufacturing
 - Warehouse/Distribution
 - Forest Preserve
 - Utility Easement
 - Proposed/Pending Development
 - Undeveloped/Agriculture



Existing land-use within the Southwest Community Area consists primarily of low-density single family detached residential uses. The Southwest Community Area is a new development area, much of which has been added to the Naperville community in just the last decade. Quality homes with a range of amenities have created a highly desirable community living area.

Open space, including forest preserve land and three golf courses, are also important defining features of the Community Area. As discussed in the Community Facilities Plan, potential for expanding the existing system will continue to be explored. Other public uses also play a strong role in the community. These include the various schools, park and recreation sites, and municipal facilities.

The area also maintains a small amount of employment and commercial land-uses. Employment uses occupy the Wheatland Industrial Park. Several commercial uses are situated along Illinois Route 59 and 95th Street. Neighborhood shopping areas are situated at the intersection of 95th Street and Book Road, and the far eastern segment of 104th Street.

A major focus of this Plan has been directed toward approximately 1,400 acres of remaining undeveloped land. Most of the undeveloped land is in the western portion of the Community Area, although some smaller, vacant parcels are scattered throughout. As discussed in the market overview below, the Plan has been partially shaped by the identified community area development potentials over the next ten to fifteen years.

Overall, existing land-use areas are stable, with only a few locations that were originally developed in the unincorporated portions of the community that may be subject to change in the future.

Market Overview

An important consideration in the development of the new Plan has been the demand for various market rate land-uses in the years ahead, and the amount of land to be allocated for such uses. While the Plan is based on a ten to fifteen year planning horizon, it has considered the marketability of the various land-use types, as briefly described below.

- *Residential Potentials* – The market for single family detached homes, attached housing, and multiple family residential housing is anticipated to remain strong into the future. Population and employment growth, as distributed within the greater western and southwestern corridors, will remain among the most active in the Chicago metropolitan area. There is market support for virtually all of the remaining vacant land, should the City choose this approach.

- Senior Citizen Housing Potentials – There is expected to be a growing market in coming years for senior citizen housing due to an aging population. The active adult housing market will peak first, followed by independent and then assisted living. Over the next ten years, in the active adult market, approximately 400-600 units could be absorbed along with 200 Independent living units and approximately 120 assisted living units within the study area.
- Commercial Potentials – Although the Southwest Community Area is close to many existing competitive shopping locations such as Downtown Naperville, the Westfield Shopping Town - Fox Valley in Aurora, and areas in Plainfield, there will continue to be a sub-regional demand for more commercial space over the planning period. Based on population and household income forecasts, it is anticipated that the Community Area could support well over 200 acres of additional retail space. With the presence of high quality Class A and B office space along the nearby tollways, the demand for general tenant office space is expected to be somewhat limited.
- Employment Potentials – A key finding as a basis for the new Plan is limited market potential for industrial or business park related land-uses. The major business parks and independent corporate centers will continue to locate outside the Southwest Community Area, along Interstates 55 and 88. It is anticipated that the Southwest Community Area will receive a modest amount of employment uses. The Plan suggests 136 acres of business park uses, as opposed to approximately 700 acres that were allocated to business park uses in the prior Sector G Plan.

While the market potentials for the Community Area were an important factor in developing the new Plan, other factors such as community participation, existing patterns of development, and community facility needs strongly shaped the recommended land-use and physical development plan for the area.

The Long-Range Land-Use Plan

The following sections contain the Long-Range Land-Use Plan recommendations for the Southwest Community Area. The Plan is composed of several maps and text, which together form the framework for guiding physical change. The Future Land-Use Plan for the Community Area is illustrated in Figure 5. A summary of the quantities of existing and proposed land-uses is depicted in Table 1.

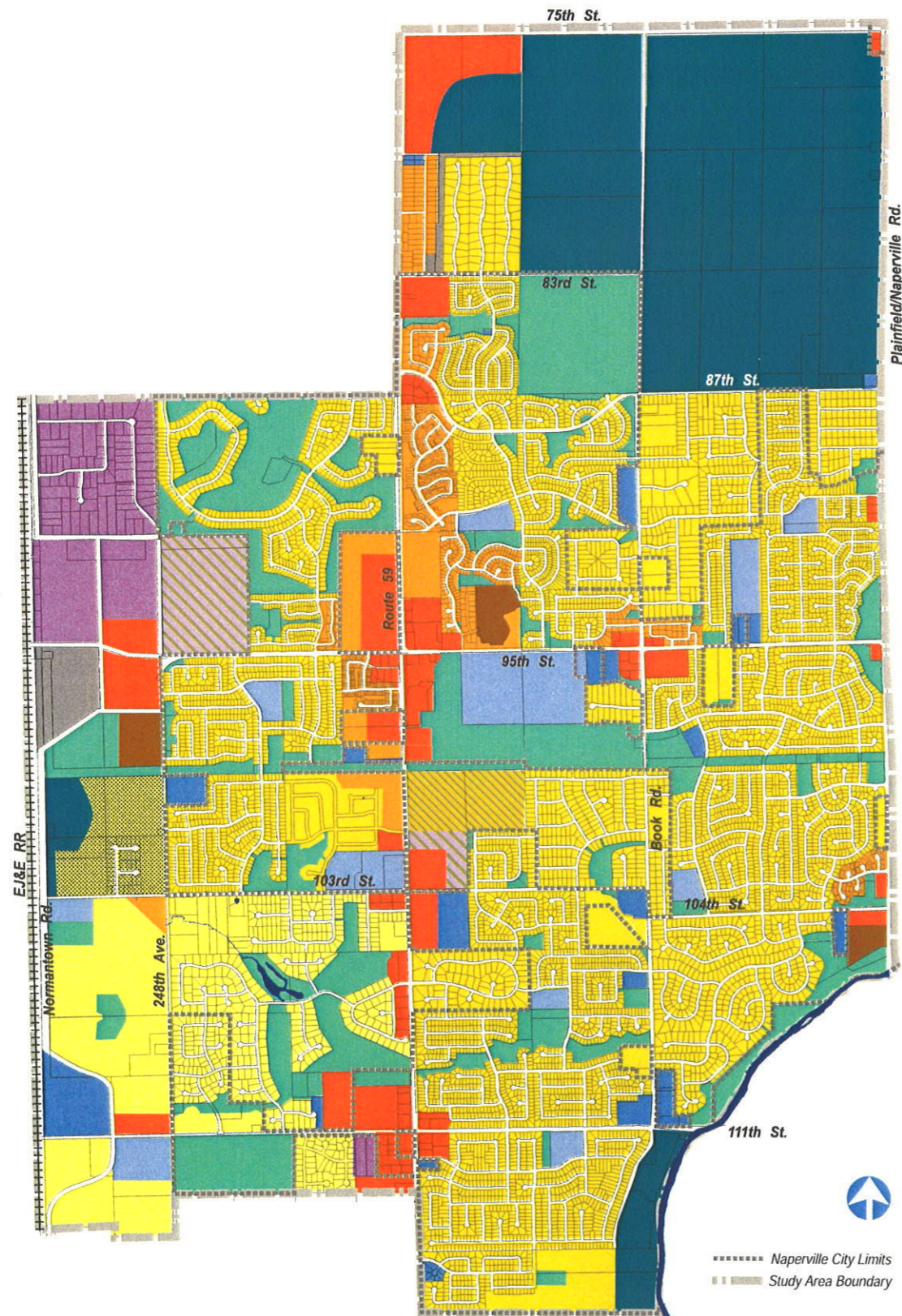
Residential Land-Use Areas

Residential land-uses will continue to occupy the majority of existing and new development areas in the Southwest Community Area. A variety of residential types are recommended under the plan, as well as continued enhancement and improvement to established neighborhood areas. Recommended residential land-use areas are illustrated in Figure 5 and described in detail below.

Figure 5:
Future Land-Use Plan

LAND-USE PLAN:

- Residential**
- Low Density
Up to 1.75 Units per Acre
 - Low Density
Up to 2 Units per Acre
 - Low Density
Up to 2.5 Units per Acre
 - Medium Density
Up to 8.0 Units per Acre
 - High Density Residential
Up to 15 Units per Acre
 - Mixed-Density Residential
 - Senior Housing
- Commercial**
- Mixed Use Commercial
Retail/Office
- Employment**
- Business Park
- Public**
- Community Facilities
 - Schools
 - Parks/Open Space/Golf Course/Cemetery
 - Forest Preserve
 - Utilities/Transportation



LAND-USE PLAN

The Southwest Community Area Future Land-Use Plan defines the type and arrangement of future land-uses within the Community Area. It builds upon the current pattern and character of development, and embraces citizen aspirations for facilities and services. While the land-use Plan has a strong physical emphasis, it also presents principles and implementation considerations for realizing land-use and development recommendations.

Together with the Community Facilities, Open Space and Recreation, Public Utilities, and Mobility Plans, the Land-Use Plan provides a basis for decision-making with regard to future development of the Southwest Community Area. Its concepts form the foundation for implementation tools such as zoning and other land development regulations, capital improvement programming, and the roles and responsibilities of the many community organizations with a "stake" in realizing the aspirations of the Plan. The various aspects of plan implementation are described in detail in Part V, Plan Implementation.

Residential Land-Uses:

- **Low Density Residential** – Primarily subdivisions of detached, single family homes with overall densities of up to 1.75, 2.0, or 2.5 dwelling units per acre as indicated on map.
- **Medium Density Residential** – Housing areas with overall densities of fewer than 8 dwelling units per acre, including attached single-family and multi-family buildings, or a mix of residential building types averaging less than 8 dwelling units per acre.

- **High Density Residential**– Intended for a variety of dwelling unit types, including apartment and condominium buildings, townhomes, and other attached housing types. Overall density is not to exceed 15 dwelling units per acre.

- **Mixed Density Residential** – The "mixed-density residential" area shown in the Future Land-Use Plan are intended to provide for a mix of housing types to meet various lifestyle needs. These areas are recommended near community facilities, such as the future commuter rail station. The mixed density residential area is a blend of low density, medium density and high density housing types.

- **Senior Housing** – Intended for attached and detached "active adult" housing developments, along with independent living and assisted living facilities.

Commercial Land-Uses:

- **Commercial** – Commercial land use areas are intended to be a blend of the following uses: retail shopping and service uses such as grocery and home improvement stores, entertainment uses, discount department stores, dry cleaners and other personal services, restaurants, and specialty retail stores.
- **Office** – Professional, business service, and related uses, possibly developed in conjunction with other commercial uses.

Employment Land-Uses:

- **Planned Business Park** – Light manufacturing, assembly, production, storage, distribution and warehousing uses to be included as part of an overall, planned and coordinated development. Planned business parks should be developed with a "campus" style setting.

Public and Quasi-Public Land-Use Areas:

- **Community Facilities** – Includes municipal and public library facilities
- **Public Schools** – Indian Prairie School District 204 properties
- **Parks and Open Space** – Park and recreation facilities and open spaces
- **Forest Preserves** – Includes lands of the Will County and DuPage County Forest Preserve Districts
- **Utilities and Transportation**– Utility, Railroad, and transit facilities



The table below presents a summary of the land acres assigned to the uses within the Future Land-Use Plan, along with a summary (in the right-hand column) of the total acreage allocations for the Southwest Community Area.

**Table 1
Land-Use Summary**

Land Use Type	Existing Land Use	Key Study Area Sites ^[1]	Total Southwest Community Area Land use ^[1]
Single Family Residential	2819	499 ^[2]	3318
Multi-family Residential	128	149	277
Total non-Senior Residential	2947	648	3595
Senior Housing	0	141	141
Total Residential	2947	789	3736
Commercial	125	136	261
Business Park	246	136	382
Total Commercial/ Employment	371	272	643
Neighborhood Parks		27	
Community Parks		42	
Forest Preserves		31	
Total Open Space	2340	100	2440
Schools		41	
Metra		48	
Other		43	
Total Community Facilities	292	132	424
TOTAL ACREAGE	5950	1293	7243

^[1] New and infill development includes vacant land or existing development sites that will be redeveloped in the future. The total Southwest Community Area land-use includes all land within the community area.

^[2] Single-family residential acreage consists of 383 acres at densities up to 1.75 units per acre, 85 acres at densities up to 2 units per acre, and 31 acres at densities up to 2.5 units per acre.

Classification and Description of Residential Areas

Residential land use areas are categorized according to dwelling type and modified gross density. Modified gross density is the number of dwelling units divided by the residential acreage, which includes the land utilized for residences, road rights-of-way, detention facilities, land dedicated for schools and parks, and open spaces. This calculation does not include land intended for non-residential uses, such as churches, day care centers, and commercial uses.

Types of residential land-uses planned for the area include:

- *Low-Density Residential* – this designation primarily includes subdivisions of detached, single family homes. Three density classifications are recommended : 1.75, 2.0, and 2.5 maximum dwelling units per acre.
- *Medium-Density Residential* – with overall densities of fewer than 8 dwelling units per acre, this designation could include attached single family and multi-family buildings, or a mix of densities averaging less than 8 dwelling units per acre.
- *High-Density Residential* – this land-use designation is intended to accommodate attached single family and multi-family housing, with densities averaging 15 units per acre. Condominium and apartment buildings are likely to dominate these areas.
- *Mixed-Density Residential* – areas with this designation are specifically intended to provide a variety of housing types, due to their location near community facilities such as shopping and transit. Each mixed-density housing area is planned to be a blend of low-density single family uses, medium-density housing, and high-density housing, as described on the Future Land Use Plan map.
- *Senior Citizen Housing* – most of the acreage designated for senior housing will likely take the form of low-density “active adult” developments, catering to recent empty-nesters. This land may also house “independent living” communities providing a moderate amount of care with slightly higher densities; and, “assisted living” developments with the highest levels of resident care. All types of senior housing are likely to include some site amenities such as exercise and health care facilities.

Low-Density Residential Areas

The majority of remaining vacant land within the Community Area is planned for low-density, single family detached residential use. Approximately 499 acres have been set aside for this use with one of three maximum density classifications: 1.75, 2.0, and 2.5 dwelling units per acre. The Plan advocates the inclusion of open space and other residential living amenities, whether publicly or privately held, to continue to enhance quality of life. Throughout the Southwest Community Area, a variety of private recreational facilities have been provided. As proposed in the Open Space and Recreation Facilities Plan (Figure 7), future neighborhood areas would benefit from the development of a recreational trail system connecting destinations within the area.

Medium-Density Residential Areas

119 acres of land are recommended for medium-density residential use, at an overall density not to exceed 8 dwellings per acre. Existing dwellings types in the Community Area primarily focus on a town home product. The Plan recommends the City encourage a diversity of dwellings including two-family as well as multiple family residential products. The diversity of housing types helps the City to further meet its range of housing needs.

High-Density Residential Areas

30 acres of land are designated for high-density residential uses at an overall density not to exceed 15 dwelling units per acre. Much of this land will be utilized for multi-family dwellings such as condominium and apartment buildings. Some other housing types, such as town homes, may also be found in the high-density areas.

Mixed-Density Residential Areas

Several locations within the Southwest Community Area are especially appropriate for developing a variety of housing types and densities under a unified development plan. The area just south of Frontier Park and the Virgil Gilman Trail, for example, is ideal for development of a mix of apartments, condominiums, single-family detached homes of various sizes, and town home units. This area has been designated for mixed-density residential uses. The proximity of this tract of land to grocery and other shopping needs, as well as the proposed library branch and recreation and school facilities, make it well-suited to provide housing for various household types, including families, empty-nesters, single-person households, and seniors.

Senior Citizen Housing

As the older members of the "baby boomer" cohort (born between 1945-1965) reach their senior years, this population group seeks a different living style, and thus alternative residential living arrangements. Senior citizens frequently attempt to secure alternative housing to remain in the community where they live. In order for Naperville to retain many of its long-term residents, the City should take a leadership role in ensuring provision of housing that will meet the needs of empty-nesters and senior citizens.

Senior housing prototypes have been developed based upon the level of independence individuals may have as they progress in age:

- *Active Adult Properties* - are targeted to the 55-69 year old population, and usually include slightly smaller, low-maintenance detached houses and town homes. A large portion of the development site may be dedicated to open space and recreational areas, and a high level of amenities is generally provided.
- *Independent Living Units* - are slightly smaller, often attached rental units or a combination of dwelling types, intended for a general age range of 70-79. Limited medical care or other living assistance is usually provided on-site.
- *Assisted Living Developments* - are usually arranged as multi-unit buildings for persons needing some additional assistance with day-to-day needs, including medical care and other services. Many residents in need of assisted living units are of age 80 or more.

The City should encourage the development of all three types of senior citizen housing within the Southwest Community Area. It should be pointed out that market absorption for the active adult uses is expected to be strong while the

market for independent and assisted living will take a few years to mature. Encouraging the development of a “mixed-product community” may be an important strategy to preserve alternatives for independent and assisted living units in the future.

In order to encourage senior housing in the Area, 141 acres designated for senior housing has been identified in the Future Land Use Plan. There are several other locations in the Southwest Community Area that would also be ideally suited for senior housing developments. There are several important considerations that should guide the locations of senior housing:

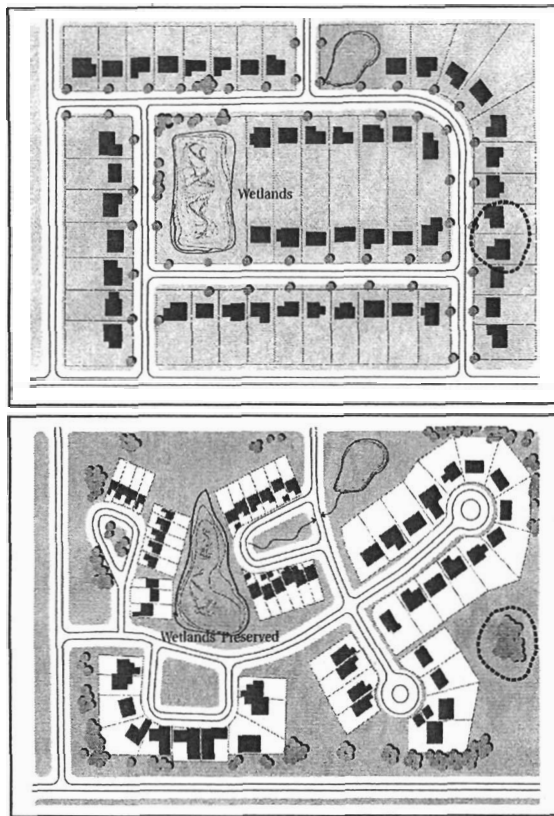
- Active adult uses are acceptable in almost any new single-family detached residential area.
- Independent and assisted facilities would be acceptable in medium-density and mixed-density residential areas. The uses could be acceptable in a larger planned setting along with active adult uses at the discretion of the City.
- Close proximity of active adult and independent dwellings to neighborhood commercial centers, open spaces, and community facilities is desirable.
- Proximity and access to public transit services is also highly desirable.

Successful senior housing prototypes already exist within the City and region. Generally, these include site amenities such as open space, recreational trails and spaces, gathering areas, and others designed to meet the needs of senior citizens.

The City should impose age restrictions that preclude residence of school age children through high school. This would limit impacts to Indian Prairie School District 204. As mentioned above, the City might encourage a development that incorporates each of the three types of senior housing.

Residential Area Considerations

➤ Cluster Housing Development



In portions of the Community Area, cluster housing should be encouraged. Cluster development emphasizes a difference in residential design rather than density. In a typical subdivision, a tract of land is divided to meet the minimum lot area per dwelling unit. Therefore, in simplistic terms, a 40-acre subdivision would yield 40 evenly distributed lots. In a cluster development, the maximum allowable units remains the same, but are allowed to be "clustered." The diagrams at left illustrate the difference. The benefit is the creation of a greater amount of common open space. The concept is most effective in the lower density residential areas where larger, more usable open spaces can be created, although it is often

desirable to incorporate varied housing types. The City, by annexation agreement or zoning ordinance amendment, could consider use of this technique. Cluster development is a conservation design technique that facilitates the establishment of greenways and natural drainage features by devoting less land to private lots and more land to common open space. One of the implementation actions recommended by this Plan is the encouragement of conservation design techniques as they apply to subdivision site design and storm water management.

➤ Population Generation

A community concern in the development of the new Plan has been the number of new students to be generated as a consequence of new residential development. Indian Prairie School District 204 had based its facility planning on the prior Sector G Plan, and has sought assurances that its current facility plans would not require drastic change. To this end, the Plan attempts to limit the generation of new students by placing parameters on residential land use densities and overall acreage devoted to student-generating residential land uses. There are two primary variables in the range of student generation that can result from future development in the Southwest Community: (1) the amount of open space acquisition, and (2) the level of senior housing, which is not likely to generate any school-age children. If the recommendations of the Plan are

followed, the student generation resulting from new development should be closely aligned with the number of students that were anticipated under the prior plan. Moreover, the equalized assessed value of properties to be developed in the Southwest Community Area is likely to be at least twice the amount that was envisioned by the prior plan, adding to the School District's ability to fund improvements to accommodate the additional students.

➤ *Annexation of Existing Unincorporated Residential Areas*

There are several existing unincorporated residential areas within the Southwest Community Area. The City will consider annexation of these areas subject to its current annexation policy, which requires:

1. Annexation is at will, as may be requested by any property owner.
2. The annexation of any individual residential parcel, provided the parcel adjoins existing utilities (sanitary sewer, storm sewer and water); the owner of the property must pay to extend such service.
3. The City will consider the annexation of a complete residential subdivision, provided adequate utility services are designed and improved to serve the entire subdivision, and the cost of such improvements, as may be required, are born solely by the residents of the subdivision. The City may consider offering financing assistance in the form of a special service area or improvement recapture agreements.

Annexation of vacant or undeveloped areas is subject to the terms and conditions set forth by the City Council, including the requirement of an annexation or pre-annexation agreement.

Commercial Land-Use Areas

Commercial land-use areas will play an important role in the development of the Southwest Community Area. Planning recommendations emphasize commercial development intended to serve various needs within the Community Area. Recommended commercial land-use areas are illustrated in Figure 5, and described in detail below. The allocation of 136 acres to commercial land-uses includes all types of commercial and office uses; these uses may also occupy the business park area to some extent.

Classification and Description of Commercial Areas

Recommended commercial land-uses planned for the area include:

- *Community-Oriented Commercial* - likely to locate along Route 59 and other major street corridors, community commercial areas include uses which serve the Southwest Community Area, the City of Naperville and beyond. Examples of community-oriented commercial uses include grocery and home improvement stores, and discount department stores. A special emphasis in the Southwest Community Area is a need to incorporate cultural and entertainment uses as part of new commercial development.
- *Neighborhood-Oriented Commercial*-The majority of new retail development in the Area is expected to be neighborhood-oriented, including such uses as dry cleaners and other personal services, restaurants, and specialty retail stores.
- *Office Uses* - include professional, business service, general tenant type related uses.

Community-Oriented Commercial Areas

It is anticipated that community shopping areas will be focused along the Route 59 corridor. The types of uses anticipated for the area include larger scale retailers, restaurants and commercial services.

Community participation in the development of the Plan indicated a preference for a more diversified commercial use mix in uniquely designed development settings. The City should work with the development community to identify entertainment and cultural facilities that would be of benefit to the Community Area. The possibility of an exciting mix with retail, entertainment recreation and cultural uses could be explored. The commercial area design considerations discussed in detail below are most directly related to the improvements within community-oriented commercial areas.

Neighborhood-Oriented Commercial Areas

Several locations within the Southwest Community Area will function as neighborhood-oriented commercial centers providing day-to-day services and businesses convenient to nearby residential areas. The proposed Metra Station along 95th Street is an excellent location for these commercial uses, which would allow commuters to shop on the way to and from work. The commercial/office development area adjacent to the commuter station site is intended for use by transit riders and nearby residents, who can utilize the planned trails within the area to access the location. This location for commercial uses along 95th Street will become available when 95th Street is extended with a grade-separated crossing over or under the E.J. & E. railroad, extending into Aurora to connect to Illinois Route 30.

A neighborhood commercial center has also been designated for the corner of 248th Avenue and 103rd Street, to reduce trip length for people living in the southwest part of the Area and promote the use of alternate transportation

modes. This neighborhood commercial location is especially important, as it serves as a midpoint to the furthestmost southern reaches of residential development in the Community Area.

Office Uses

Commensurate with the relatively weak market for office uses, it is anticipated that only a few locations for small-scale general tenant offices or inclusion in mixed-use settings along the major street corridors will be supported. It is anticipated that office uses will also occupy retail/commercial center space.

Commercial Area Design Considerations

Throughout the Southwest Community Area planning process, citizen comments focused on the need for creative and uniquely designed commercial and community spaces within the area. This was expressed in terms of the physical design of new development, as well as the mix of desired land-uses within the Community Area.

This part presents several design and improvement principles that could be used to guide commercial development within the Community Area. The concepts presented in this section are an expression of public intent regarding the principles that the City seeks in the design of new development. While creativity and flexibility are necessary to permit developers to respond to individual site opportunities and constraints, the concepts illustrate certain principles the community aspires to realize in new development.

- Principle 1: *Minimize the impact of building mass in larger scale retail development through altering the front "façade plane" and creating building clusters.*

This principle applies mainly to larger commercial shopping areas typically those that include large "big box" retailers as well as a variety of smaller commercial uses. The concept advocates alteration of the basic arrangement of the traditional suburban "strip" shopping center to create a more diverse physical environment by changing the way buildings are seen as well as accessed. This would include significant and interesting variations in the vertical plane of facades visible from rights-of-way. For larger centers, buildings should be broken down into smaller groupings with defined pedestrian connections among them. Features might include:

- Architectural elements such as recessed panels, windows, canopies, overhangs, entryways, or other elements to break up the blank wall effect created by long, plain walls on "big box" commercial buildings;
- Finished surfaces on all exterior building walls to downplay or disguise utilitarian aspects of commercial buildings (e.g. delivery points and loading areas) by incorporating design elements that provide for a

complete quality appearance. This is especially important for outlot structures that are highly visible from rights-of-way and parking lots; and

- Variations in heights of exterior building walls, parapets, and roofline ornamentation to break up the appearance of building mass.
- *Principle 2: Especially in neighborhood shopping areas, provide improved pedestrian and bicycle access between commercial and residential use areas while maintaining adequate separation and screening.*

While screening residential uses from the operations of adjoining commercial development is an important need, all too often screening creates a barrier around commercial areas, making them inaccessible to pedestrians and cyclists alike, forcing them onto adjoining streets. This is typically done for security reasons. However, if access points are properly designed, security can be provided to residential areas while providing access to commercial areas without forcing pedestrians to adjoining streets.

- *Principle 3: Seek opportunities to create "facing" commercial frontages.*

The creation of commercial frontages facing each other along a street or access drive enhances the shopping experience. A concept fundamental to a traditional downtown area shopping street, facing retail frontages create a more dynamic and interactive retail area. Emphasis is placed on the pedestrian rather than the automobile in this environment and will encourage walking.

- *Principle 4: Create pedestrian oriented "shopping streets."*

In cases where the creation of facing commercial frontages may not be feasible, and result in a more typical strip center design, it is still possible to create a "shopping street" environment along the main aisle in front of the center. By treating the opposing side of the store front aisle more as a traditional street, and perhaps even locating outlot buildings in close proximity can help enhance the shopping experience. The City might consider also allowing parallel parking along the front service drive with appropriate breaks for pedestrian connections. This helps to slow vehicle movement and encourage traffic to other areas of the parking lot. It also provides focused points for pedestrian crossings in the front of the center. This concept could be applied in smaller shopping centers.

- *Principle 5: Encourage distinctive building design and provide access sensitive to the needs of the pedestrian.*

New development should strive to establish architectural harmony among structures within the development, as well as with those in the surrounding context. Structures should also include distinctive building features to avoid monotony. Further, safe pedestrian passageways should be clearly defined connecting all functional areas of the site including: parking-to-building; building-to-building; and site-to-surrounding neighborhood areas. "Protected"

passages utilizing improvements such as landscaping, bollards, raised sidewalks and other features will help create pedestrian areas protected from vehicle conflicts. Further, it is recommended:

- The use of Dry-vit and similar exterior surface building materials should be discouraged entirely.
 - The use of masonry materials such as brick and stone is preferred.
 - Proposed building heights should be roughly in scale with existing or anticipated surrounding land uses. This issue might be addressed by establishing a commercial area building height plane to allow proportionally taller buildings the farther they are from neighboring residential uses. This principle would apply to commercial areas adjoining single family uses.
 - The potential use of upper-story setbacks for multi-story structures where building height and scale are potentially out of context with adjoining land uses. Typically, this would apply to structures more than two stories in height.
- Principle 6: Minimize the visual impact of parking areas.

Whether through the extent and placement of landscaping, location and orientation of proposed buildings, or the general placement of parking areas, creative ways should be found to minimize the visual impact of surface parking areas as viewed from the adjoining roadways.

- Principle 7: Encourage the inclusion of site amenities in new commercial development.

The use of plazas, art, and street furniture similar to features of traditional shopping streets adds to the comfort and convenience of the pedestrian, and the shopping experience. The creation of shopping area entryways, defined by visual entry features tied to center architecture and design, can dramatically change the image of a commercial area.

Employment Land-Use Areas

A major issue in the development of the new Community Area Plan has been the amount of land to be dedicated for employment land-uses in the future. Situated between the highly competitive I-88 and I-55 corridors, market potentials for employment uses within the Southwest Community Area are limited. The Plan seeks to reinforce existing uses within the area as well as realize the potential that exists for a modest amount of business park uses. Recommended employment land-use areas are illustrated in Figure 5, and described in detail below.

Classification and Description of Business Park Areas

Recommended – Business park areas would be used for light manufacturing, assembly, production, storage, distribution and warehousing included as part of an overall, planned and coordinated development. Business parks should be

planned under unified control and seek to establish a "campus" style development setting.

The Wheatland Industrial Park, located in the far northwest portion of the study area, is the only light industrial site within the Southwest Community. The 160-acre park includes a variety of small-scale uses, primarily warehouse and distribution in orientation. The Park also includes several light manufacturing and contracting firms.

The long-range plan assumes the park will remain viable in the future. Efforts are now underway among the park's ownership to adopt improvement guidelines and covenants directed to both improving the appearance and functional operation of the area.

Additional business park uses totaling approximately 136 acres are recommended for the area. The market potential for this amount of acreage is a challenge. Recent projections indicate land absorption of this amount is likely to require upwards of 15 years. Therefore, the amount of acreage ultimately developed for this use should be somewhat flexible.

Given the park's proximity to future residential uses, it should be designed under the control of a planned development providing for the use mix, design of site improvements, landscaping, and signage guidelines in a comprehensive manner. It should also promote a cohesive appearance for the park, potentially incorporating requirements concerning truck routing, noise and off-site impact limitations, and possible specific use and size restrictions beyond those of the underlying zoning district.

Impacting the design of the business park area will be the configuration of a proposed truck access route between 248th Avenue and the E.J. & E. Railroad north of 95th Street. This additional access route is important in facilitating the future viability of the business park area.

Other Land-Use Areas

The land uses described above, while composing the majority of acreage in the Area, are not the only elements of future land use and development in the Southwest Community. The development of public facilities and recreational and open space areas are crucial to the quality of life within the Community Area. No less important is the infrastructure, including transportation and utilities that are required for the Area to function smoothly. The following sections of the Plan detail the Community Facilities and Mobility improvements and developments.

Part III: Community Facilities Plan

Community facilities and services are an essential part of the Southwest Community Area and help to shape quality of life. In the Southwest Community Area, community facilities and services include:

- Public Schools
- Fire Protection Services
- Police Protection Services
- The Naperville Public Library
- Open Space and Recreation
- Utility Facilities

Overall, the Southwest Community Area is well served by community facilities and services. However, continued growth in the area, and in the Naperville community in general, requires several new facilities. This part of the Plan discusses future recommended improvements.

In addition to the recommendations of the Plan, the City should continue to remain attuned to the changing needs and requirements of the Southwest Community, and new facilities and services should be provided when needed. The City should continue to promote cooperation and interaction among the various agencies and organizations that provide facilities and services to the neighborhood, and have a high level of input into the Plan by Indian Prairie School District 204, the Naperville Park District, and many others.

Existing community facilities and future improvement needs are illustrated and described in detail in Figure 6, *Community Facilities Plan*; Figure 7, *Open Space and Recreation Plan*; and Figure 8, *Public Utilities Plan*.

Indian Prairie School District 204

Indian Prairie School District 204 remains one of the state's fastest-growing public school districts. The quality of schools in District 204 is a reflection of community quality of life in the City of Naperville. The District is committed to provision of quality facilities and curricula to provide the best possible environment for learning. As evidence of this commitment, in 2001, voters approved a referendum for \$88.8 million to supplement the building program and a 90-cent educational fund increase for new staff and educator compensation enhancements. Details of the District's future needs are discussed in Figure 6.

Public Safety

The City of Naperville provides police, fire, paramedic, and other emergency services to the Southwest Community Area. While the development of new facilities is under discussion at this time, the City deems its current projected level of staffing adequate to maintain levels of service in the Southwest Community Area through development build out. Details regarding future facility needs are discussed in Figure 6.

Naperville Public Library

The Naperville Public Library currently serves the entire community, primarily from its Downtown location. The Library is planning a branch facility in the Southwest Community Area. Details regarding the facility and its location are illustrated in Figure 6.

Open Space and Recreation

The Naperville Park District, and the Will and DuPage County Forest Preserves have several aspirations and improvement needs within the area. The need for community and neighborhood open space received significant attention in the planning process, and the possibility of several new facilities has been emphasized. Details regarding open space and recreation recommendations are illustrated in Figure 7, the Open Space and Recreation Plan. Included on the Open Space and Recreation Plan are new land in both the Will County and DuPage County Forest Preserve Districts, a new community park site to be maintained by the Naperville Park District, and anticipated links between these new facilities.

Another potential open space and recreation amenity for the Southwest Community Area could be developed in connection with accommodating storm water drainage. Through the use of cluster housing design and/or other conservation design methods, greenways could be provided in the area as new development occurs. The establishment of greenways, in particular where water has tended to collect in the past, could have multiple benefits, including provision of storm water drainage area, creation of a recreational amenity, and provision of wildlife habitat. It is recommended that where possible, greenways double as storm water drainageways, allowing these open space areas to provide several functions in the same space. Benefits of conservation design storm water management methods include: reduction and dispersion of surface water runoff, natural cleansing of runoff through use of vegetation, better infiltration of storm water back into the earth, and restoration of natural systems for passive recreation and use as habitat by wildlife. Greenways could be established both internal to key development sites and along existing rights-of-way such as Normantown Road.

Utility Facilities

The capacity of the City's water, wastewater, storm water and electric utilities are an important component in the development of the physical plan. Overall, the City is very well postured to receive almost any kind of development in the Southwest Community Area. Several utility extensions and improvements are planned for the area and these are described in more detail in Figure 8.

Cultural Facilities

Citizens participating in the planning program have indicated their desire to benefit from more entertainment and recreation facilities within the Southwest Community Area. Ideas mentioned in the planning program include: community meeting and gathering spaces, a wider range of entertainment and recreational activities, and a community focal point similar to the function of a "Town Center." Community gathering spaces and expanded recreational activities are addressed as a part of the Plan. However, the City should continue to monitor the possibilities of new and additional entertainment venues through private development proposals for the area. Further, working with other agencies such as schools and parks, the City should seek to provide meeting and community gathering space in the Community Area.

Figure 6:
Community
Facilities Plan

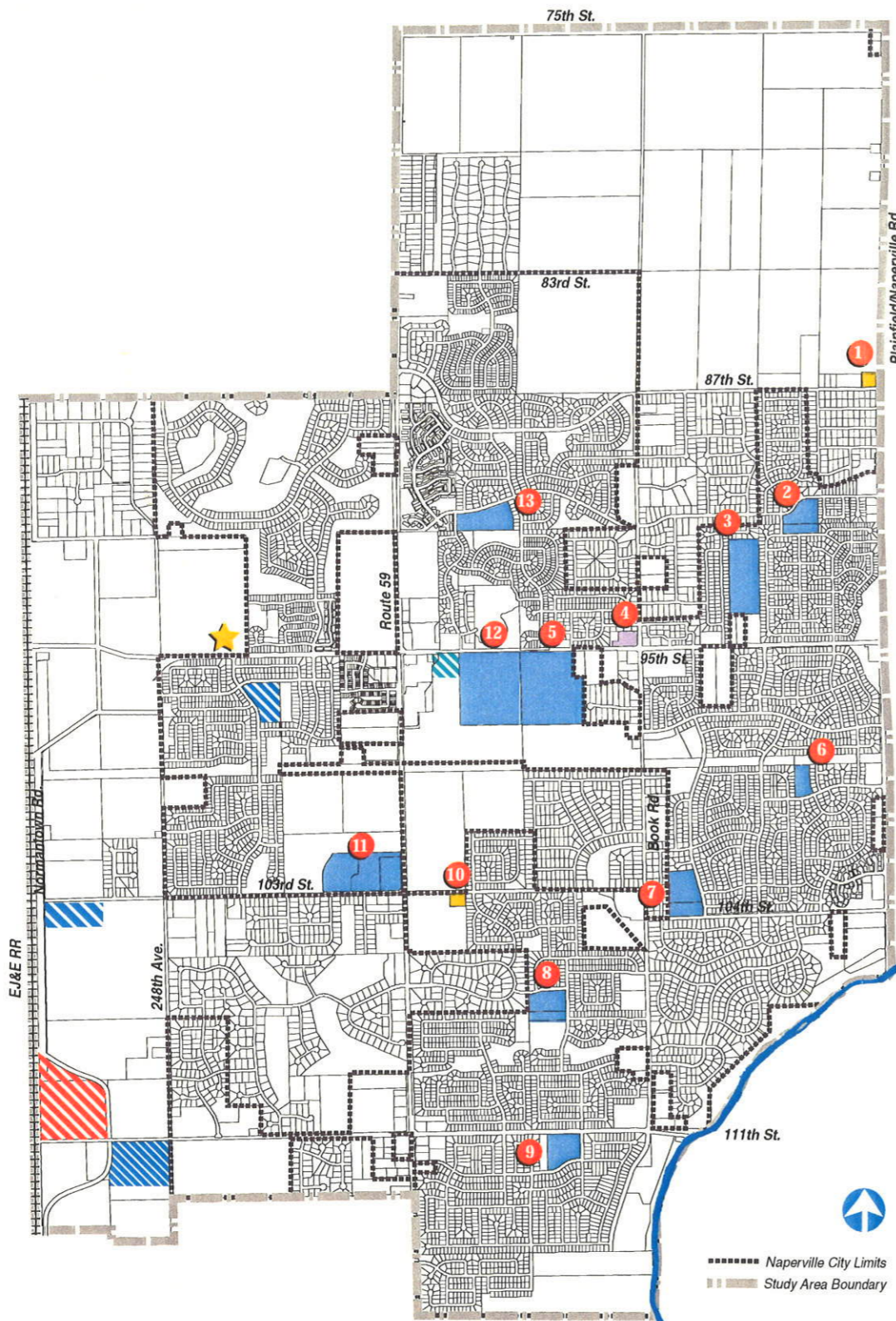
Existing Facilities:

-  School
-  Fire Station
-  Edward Healthcare Center

1. Fire Station #5
2. Clow Elementary
3. Gregory Middle School
4. Edward Healthcare Center
5. Neuqua Valley High School
6. Rose Hill Farm Elementary
7. Patterson Elementary
8. Kendall Elementary
9. Graham Elementary
10. Fire Station #6
11. Wheatland Elementary
12. Crone Middle School
13. Welch Elementary

Proposed Facilities:

-  Future School Site
-  Future Library Site
-  Future Church Site
-  Potential Fire Station Site



Indian Prairie School District 204:

Maintaining a quality school system is an essential need for residents within the Southwest Community Area and the City as a whole. This was a key community participation theme throughout the planning process. Currently, sixty percent of the Indian Prairie School District's students reside within the City of Naperville's planning area. In the Southwest Community Area, the District maintains one high school, centrally located near 95th Street and Route 59, 2 middle schools, and 5 elementary schools.

Planning and development issues for Indian Prairie School District 204 have focused on the number of school age children, and development of the school district's tax base. Abandoning the concept of 800 acres of land designated for employment use has caused concern for the school district due to removed taxable real estate that would not otherwise generate school age children. Since 1994, the District has been relying on limited additional population generation in the Southwest Community Area. Additional facilities needed in the Southwest Community to accommodate this additional population growth include: a new elementary school, a new freshman campus at the current site of Crone Middle School, and relocating Crone Middle School to the southwest corner of 111th and 248th Street. Exceeding the planned-for student population may require the district to expand existing or develop new school facilities.

The School District has indicated that it requires at least \$125,000 in new equalized assessed valuation (EAV) of development for each new student to support district operating costs. The Land-Use Plan for the remaining vacant sites in the Community Area is expected to yield at least twice that amount in EAV per new student.

Finally, plan implementation is an important aspect if population targets are to be realized and student generation minimized. As noted in the Land-Use Plan, development of residential dwelling types and densities consistent with the Plan is an important aspect of implementation.

Public Safety:

The Southwest Community Area includes a fire station at the intersection of Route 59 and 103rd Street and a station at 87th & Plainfield/Naperville Road. For effective community area coverage, a third station is planned on 95th Street just east of 248th Avenue. The City is also considering a branch police station in the Community Area, possibly as a "storefront station" within one of the retail centers. No commitment has yet been made to open a branch facility, pending further study by the City.

Naperville Public Library:

The Naperville Library District is planning a new branch within the Southwest area. The Library has selected a 13-acre site along the south side of 95th Street, just west of Neuqua Valley High School. The Library plans to develop a facility approximately 73,000 square feet in area. The new branch Library will function primarily as a reference/resource facility. Access to the site should provide for safe crossing to the north side of 95th Street as well as access to adjoining park, recreation, and school facilities.



Figure 7:
Open Space and Recreation Plan

Existing Facilities:

- Parks/open space
- Trails
- Prairie Preservation
- Forest Preserve
- Golf Course
- YMCA
- Private Swim Club

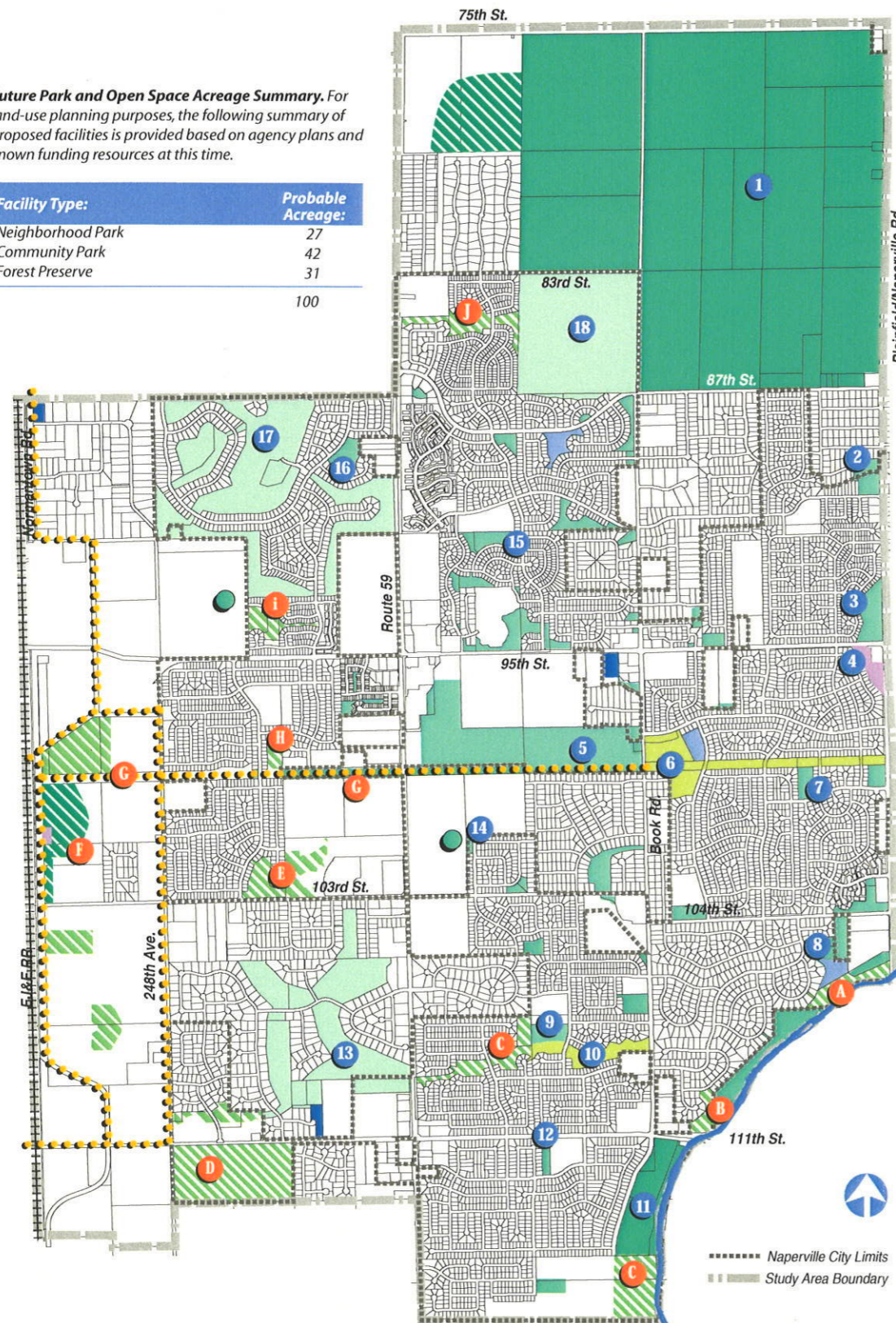
1. Springbrook Prairie Forest Preserve
2. Springbrook Crossing Park
3. Brook Crossing Park
4. Brook Prairie Park
5. Frontier Sports Complex
6. Ashbury Park & Greenway
7. Rose Hill Farm Park
8. River Run Park
9. George M. Pradel Park
10. Clow Creek Greenway
11. Riverview Farm Forest Preserve
12. High Meadow Park
13. Tamarack Golf Club
14. Crestview Knoll Park
15. Stillwater/Woodlake Park
16. White Eagle Park
17. White Eagle Golf Club
18. Springbrook Golf Course

Proposed Facilities:

- Future Park/Open Space-Specific Location
- Future Forest Preserve Expansion
- Future Neighborhood Park or Park Expansion - General Location
- Future Trail
- A. River Run Park Expansion
- B. River Run Park Expansion 2
- C. Riverview Farm Expansion
- D. 111th Street Park
- E. Harmony Grove Expansion
- F. Vermont Cemetery Nature Preserve
- G. Trail Expansion
- H. Tallgrass Expansion
- I. Heatherstone Expansion
- J. Summerfield Lakes

Future Park and Open Space Acreage Summary. For land-use planning purposes, the following summary of proposed facilities is provided based on agency plans and known funding resources at this time.

Facility Type:	Probable Acreage:
Neighborhood Park	27
Community Park	42
Forest Preserve	31
	100



Parks, Open Space, and Forest Preserves:

Parks and open space are important components contributing to the quality of life in Naperville. The special image and identity of the area is largely due to the presence of several large forest preserves, parks, and an overall sense of "openness" and "spaciousness" throughout the area. A major focus of the new Plan is to enhance and expand the system of public open space in the Southwest Community Area as a source of pleasure and enjoyment not only for neighborhood residents, but for the entire Naperville community. Three jurisdictions currently provide park and open space systems and programs in the Southwest Community Area: the Naperville Park District, and the DuPage County and Will County Forest Preserve Districts. Each of these districts has plans to expand and improve its resources within the Southwest Community. All three districts have worked cooperatively in the past to provide open space and recreation resources in the City. This working relationship will be important to continue in the future. The City will also have a role in facilitating, as appropriate, opportunities to realize these improvements. Because development is imminent, open space acquisition should be a high priority for the Southwest Community.

Naperville Park District:

The Naperville Park District provides recreation facilities and programs to Naperville residents. As illustrated in the figure to the left, the Park District already maintains over a dozen park and recreation sites within the Southwest Community Area. Within the study area, the Park District maintains 11 neighborhood parks, 1 community park (Ashbury Park), Frontier Sports Complex, 2 special use facilities (Springbrook and Naperville Golf Courses), 2 greenways (Ashbury, which overlies the Virgil Gilman Trail, and Clow Creek) and a natural area (Brook Prairie). As the community builds out, the Park District will shift its resources from acquiring additional land to facility development and recreational programming. However, several important needs remain to be addressed in the community area. Recommendations include:

Neighborhood Parks - 27 acres of new or expanded neighborhood parks are recommended to serve developing neighborhoods. The locations of parks illustrated in the figure to the left indicate the locations where sites are preferred. These sites are consistent with the Park District Master Plan and are to be acquired through the City's park land dedication requirements.

Community Parks - Because another 7,076 residents will live in the Southwest Community, the Park District foresees the need to add another community park of at least approximately 42 acres in size to serve the area.

Bicycle Trails - The Park District has taken on an active role in implementing the City's bicycle and pedestrian trail program. An important improvement in the Southwest Area is the completion of the Virgil Gilman Trail from Aurora to Frontier Park. The trail should serve as a bicycle and pedestrian "spine" to connect neighborhood areas within the community. A grade-separated crossing over Route 59 has been planned. The Illinois Department of Transportation (IDOT) has yet to approve the crossing. The City should work with the Park District to secure approval of this important improvement. If IDOT approval cannot be secured, an alternative means of crossing Route 59 should be explored.

DuPage County Forest Preserve District:

The DuPage County Forest Preserve District owns the Springbrook Prairie Forest Preserve, a habitat for rare, ground-nesting birds and other wildlife. To reduce impact on this habitat, the Forest Preserve District plans to relocate the dog exercise facility to the west of its current location. Springbrook Prairie also contains a model airplane field, and plans exist to create a walking trail around the perimeter of the preserve. In near future the District plans to acquire another 80 acres to be added to the preserve near the southeast corner of 75th Street and Illinois Route 59.

Will County Forest Preserve District:

The Will County Forest Preserve District owns two facilities in the study area. These include the Riverview Farm, in the southeast corner of the community area along the DuPage River, and the Vermont Cemetery, an original prairie land, along the EJ & E railroad at the western boundary of the Southwest Community Area. The Naperville Park District and the Will County Forest Preserve District are discussing land acquisition for a potential buffer around the Vermont Cemetery. The Forest Preserve District would like to acquire 30 acres surrounding the property.

Recreational Trail System Development:




As discussed in more detail in the Mobility Plan, the recreational trail system should be further developed. Among other destinations, it could link open space and other public facilities and enhance access to the Virgil Gilman Trail. Integrating storm water management systems and trail connections can be an effective approach in developing a trail system. Through the development process, the City should work with the Park District and Forest Preserve Districts to help define preferred trail locations. Several improvements are identified in the figure to the left.

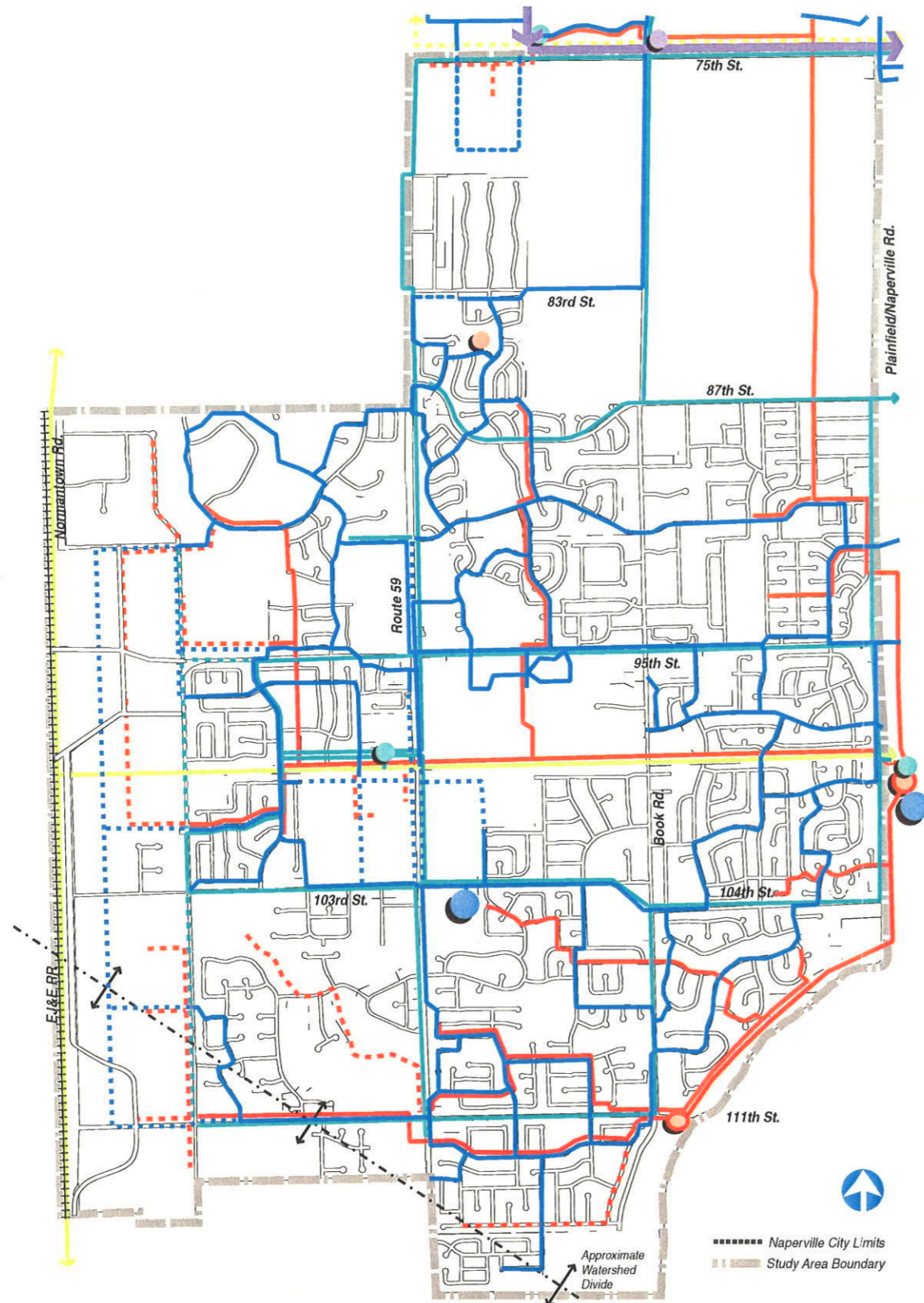
Figure 8:
Public Utilities Plan

Existing Utilities:

-  Lake Michigan Water/ DuPage Water Commission Supply Main
-  Existing Water Distribution Main
-  Existing Sanitary Trunk and Interceptor Sewer
-  138 kV ComEd Transmission Line
-  12.5 kV Duct Bank Feeder Line
-  Lake Michigan Water/ DuPage Water Commission Delivery Location
-  Water Storage Facility
-  Wastewater Pump Station
-  Electric Substation

Proposed Utilities:

-  12.5 kV Duct Bank Feeder Line
-  Future Water Distribution Main
-  Future Sanitary Trunk and Interceptor Sewer



PUBLIC UTILITIES

Naperville provides water, electric, and wastewater utility services to residences and businesses within the City. Water, electric, and waste water collection are provided through the Department of Public Utilities. Storm water collection services are provided through the Engineering Department and maintained by the Department of Public Works. Overall, the condition of existing utility systems is excellent, and the City maintains adequate capacity and expansion potential to complete development of the Southwest Community Area. Existing and planned facilities are illustrated in the figure to the left.

Water Supply and Distribution:

Potable water is provided by the DuPage Water Commission transmission system through eight delivery stations located around the City. The water distribution system is put in place at the time development occurs and is largely paid for by the development community. As can be seen in the figure to the left, the water system for the Southwest Community Area is largely complete. Improvements to serve the remaining vacant areas of the community have been planned for. No issues or needs are anticipated with the water supply or distribution system.

Electrical Supply and Distribution:

The City of Naperville owns and operates its own electrical utility. Electricity is purchased from Commonwealth Edison and distributed on the City's electrical grid system. The Naperville Department of Public Utilities indicates the system can easily accommodate the development recommended under the Land-Use Plan. Nearly the entire main power grid is in place; only some sections along 248th Avenue are not yet constructed. No electrical service utility issues are anticipated at this time.

Wastewater Collection and Treatment:

Wastewater collection facilities are designed and installed at the time of development. Adequate capacity exists in the collection system to accommodate development of the remaining vacant parcels in the Community Area. Preliminary plans for these trunk and interceptor sewers have been prepared.

The Springbrook Water Reclamation Center, located along the DuPage River, provides waste water treatment for the area. The treatment plant currently has the capacity to process about 26.25 million gallons per day. In four to five years, the plant will be expanded to its ultimate capacity of about 30 million gallons per day. Capacity exists for completion of the remaining development in the Southwest Community Area.

Storm Water Management:

Storm water management has been an issue in Naperville, as well as in many surrounding communities. As the figure to the left illustrates, there is a ridge in the southwest portion of the planning area that divides the area into two watersheds. Water north of that ridge and east of the EJ&E tracks travels to the Clow Creek watershed indicated by the upper watershed corridor line in the figure. Water south of the ridge travels to the south and east to the Wolf Creek watershed, shown in the lower left part of the figure, to drain. Both are tributary to the DuPage River. New development in the Southwest Community Area will require expansion and enhancement of the storm water management facilities in this area.

Working with the development community, the City will need to devise a storm water management plan which addresses area wide drainage issues. Opportunities for storm water drainage facilities that can double as recreational areas and provide environmental benefits should also be explored. As discussed in the open space and transportation components of the Plan, the design of the storm water management system can facilitate the development of a trail system linking various neighborhoods in the Southwest Community Area.



Part IV: Mobility Plan

A key component of the Southwest Community's future development will be its transportation system. Currently, the area is adequately served by a developing minor street system, but will require completion of the major street system in the near future. Several other transit, bicycle, trail, and pedestrian improvements could also be undertaken to develop a multi-modal system of benefit to all residents of the Community Area.

Introduction

Many of the Southwest Community's arterial streets and highways have discontinuous alignments and do not directly connect to other highways, or have inadequate capacity. Route 59, for example, narrows at both the north and south edges of the Southwest Community Area.

Further, traffic volumes in the study area have been growing as more farmland is developed. In 1991, average daily traffic (ADT) on Route 59 near 95th Street was about 14,000 vehicles. By 1999, that statistic was 30,000-32,000 ADT. Similar growth has been seen on other arterial streets in the study area, leading to significant congestion on many streets during peak commuter hours.

The Southwest Community is currently served by the following major streets:

- *Interstate Highways:* I-88, about 4 miles to the north, and I-55, about 4 miles to the south
- *Regional arterial streets:* Illinois Route 59 and 75th Street
- *Major arterial streets:* Plainfield-Naperville Road, 95th Street, and 111th Street
- *Minor arterial streets:* Book Road, 248th Avenue south of 95th Street, 87th Street, and 103rd/104th Street

The existing functional classification system is described in an appendix to this document, the Southwest Community Area *Existing Conditions Assessment*.

Street Functional Classification

The functional hierarchy of the existing street system is an important part of the Comprehensive Plan. Essentially, the hierarchy is related to the number of vehicles (traffic volume) a street is designed to carry, the type of service the street is intended to provide, and by the type of access provided to property adjacent to the street. Based on the desired hierarchy of the existing street system, improvements should be made to address existing deficiencies or expand the street system as necessary. The magnitude of an improvement should be made based upon the assigned functionality of the street.

Several factors were considered in identifying the functional classification for the street system within the Southwest Community Area. These include:

- The types and densities of land-uses abutting the street;
- Whether the street permits direct parcel access;
- The distance to which the street extends beyond the Village boundaries;
- Regulatory features and design of the roadway including speed limits, lane widths, curb and gutter type, and other pertinent features;
- The number of traffic lanes, types of intersections, and access control; and
- Spacing of the network of streets within and surrounding the community.

The future functional street classification system within the Community Area is largely an extension of the street system within and around the City as a whole. Functional street classifications are identified in Figure 9, *Mobility Plan*.

Planned Improvements

The Mobility Plan recommends several improvements to help ensure a high level of transportation accessibility and efficiency in the future. Figure 9, *Mobility Plan* includes recommendations regarding:

- New street extensions;
- Street capacity improvements including widening and intersection capacity;
- Potential street vacations;
- Bicycle and trail system improvements; and
- Pedestrian system improvements.

Planned improvements to the circulation system in the Southwest Community Area include elimination of the E.J. & E. Railroad Crossing at Wolf's Crossing Road. When a grade-separated crossing is constructed at 95th Street, Wolf's Crossing Road will no longer be needed.

Consideration was given in the planning process to the elimination of Normantown Road for automobile traffic, and its possible conversion to a recreational trail. While this action is possible if future conditions change, it was determined that Normantown Road continues to serve an important function as a north-south linkage between 95th Street and the Wheatland Industrial Park to the north, and the developing residential area (and adjacent municipalities) to the south. There is a need for continued efficient truck access to the existing Wheatland Industrial Park, with the final road configuration contingent on development plans for the area north of 95th Street. Therefore, at this time, Normantown Road should be retained and considered for relocation or other modifications in the future.

Mass Transit Options

Naperville is already home to two of the busiest stations on the Metra system. The Downtown Naperville and Route 59 stations currently have over 8,000 boardings during the morning peak period and 6,000 alightings during the evening peak commuter period. An improved transit system for the Southwest Community Area will be increasingly important as the area develops, and will have significant impacts on the levels of street congestion, especially at peak traffic hours.

New 95th Street Rail Station on the E.J. & E.

Metra is studying the possibility of a new rail transit station at 95th Street on the E.J. & E. Railroad, as part of the proposed outer circumferential commuter rail line. The proposed outer circumferential line and the 95th Street station would require significant capital investment to begin operations. Ridership estimates and capital investment needs are being studied. As proposed, trains would travel north to the BNSF line, where a new transfer station would be developed. Several possible configurations for operation of the trains have been discussed. However, no specific plan has been adopted. The key to effective service for this line will be speed over other modes of travel with adequate connections at trip destinations.

In addition to the issues identified above, the E.J. & E. is currently a single-track operation. To provide effective commuter service, a second set of tracks would need to be installed. The cost of expanding the entire circumferential system has been preliminarily estimated to be several billion dollars.

A near term consideration, however, would be the location of a new station. Land should be reserved for this purpose. The minimum size of a site for a new station is 20 acres. Metra has tentatively identified a preferred location at 95th Street and the E.J. & E. If Metra and the City are to preserve an option for a commuter station in the future, acquiring land for the station will be an important near term activity while vacant land is still available.

Commuter Facility Park and Ride Lot

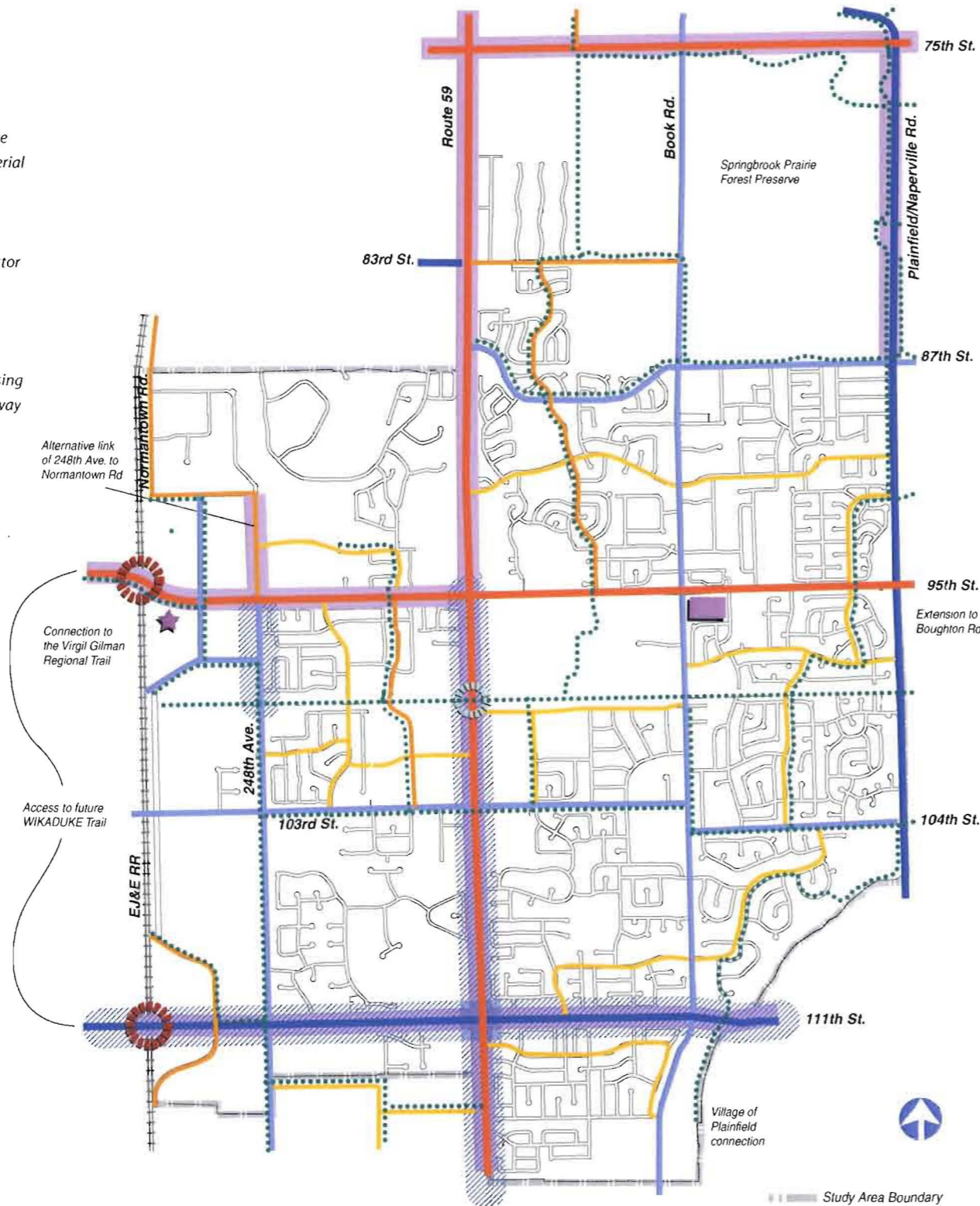
A park-n-ride lot near the new 95th Street station, as an interim or long-term facility, should be explored. If commuter rail service is not developed in the near-term (or perhaps even long-term), the parking facility could serve as an effective collection point for commuters destined for the Route 59 Metra station. A 20-acre property could accommodate about 2,000 cars on a park-n-ride lot.

Bus Service

Only one Pace bus route, during the peak commuter hours, serves the Southwest Community Area. This shuttle operates between the Route 59 train station and a park-n-ride lot at Book Road and 95th Street. As development continues to occur in the Southwest Community Area and the surrounding communities, the opportunity for expanded bus transit service in the area should be evaluated. Effective transit service will provide opportunities to reduce auto dependency in the area.

Figure 9:
Mobility Plan

- Legend:**
-  Designated Truck Route
 -  Strategic Regional Arterial
 -  Major Arterial
 -  Minor Arterial
 -  Collector
 -  Neighborhood Connector
 -  EJ & E Railroad
 -  Park-n-Ride Lot
 -  Proposed Additional Roadway Capacity
 -  Grade-Separated Crossing
 -  Grade-Separated Bikeway Crossing
 -  Potential Commuter Station Location
 -  Bikeway



MOBILITY PLAN

Regional Highways. Will, Kane, DuPage, and Kendall Counties have agreed on an alignment for the WIKADUKE Trail, a new Strategic Regional Arterial (SRA) just west of the Southwest Community Area, which would link I-88 in Aurora with I-80 near Minooka. The WIKADUKE Trail would improve access to the regional highway system, and provide additional truck access and relief for the congested Route 59 corridor.

Arterial Streets. While the portion of Route 59 running through the Southwest area should have sufficient capacity to accommodate anticipated traffic, the corridor does not have adequate capacity north and south of the study area. Route 59 will eventually need to be widened to six through lanes with a central turn lane between I-88 and the southern part of the study area.

Connections to alternate routes should include the widening of 111th or 119th Street to improve access to the east and to I-55. Access to the west should be facilitated with improved and extended 95th and 119th Streets. In addition to the WIKADUKE Trail, 95th and 119th Streets are proposed to be part of the new SRA system.

Existing crossings of the EJ & E railroad tracks in the area are at-grade. Grade-separated crossings should be built at 95th, 111th, and 119th Streets. The 95th Street crossing will be a crucial project as the Southwest Area develops. A number of area public and private projects are contingent upon its extension. Options are still being considered for crossing above or below grade. To align with the dedicated right-of-way and avoid a wetland, 95th Street between 248th Street and the EJ & E tracks will shift 200 to 250 feet north of its current alignment. The closest north-south cross street on 95th Street will be about 1,000 to 1,300 feet from the tracks. With an underground crossing, the distance could be slightly shorter. To the east, Will County is acquiring right-of-way for a connection to Boughton Road.

248th Avenue is a minor arterial street, and will play a significant role in future circulation for the area. 248th Avenue near 95th Street will likely need to be widened to two through lanes in each direction plus turn lanes. For most of its length, one through lane in each direction and a median left-turn lane and right-turn lanes at the cross-streets should be sufficient. Driveways along 248th Avenue should be limited to reduce congestion.

Truck Routes and Access. Designated truck routes in the area include Plainfield-Naperville Road, Route 59, 75th Street, 95th Street west of Route 59, and 111th Street. Access through Aurora is limited to trucks originating in and destined for the area, and is allowed only through an informal agreement between the Wheatland Industrial Park and the City of Aurora. The at-grade crossing of the railroad is difficult for some large trucks with little ground clearance.

Truck access to retail, industrial, and employment centers in the area should be as direct as possible and well defined.

Pedestrian and Bicycle Facilities. The high amount of use of the DuPage River Trail has reinforced the community's interest in developing quality pedestrian and bicycle facilities. At community workshops, one of the most frequent requests was additional bicycle and walking trails that link residential neighborhoods, commercial areas, and community facilities. The Park District is proposing an extension of the Virgil Gilman Trail to Aurora. In addition, other on-street and off-street facilities are being planned, as described in the illustration.

Bicycle facilities should be provided along all neighborhood connector streets, as well as on local streets that provide access to parks and other community facilities. Neighborhood trails should be considered, especially where cul-de-sacs prevent direct routes. Easements should be established to provide linear corridors for off-street bicycle and pedestrian travel. The connection of the study area and the adja-

cent portions of the community will also be important in promoting non-motorized travel. Access to recreational uses, employment centers, retail areas, and commuter facilities will help attract more use.

The most significant trail access issue is connection across busy streets, such as the crossing of the Virgil Gilman Trail at Route 59. If IDOT approval can be secured, a new bridge over Route 59 should be developed at the trail crossing. Pedestrian-activated signals along some routes, and bridges over others should be pursued.

The development of stormwater management facilities could include trail development throughout much of the Southwest Area. Connection to these trails and other new off-road facilities from residential, recreational, and employment uses will encourage use of non-motorized transportation modes. Access to alternative transportation would significantly enhance the attractiveness of new developments and function as a major recreational amenity for the Southwest Community Area as a whole.

Part V: Implementation Program

The Southwest Community Area Plan sets forth an agreed-upon guide for development and improvement decisions over the next 10 to 15 years. This Part highlights the projects and actions to be taken by the City and various partners in order to achieve the recommended land-use plan and associated improvements and facilities. Continuing actions to implement the plan, as detailed below, are necessary to achieve a high quality of life for the area's residents. This guide is intended to be used by the City and its various partners to organize and schedule the implementation activities.

Overview of the Action Agenda

The Action Agenda contains the following elements:

- **Projects and Actions**- description of the categories into which projects and actions are organized;
- **Action Responsibilities** – suggested partners and participants for the City to work with in pursuing each initiative;
- **Schedule** – recommended scheduling of each action, based on importance to the Southwest Community Area and external timing considerations;
- **Resources, Tools, and Techniques** – potential funding sources and implementation “tools” that can be used to achieve each action; and
- **Implementation Chart**- summary list of projects and initiatives that should be undertaken, sorted by subject area.

Projects and Actions

Recommended projects and actions are grouped into the following categories:

- **Administrative Actions** – a summary of municipal code amendments and other administrative actions required to implement the plan.
- **Land Use and Development** – lists actions to be taken to implement the land-use recommendations, for residential, commercial, and business park uses.
- **Parks, Open Space, and Recreation** – includes measures to provide recreation and open space assets for the Community Area.
- **Community Facilities** – describes the activities required to realize new municipal, school, and other community assets.

- **Transportation and Transit** - includes infrastructure projects to be programmed into the City's Capital Improvement Plan, commuter train station initiatives, and related improvements.

Action Responsibilities

The successful realization of the Southwest Community Area Plan depends on partnerships among many different agencies and organizations. While the City has lead responsibility for the majority of the actions to implement the plan, other taxing districts, resident and business groups, and various private organizations also have important roles. A brief description of the involvement of these groups follows:

- **City of Naperville.** The City is responsible for overall leadership of the implementation process, including the coordination of activities among various jurisdictions and private entities. The City will have responsibility for many of the public infrastructure improvements recommended by the Plan. In addition, the City should ensure that its codes, ordinances, and programs support the Plan; including those codes that apply to private development.
- **Southwest Community Area Residents, Homeowners Associations, and Neighborhood Groups.** Residents of the area have the most to gain from successful Plan implementation, and should stay involved and informed as projects in the Plan are undertaken. Individually and through homeowners associations, residents should continue to play an active role in sharing ideas and opinions regarding public and private improvement and development projects throughout the area.
- **Chamber of Commerce and other business associations.** The anticipated rapid build-out of the Southwest Community's shopping areas, the proposed design recommendations for commercial areas, and a variety of recommended infrastructure improvements underscore the need for business organizations to be involved as plan implementation proceeds.
- **Naperville Park District.** Many of the implementation initiatives relate to the parks and open space system. The Naperville Park District has responsibility for the City's Parks and Recreation System Plan; and for the development and maintenance of Parks system facilities and programs.
- **Indian Prairie School District 204.** The School District has a large stake in the efficient implementation of the Southwest Community Area Plan, in part due to its interest in minimizing the number of new school-age children in the area. The District develops plans and budgets to provide school facilities and services for area children. As a "unit" district, it provides elementary, middle, and high school level programming. Due to the uncertain nature of predicting the number of new school children, the

District should monitor Plan implementation and work closely with the City and other agencies to plan for and provide facilities.

- ***Will County and DuPage County Forest Preserve Districts.*** The Forest Preserve lands are a significant amenity for the Southwest Community and the City as a whole. Several improvements and expansions to the preserves are recommended as part of the Plan. Partnerships between the Forest Preserve Districts and other agencies concerned with open space, recreation, and environmental preservation are encouraged.
- ***Naperville Development Partnership and Development Community.*** A number of recommendations in the plan impact guidelines and regulations for new development. The Development Partnership, and the development community in general, should stay abreast of the City's implementation activities and provide input as needed.
- ***Property Owners.*** Owners of developed and undeveloped property in the Southwest Community will be affected by implementation of the Plan over the coming years. New infrastructure, additional community facilities, and the eventual build-out of land will mean major changes, particularly in the western part of the area. The design of public improvements and amenities and private development should be the subject of input by all Southwest Community Area property owners.
- ***Metra and PACE.*** The public transit system in the Southwest Community is to undergo some level of expanded services within the life of the Plan. This expansion has the potential to achieve significant environmental and congestion mitigation benefits for the City. The City will need to partner with the Metra and PACE, surrounding jurisdictions, and property owners to reach the best transit solutions for the community area.
- ***Surrounding Communities.*** Several of the recommended actions have implications for surrounding jurisdictions. The extension and realignment of 95th Street and the proposed Metra station, among others, will require the partnership and cooperation of other nearby municipalities.

Schedule

The Action Agenda includes recommendations for a variety of aspects of the Southwest Community. While these improvements are intended to function together, due to limited resources they cannot be accomplished all at once. Additionally, certain improvements (such as road expansion in one area) should be undertaken before others (such as road vacation) can take place. Therefore, the plan includes a suggested schedule to assist with programming and organizing of implementation actions, and making resource allocation decisions. The overall time horizon for the Plan is 10-15 years; updates to the Plan should be conducted regularly, however, to ensure that it remains realistic and reflective of current community aspirations.

The schedule classifications are as follows:

- **Immediate:** applies to actions that should begin to be undertaken as soon as possible after Plan adoption
- **Near-term:** these actions should be started within two to three years
- **Mid-term:** to be started within five years

Resources, Tools, and Techniques

A variety of resources and tools are included in the Action Agenda, ranging from amendments to implementation tools such as the City's Zoning Ordinance to potential funding sources that may assist with the cost of certain public improvement projects. Many of the public and facility improvements are to be funded with dedicated funding sources, such as the land dedication requirements from private development.

Funding for Plan-recommended improvements from sources other than local taxing districts and private development is primarily available to assist with transportation and transit-related improvements. Most relevant programs are funded through the Transportation Equity Act for the 21st Century (TEA-21), which is currently authorized through 2003. Potential projects for these programs, which can be used in combination with municipal and other sources, are described further below:

Illinois Transportation Enhancement Program. This funding source is a set-aside fund from the TEA-21 program. Potentially eligible projects include bicycle and pedestrian facilities, landscaping, historic preservation, and projects that control or remove outdoor advertising. Federal reimbursement is available for up to 50 percent of the cost of right-of-way and easement acquisition and 80 percent of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs.

The program is administered by the Illinois Department of Transportation and funding is distributed through the Mayors and Managers Conferences of Will County and DuPage County. The various trails improvements, including the Route 59 pedestrian crossing, are eligible to apply.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). The CMAQ program is also part of TEA-21, focusing on projects that reduce regional traffic congestion and air quality problems. Eligible projects may include transit improvements, commuter parking lots, traffic flow improvements, bicycle/pedestrian projects, and projects which result in emissions reduction. This program provides 80 percent of project costs. The future Metra commuter rail station and the possible interim uses of the site may qualify for funding through this program.

Surface Transportation Program (STP). These funds are allocated to the Mayors and Managers Conferences to be used for all road-related improvements.

Projects must have a local sponsor, such as the City. Criteria for funding include the level of benefit to the broader region. Surface Transportation Program funds are designated for a variety of projects including demonstration projects, enhancement, and hazard elimination.

State Funding. These funds are distributed to municipalities for road improvement projects. The Illinois FIRST program includes a fund for locally-sponsored projects that improve the quality of life. Other recommended projects might be eligible for funds from this facet of the program. A legislative contact is required to secure funding. Any of the recommended roadway projects might be eligible for this program.

**Table 2
Implementation Chart**

Administrative Actions				
Area	Action	Participants	Resources and Tools	Priority
Southwest Community Area Plan	Adopt the Southwest Community Area Plan as an element of the Comprehensive Plan	Citizens, Homeowners Associations		1
	Make the Southwest Community Area Plan available to all interested individuals and organizations	Homeowners and business associations, Naperville Development Partnership, citizens, property owners, Library	City web site Other media	1
	Review all public and private improvement and development proposals for conformance with the Plan	Naperville Development Partnership	Subdivision Regulations Zoning Ordinance	1
	Develop a "scorecard" to monitor the development of key sites and its impact on the school age population.	Citizens, business and homeowners associations, School District 204		1
	Monitor and update the Plan to reflect changing needs and desires of stakeholders	Citizens, business and homeowners associations		3
Development Regulations Amendments	Consider requiring dedication of right-of-way or commons areas for internal trails as new subdivisions are developed	Park District, Naperville Development Partnership	Subdivision Regulations, Development Review Process, Annexation agreements	1

Land-Use and Development				
Area	Action	Participants	Resources and Tools	Priority
Residential Development	Encourage the preservation of open space through cluster development and other subdivision design techniques	Naperville Development Partnership	Subdivision Regulations, Zoning Ordinance, annexation agreements	1
Mixed-density Development	Review Planned Development Ordinance		Zoning Ordinance	1
Senior Housing	Promote senior housing development		City Web Site, Consolidated Plan	3
	Consider special zoning for approval of senior citizen housing		Zoning Ordinance	1
	Provide legislation precluding school-age children from residency in senior citizen housing		Municipal Code	1
Commercial Development	Apply the design principles of the Southwest Community Area Plan	Naperville Development Partnership	Zoning Ordinance, Subdivision Regulations	2
Business Parks	Consider requiring business parks to develop as Planned Developments	Naperville Development Partnership	Zoning Ordinance	2
Parks, Open Space, and Recreation				
Parks and Open Space	Encourage acquisition of 42 acres for a new community park to serve the Southwest area	Naperville Park District	Parks and Recreation Master Plan	
	Provide 3 new neighborhood parks in the Southwest Community Area and expand Heatherstone and Crestview Knoll Parks	Naperville Park District	Land dedication ordinance, Parks and Recreation Master Plan	3
	Encourage acquisition of 30 acres to be used as a buffer for the Vermont Cemetery	Will County Forest Preserve District, property owners, Park District		1
	Study the feasibility of, and determine standards for, a natural drainage and/or greenway system; review development plans in accordance with these standards.	Conservation Foundation, Homeowners associations, Naperville Development Partnership		1

Area	Action	Participants	Resources and Tools	Priority
Trails	Obtain IDOT approval for grade-separated crossing over Illinois Route 59	Naperville Park District	Illinois Transportation Enhancement Program, Capital Improvements Plan	3
	Identify funding sources and construction schedule for trail system improvements: internal trails, roadside paths, greenways	Naperville Park District	Illinois Transportation Enhancement Program, Capital Improvements Plan, Congestion Mitigation and Air Quality Improvement Program	2
	Develop an intergovernmental agreement with the Will County Forest Preserve for possible maintenance of a greenway linking to the Vermont Cemetery	Will County Forest Preserve District		1
	Consider requiring dedication of right-of-way for trails as new subdivisions are developed	Naperville Development Partnership	Subdivision Regulations, Annexation agreements	2
	Acquire additional right-of-way as needed for roadside trails		Illinois Transportation Enhancement Program	3

Community Facilities

Area	Action	Participants	Resources and Tools	Priority
Municipal Facilities	Identify alternative and preferred locations for a new Fire Station in the Southwest Community Area	Property owners	Facility plans	2
	Identify alternative and preferred locations for new Police Department branch facility	Property owners	Facility plans	2
	Determine future Public Works facility needs for the City's "South 40" property		Facility plans	3
Other Community Amenities	Facilitate the development of a branch library	Library District School District 204		2
	Meet with representatives of colleges and universities to discuss a higher education branch facility in the Area	College and university officials		2
	Investigate the possibility of an emergency medical facility to serve the Southwest Area	Local hospital officials		3

Transportation and Transit

Area	Action	Participants	Resources and Tools	Priority
Commuter Station	Meet with Metra officials to discuss land acquisition needs and funding sources	Metra		1
	Identify interim uses for future commuter station site; discuss park-n-ride with PACE	Metra, PACE		1
	Discuss funding with officials from Aurora, Oswego, Plainfield, and other surrounding communities	City of Aurora, Villages of Oswego and Plainfield		1
	Identify funding and timing for commuter facility needs; program into City plans	Metra, PACE	Capital Improvements Plan, Congestion Mitigation and Air Quality Improvement Program	1
	Facilitate the relocation of the ComEd facility along 95 th Street	Commonwealth Edison		1
	Begin preparation of short-term and long-term site development plans	Metra, PACE		1
Road Improvements	Determine the need for and timing of the widening of 248 th Avenue. If needed, program design and construction of 248 th Avenue widening and parallel bike trail	Property owners	Capital Improvements Plan, Surface Transportation Program	
	Determine the need and timing for the vacation of all or part of Wolf's Crossing Road	Property owners	Capital Improvements Plan, Surface Transportation Program	2
	Acquire necessary right-of-way for the realignment of Normantown Road	Property owners	Capital Improvements Plan	2
	Acquire necessary right-of-way for the new access route for the business park area	Property owners	Capital Improvements Plan	2
	Participate in completing the extension of 95 th Street across the E.J. & E. RR	City of Aurora, E.J. & E. Railroad	Capital Improvements Plan, Surface Transportation Program	1

Appendix

Plan Commission Recommendation (as Revised by Council):

In conducting the planning process, the Plan Commission developed a list of 15 items that the Commission felt warranted special attention through the planning process. The Southwest Community Plan as adopted reflects these 15 points in the text and map figures. On May 28, 2002, the City Council held a special meeting to adopt the Southwest Community Plan. At that meeting, the Council had requested that the 15 recommendations be included as an attachment to the Plan.

The following are the 15 recommendations that were originally presented by the Plan Commission and later modified by Council.

1. School-aged population should not exceed the target population estimated thru the development of the "Key-Sites" as anticipated by the 1994 Sector G Plan (estimated to be approximately 1077 students). As developments on the key sites are reviewed by the City, their impact upon the Southwest Community will be monitored by use of the "scorecard."
2. That the current alignment of 248th Avenue remain north of 95th Street and that a second truck access be provided between 248th and the E.J.&E. north of 95th Street to provide an additional access to the business park to maintain viability of the business park.
3. That Wolf's Crossing be indicated on the Plan and that it remain open at least until an alternative option is developed to provide access to 95th Street for the industrial development in Aurora.
4. Encourage the development of a Metra/park-n-ride facility to provide necessary services and connections for the residents of the Southwest Community Area. Work with Aurora to reserve land for a train yard. In addition to working towards acquisition of the property, staff should begin preparations of specific site development plans.
5. That Normantown Road remain open as a collector road between 111th Street and Wolf's Crossing which will require realignment because of the future grade separated crossing of 111th Street at the E.J.&E. Crossing. The City shall examine turn prohibitions and other measures to further minimize potential traffic safety issues.
6. Endorse the increase in the Park Land donation rate to 8.6 acres per thousand in order to facilitate the development of necessary community park facilities to serve the Southwest Community. This issue has since been addressed by the Council and is therefore not necessary to address.
7. Create greenway linkages in Southwest Community Area building upon Virgil Gilman Trail and Vermont Cemetery. These greenway linkages should be encouraged in the text of the document and not specifically identified by location on the future land use map.
8. Encourage the Forest Preserve to acquire at least 30 acres of land around the Vermont Cemetery.
9. Recommend that all development plans submit engineering that incorporates the greenway and natural stormwater (conservation design) concepts. Staff is prepared to develop design guidelines

for the greenway that follow the concepts discussed in the Southwest Community Plan and incorporate the City's stormwater design standards within 60 days.

10. Provide a low-density residential mix that is appropriate for the Southwest Community Area. Provide densities for single-family uses at a modified gross density 2.5 units per acre throughout the Southwest Community with a reduced modified gross density to 2.0 units per acre for property west of 248th and south of 95, and a further reduction to 1.75 units per acre for property west of 248th and south of 103rd.

11. Increase the amount of land devoted to multi-family units to alter the overall single-family to multi-family ratio to be more in keeping with the rest of the community and to increase the potential EAV. Designate up to 30 acres of land as High Density residential use with a modified gross density of 15 units per acre near the proposed commuter facility site.

12. Increase the amount of Business Park use from 60 acres as identified in the Southwest Community Plan to 136 acres of land.

13. Encourage the development of commercial uses by designating a minimum of 136 acres of commercial uses on the "key sites".

14. Recommend that text be included in the plan that encourages the development of pedestrian friendly commercial development. Commercial development should emphasize a pedestrian scale vs. a vehicle-orientated character. This could be developed thru the use of pedestrian connections between buildings, four-sided buildings, innovative design such as courtyards and open plazas, awnings, outdoor seating, and unifying architectural and design elements throughout a particular development. The design guidelines section should be modified to more specifically address design issues such as materials, scale, and character.

15. Encourage the development of senior housing including active adult, independent living, and assisted living. Identify a minimum of 141 acres for senior housing uses. Encourage additional senior housing where appropriate. Staff should prepare necessary text amendments to allow for the development of age-restricted housing.