

**RESPONSE TO COMMENTS**  
**GOAL 2 (LAND USE) - 75TH STREET CORRIDOR STUDY**  
**JUNE 5, 2008 PUBLIC MEETING**

At a June 5, 2008 public meeting, Naperville city staff presented the draft recommendations for Goal 2 (Land Use) of the *75th Street Corridor Study* for public review. Approximately 50 persons attended the meeting. The meeting included a staff presentation on the draft land use recommendations, a Q&A session that addressed general group questions, and a workshop session when participants had an opportunity to review and discuss the recommendations individually with staff. The following is a summary of the questions and comments provided by the participants throughout the meeting (noted as “C” below), followed by staff’s responses and clarifications (noted as “R” below):

C. *Resident input provided at previous public meetings have not been incorporated into the land use recommendations.*

R. Staff drafted the proposed land use recommendations based on a number of factors including:

1. Planning principles;
2. Site context and appropriateness;
3. Impact of site location on marketability, compatibility, and accessibility;
4. Public and stakeholder input; and
5. Results of the market studies.

Although resident input received at previous public meetings is an important factor, it is not the single determinant in drafting the land use recommendations. Input from stakeholders and from the online public survey and property owner survey was also considered as well as site context, location, accessibility and site feasibility.

The proposed land use recommendations have considered public input received. Residents who provided comments at previous public meetings generally indicated preference for residential uses along the Corridor. Based on this input, staff recommends a limited amount of commercial uses within the Corridor as well as considerations for the scale and nature of uses to be compatible with residential areas. Staff has also recommended that significant landscaping and buffering be provided to separate uses and enhance the corridor. Factors that preclude staff from recommending all residential uses along the Corridor include the pattern and significant quantity of traffic adjacent to the sites, as well as the feasibility of development and site constraints that would limit opportunities for residential use.

C. *How will resident input be used from this point forward?*

R. Public input will be compiled and summarized as part of the final study report to be forwarded to the Plan Commission and City Council. Residents are also encouraged to share their input during the Plan Commission public hearing process.

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- C. *Please clarify the jurisdiction of the proposed future land use plan for incorporated vs. unincorporated parcels.*
- R. A future land use plan establishes a policy based on recommended use designations for all parcels within the City's planning boundary (including unincorporated parcels). Approximately 45% of the land area (69 acres) within the 75th Street Corridor is within unincorporated DuPage County and is subject to County regulations. The City does not have control over land uses on these parcels. Unincorporated properties may be redeveloped in DuPage County in conjunction with applicable county ordinances; while DuPage County may request input from the City of Naperville on the proposed development project, the City's input is not binding on DuPage County's final decision.

In the event that the unincorporated parcels were to seek annexation into Naperville, the future land use plan would provide guidance for the nature of land use and zoning upon annexation. Property owners may seek annexation for numerous reasons, including the ability to obtain the City's utilities (water, sewer, electric). However, the property owner or developer is expected to bear the cost for the utility connection so that Naperville residents are not burdened with the infrastructure expansion cost.

- C. *How is the impact of specific land uses on traffic patterns addressed and to what degree are these factors included in the evaluation of the proposed future land use plan?*
- R. Traffic studies are utilized to evaluate the impact of a specific development scenario on adjacent roadways and take into consideration such factors as the type of use, location of access, and peak demand hours. For the 75th Street Corridor Study, staff has evaluated the appropriateness of different land uses based on the general overall traffic patterns of the corridor, the intended function of the roadways, and how the marketability of land uses is impacted by existing and projected traffic patterns. Traffic studies may be requested in the future, as appropriate, upon receipt of site-specific development plans.
- C. *Concerns regarding the enforceability of the future land use plan as development projects are proposed and the potential for commercial creep into areas designated as residential on the proposed future land use plan.*
- R. The future land use recommendations proposed within the 75th Street Corridor Study will provide the city with an up-to-date planning document, which can be utilized by city staff and decision-makers when evaluating development proposals. The fact that the 75th Street Corridor Study is a product of an extensive planning and evaluation process reflective of multiple factors would lend to the validity of the document.

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With the updated 75th Street Corridor Study, staff would be in a better position to make a recommendation against a commercial proposal that is inconsistent with the future land use recommendations. In addition, any annexation and associated rezoning request is subject to a public hearing process before the Plan Commission and City Council, who also rely on the updated plan for direction.

- C. *Has the impact on property values of the adjacent properties been evaluated? Have the land use recommendations taken quality of life of residents into consideration?*
- R. Staff appreciates that there are multiple factors which impact property values and the quality of life in the 75th Street Corridor area, including the future expansion of 75th Street to provide an additional lane in each direction; the installation of major overhead utilities in that area; the presence of three cell towers on private property; and the lack of full vehicular access for properties fronting 75th Street. Staff acknowledges that the proposed future land uses represent a change to the existing land use pattern in the area; however, the recommendations have taken great consideration as to transitional uses, buffering and screening for the purpose of minimizing the impact of such uses on the immediate adjacent residential areas. Staff believes that with sensitive site and building design, the proposed land uses would be an appropriate fit with the adjacent residential uses.
- C. *The City collected the traffic data during the summer months which do not account for school traffic.*
- R. Each year the City of Naperville administers a traffic data collection program that is performed by summer workers and college interns and administered by TED's Technical Team. The program is performed between the months of June and August in each year for selected intersections citywide, including major intersections along 75<sup>th</sup> Street. Quality control is assured by testing this data versus other sources (DuPage County data and random redundant internal counts). Turning movement counts are conducted at numerous intersections, capturing AM, Mid-Day, and PM peak hour traffic volumes. This "raw data" is then adjusted using a composite seasonal correction factor based on the day of the week and the time of year. By applying this seasonal factor, the data is representative of the "annual average daily traffic" at that intersection.

DuPage County is the source of the seasonal correction factors. These correction factors, which adjust a raw traffic count to the day of the week and the day of the year, came from a statistical study of more than eight (8) years of permanent count station data that were assembled and analyzed for two DuPage County traffic count stations (one on Army Trail Road east of Glen Ellyn Road and on 75th Street west of Lemont Road). The data, collected for every hour of every day of every year by direction, was entered into the database to arrive at a set of seasonal factors.

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Mr. Fred Ranck, who prepared the correction factors while employed as a Traffic Engineer for DuPage County, has over 30 years of experience as a P.E. (professional engineer) and a P.T.O.E. (professional traffic operations engineer). He is a nationally recognized authority on traffic safety and engineering and is part of the committee that continuously updates the FHWA's Manual on Uniform Traffic Devices (MUTCD). Mr. Ranck is currently employed by the FHWA as an expert on traffic safety and signal operations. The city is confident in his work to determine these seasonal correction factors.