

PLANK ROAD STUDY

QUESTIONS & ANSWERS

FEBRUARY 24, 2010

DRAFT RECOMMENDATIONS OPEN HOUSE

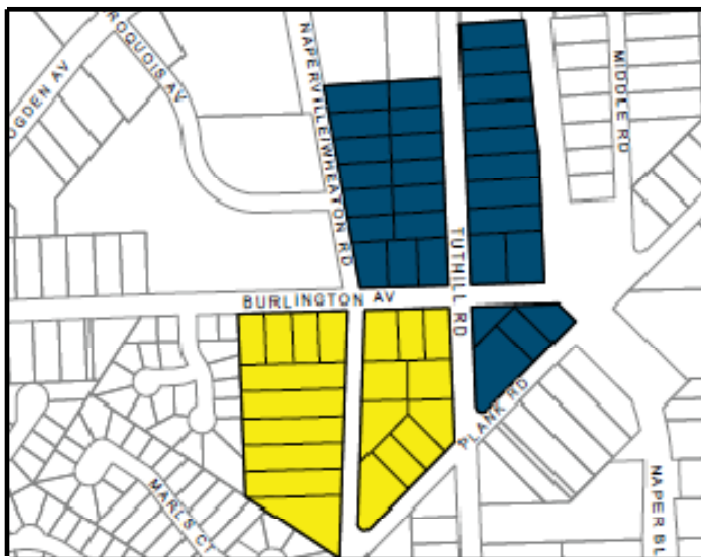
The City of Naperville hosted a public open house on Wednesday, February 24, 2010 in Meeting Rooms A, B and C of the Naperville Municipal Center. Approximately 50 people attended the event. The purpose of the open house was to provide an opportunity for the public to review and comment on the draft staff recommendations for transportation and future land use in the study area.



The following provides a summary of questions received during the meeting, with responses prepared by city staff. Please note that this information is not intended to be an exhaustive list of each question received, but rather a summary of commonly asked questions applicable to the Plank Road Study.

DRAFT FUTURE LAND USE RECOMMENDATIONS

Q. Please explain the future land use category “Residential, Office and Limited Commercial” (ROLC) recommended for parcels in Sub-Areas 3 and 4 (see below)?




Sub-Area 3



-  Residential, Office and Limited Commercial
-  Low-Density Residential

Sub-Area 4



-  Residential, Office and Limited Commercial
-  Medium-Density Residential
-  Low-Density Residential

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A. The future land use designation “Residential, Office and Limited Commercial” (ROLC) is intended to provide a transition between heavily traveled roadways (i.e., Naper Boulevard and Ogden Avenue) and the existing residential neighborhoods. To achieve this transition, the future land use designation recommends appropriately scaled and designed low- or medium density residential uses, office, neighborhood convenience retail and service uses, institutional facilities, live/work spaces and other similar uses.

The following draft supplemental recommendations are intended to guide future development proposals for parcels designated ROLC. These supplemental recommendations would be used by city staff, Plan Commission, City Council and the general public when evaluating future development requests for the properties designated ROLC.

- New residential development should be in the form of single-family detached, two-family (i.e., duplexes), or single-family attached (i.e., townhouses) up to a gross density of 8 units per acre.
- New commercial development should be limited to small-scale neighborhood convenience retail and service uses. Future commercial uses should be concentrated toward Ogden Avenue and at the signalized intersection of Plank Road and Naper Boulevard. Commercial uses should not be the predominate use of a future development, but rather accessory to the overall development concept.
- With future development of parcels designated as ROLC, higher intensity uses (i.e., commercial) should be located near the intersection of Ogden Avenue and Naper Boulevard. Lower-intensity uses (i.e., residential) should be located adjacent to the existing single-family neighborhoods. Appropriately scaled office, institutional, or live/work uses may be sited in either location.
- New construction should be designed and developed in a manner that is compatible with the adjoining neighborhoods in scale and appearance.
 - Residential buildings should be designed so as to avoid the appearance of exterior monotony through incorporation of high-quality building materials, varying rooflines or facades, colors or other architectural enhancements.
 - New buildings and building additions should comply with the [Building Design Guidelines](#) and be constructed of masonry material (e.g., brick and stone), include a pitched roof, and limited footprint per building.
- Comprehensive site planning on multiple parcels is encouraged to provide consolidated ingress/egress from Naper Boulevard and Plank Road. Cross-access must be provided between adjacent sites as appropriate to the land use.

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

PLANNING AND ZONING

Q. Will I be required to sell my property or annex into the City of Naperville?

A. The purpose of this plan is to anticipate the appropriate future land use at such time as property owners seek annexation and development. At this time, the city has no plans to require annexation or acquire additional property in the study area.

Q. How does a property qualify for annexation into the City of Naperville?

A. Illinois state law [65 ILCS 5/7-1-1] stipulates that property that is not within the corporate limits of any city (i.e., unincorporated property) may be eligible for annexation if it is contiguous to incorporated property. In the event that a property is eligible for annexation, the property owner may submit a petition for annexation to the city for consideration.

Q. Is there a public process associated with annexation and development of properties eligible for annexation (see previous question)?

A. To annex an eligible property to the City of Naperville, a private property owner (or contract purchaser) must submit a development petition to the city for consideration. The petition requires a public hearing before Plan Commission, at which time public comments are accepted and the Plan Commission makes a recommendation on the proposal. Approval of a request for annexation into the city is determined by the Naperville City Council.

Q. Does the City of Naperville have a Tree Preservation Ordinance?

A. The City of Naperville Tree Preservation Ordinance is contained in Section 5-10-5 (Tree Preservation) of the [Naperville Municipal Code](#). Please reference Title 5 (Building Regulations), Chapter 10 (Landscaping, Screening and Tree Preservation).

It is important to note that all properties included as part of the Plank Road Study are unincorporated lands and are governed by the regulations of DuPage County. City of Naperville regulations only apply to properties that are incorporated in the city. Therefore,

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the City of Naperville Tree Preservation Ordinance does not currently apply to properties within the Plank Road Study Area. For more information on the DuPage County regulations, please visit <http://www.co.dupage.il.us/edp/>.

DRAFT TRANSPORTATION RECOMMENDATIONS

Q. What is a “collector street”?

A. Collector streets convey traffic out of neighborhoods (local streets) to arterials (e.g. Naper Boulevard and Ogden Avenue). Plank Road is classified as a collector street, as defined by the [City of Naperville Master Thoroughfare Plan](#). Street classifications influence and factor into transportation and land use decisions. The classification of a street impacts many aspects of roadway design, including road width, right-of-way acquisition, pavement markings, speed limits, lighting standards, landscaping and access control. The Master Thoroughfare Plan provides the framework of streets and access upon which the Future Land Use Plan is based. There is a direct relationship between the location of specific sites within this system and the intensity of land use which is appropriate for that area. For example, commercial developments will generally locate along arterials or collectors.

Q. Please define right-of-way (ROW).

A. The ROW includes the roadway pavement, sidewalk, and any adjacent easement area intended to allow for the passage of vehicles, cyclists and pedestrians through an area, as well as to house underground utilities. Right-of-way is publicly owned property.

Q. Please define “cross-access”.

A. Cross-access refers to a practice by which parking areas between like uses are internally connected. With the potential for development of non-residential uses in portions of the Plank Road Study Area, an opportunity exists to minimize the number of driveways (i.e., curb cuts) on Plank Road by establishing new cross-access connections. Cross-access between properties of similar use will improve circulation along Plank Road by reducing the need to use Plank Road for shorter trips between non-residential sites (trip reduction) and presenting an opportunity to reduce the number of driveways, thereby reducing potential conflict points between vehicles traveling on Plank Road and vehicles pulling in and out of driveways.

The recommendation for cross-access is not intended to apply to existing or future single-family homes along Plank Road.