

CITY OF WARRENVILLE

SOUTHWEST DISTRICT PLAN

MAY 25, 2016

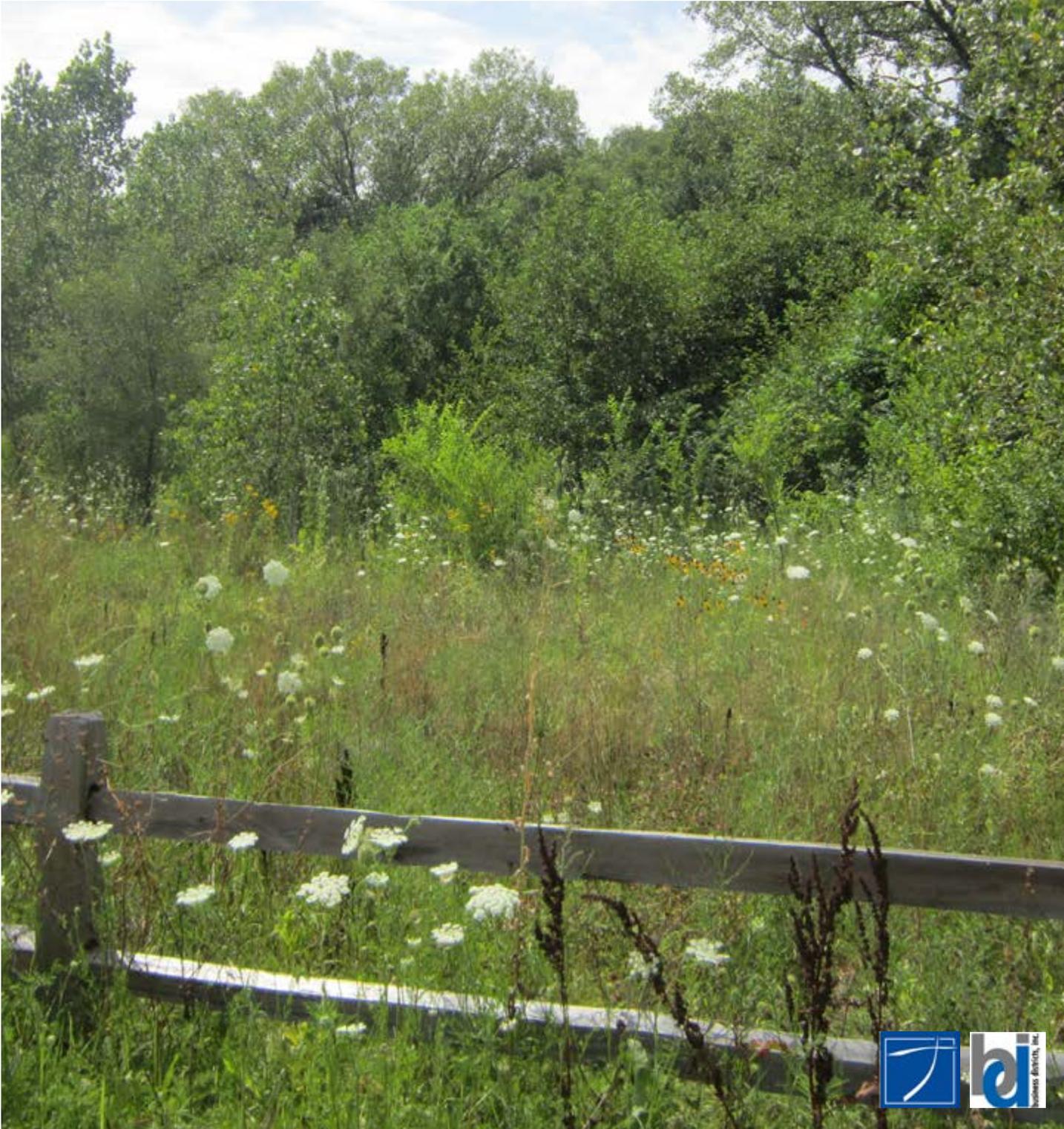


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Executive Summary

The City of Warrentville has a long tradition of thoughtful planning for the community's growth and development. This has helped it manage changes big and small over many years. The City is currently bringing that approach to the area of Route 59 and Route 56 (Butterfield Road), which it has defined as the Southwest District. The Southwest District contains several existing assets, including excellent transportation access, the Illinois Prairie Path, environmental character, and available developable land.

This Southwest District Plan presents a long-term vision of the future for this area of Warrentville. It is the culmination of a thorough planning process, which included input from a project workgroup, elected officials, residents, and local stakeholders. The plan is rooted in research and data gathered by the consulting team, assessment of market conditions, and alternative land use plans. This final document covers and suggests improvements throughout the Southwest District with respect to transportation, urban design, environmental features, land use, and implementation strategies.

Listed below are some of key recommendations within this plan:

- A balanced land use pattern reflecting market potentials that presents the greatest potential for the area.
- Future development should increase connectivity to local amenities, especially to the Illinois Prairie Path.
- Barkley Avenue and Duke Parkway extensions will provide access to potential new developments.
- Improvements to streetscapes, gateways, and wayfinding signage will help create a consistent urban design within the district.
- High quality design standards should be applied to future developments.
- Developments should preserve wetlands as an amenity and provide areas for stormwater retention.
- New developments should incorporate sustainable best management practices, energy efficient buildings, and permeable pavers.

This plan makes several specific recommendations for potential future land uses. Some of these recommendations include commercial developments around the Route 59 and Butterfield Road intersection, multi-family development along Route 59 south of Butterfield Road, and townhome developments near existing single family homes. These proposed land uses are driven by several factors, including current market trends, sound planning principles, and existing land uses. Implementation strategies to help create appropriate development are presented in the plan.

GOALS OF THE SOUTHWEST DISTRICT PLAN

The recommendations within this plan should be applied when evaluating development proposals within the Southwest District to accomplish the following goals:

- Provide appropriate public infrastructure (water, sewer, roads) to support both existing and future development within the Southwest District.
- Address stormwater management to minimize potential flooding.
- Preserve the natural areas and create environmentally sustainable open spaces.
- Enhance pedestrian and bicycle access including improved connections to regional trails.
- Enhance the overall character as an attractive “front door” to the City of Warrenville.
- Encourage the implementation of sustainable, energy efficient, environmentally responsible development.

Introduction

The purpose of this Southwest District Plan is to build a long-term vision and land use strategy for the area located surrounding and south of the Butterfield Road and Route 59 intersection in Warrenville, Illinois. This area, known as the Southwest District, has long been an underutilized part of the community and, with the recent adoption of the 2015 Strategic/Economic Development Plan, has been identified as a high priority for future planning and development. This document is the culmination of an in depth process involving research, input, and review from City staff, elected officials, business owners, local developers, real estate professionals, and residents.

The first step of this process, the Southwest District Assessment Report, evaluated existing conditions throughout the area. That report analyzed current land use, transportation, urban design, and economic influences within the district. The information and conclusions contained in the Assessment Report guided preparation of the Alternative Land Use Report. The Alternative Land Use Report outlined three different possible development and land use scenarios and evaluated the potential benefits and challenges each one presented. The report also detailed specific transportation, urban design, and sustainability improvements to be made within the Southwest District. This final plan builds on those previous tasks.

Six factors are essential in understanding the intent of the plan and how it should be applied when directing future development in the Southwest District:



1. The land use plan works from a set of established elements in the Southwest District that are expected to remain constant.

The following established elements are considered to either be permanent fixtures in the area or existing assets that will remain and be important components of the Southwest District for the foreseeable future.

- Route 59, Butterfield Road, and Ferry Road.
 - Existing residential properties located east of Home Avenue and north of Butterfield Road.
 - The commercial strip center located at the southeast corner of Route 59 and Meadow Avenue.
 - A majority of the existing residential properties located along Briggs Avenue and Estes Street.
 - Emmanuel Baptist Church along Briggs Avenue and Blanchard Alliance Church along the south side of Butterfield Road.
 - The Illinois Prairie Path.
-



2. Flexibility is required in implementing the land use plan.

There is no one absolute right answer to a land use plan. There are certainly rules of sound planning for locating and mixing various types of development, and it is the purpose of the land use plan to reflect them. Furthermore, any development will ultimately be subject to Warrenton zoning regulations and development processes.

The final form of development proposed to the City and built on any given site will be the end result of actions by property owners, market forces, and City decisions. Development proposals will be based on a wide range of business and personal motives. A principal purpose of the land use plan is to articulate those actions and decisions by establishing clear City development policies and presenting a strong suggestion that following said policies create a more desirable overall development pattern and facilitate a more straightforward development process.

One can reasonably expect the ultimate land uses to differ from those on the final land use plan. This happens because of changes to markets, owners, availability of financing, etc. For example, the land use plan designates a site that current market assessments and surrounding development patterns identify as well suited for a future hotel. No other hotel sites are identified. However, should a hotel operator approach the City about another site in the district, that alternative certainly is appropriate to consider. Likewise, other variations should also be considered, such as more than one hotel coming to the area or even a decision by current property owners to maintain and simply renovate structures that already exist. Therefore, this plan is not designed to prevent other possibilities, provided there is a rational basis for the proposed changes and the changes are consistent with sound planning principals and the key community enhancement recommendations and expectations outlined in this plan. These include respecting existing residential areas, presenting a desirable urban design character, and enhancing the City's tax base to the extent possible.



3. Consolidated development is more appropriate than infill on small lots.

Where new development is suggested in the plan, it is the intent to encourage consolidation of smaller properties into a larger, interconnected, and cohesive project. For example, areas shown on Route 59 as commercial uses are better utilized as a coordinated commercial or business center than as a series of small, unrelated, unconnected projects. Such smaller developments are often problematic because they generate more traffic conflicts (driveways), uncoordinated property management, less attractive urban character, and limited capacity to address environmental factors.



4. Future land uses help define plan implementation but do not directly cause or require that property be sold or developed.

Defining future land uses is a step in the process of identifying an optimal land use mix for the district. This final plan includes implementation recommendations related to items such as zoning changes, road and traffic improvements, and financing tools for public infrastructure. It is important to understand that the plan does not require property owners to move or sell their properties. An indicated change from the existing land use is an expression of future opportunity, not imminent or required change.

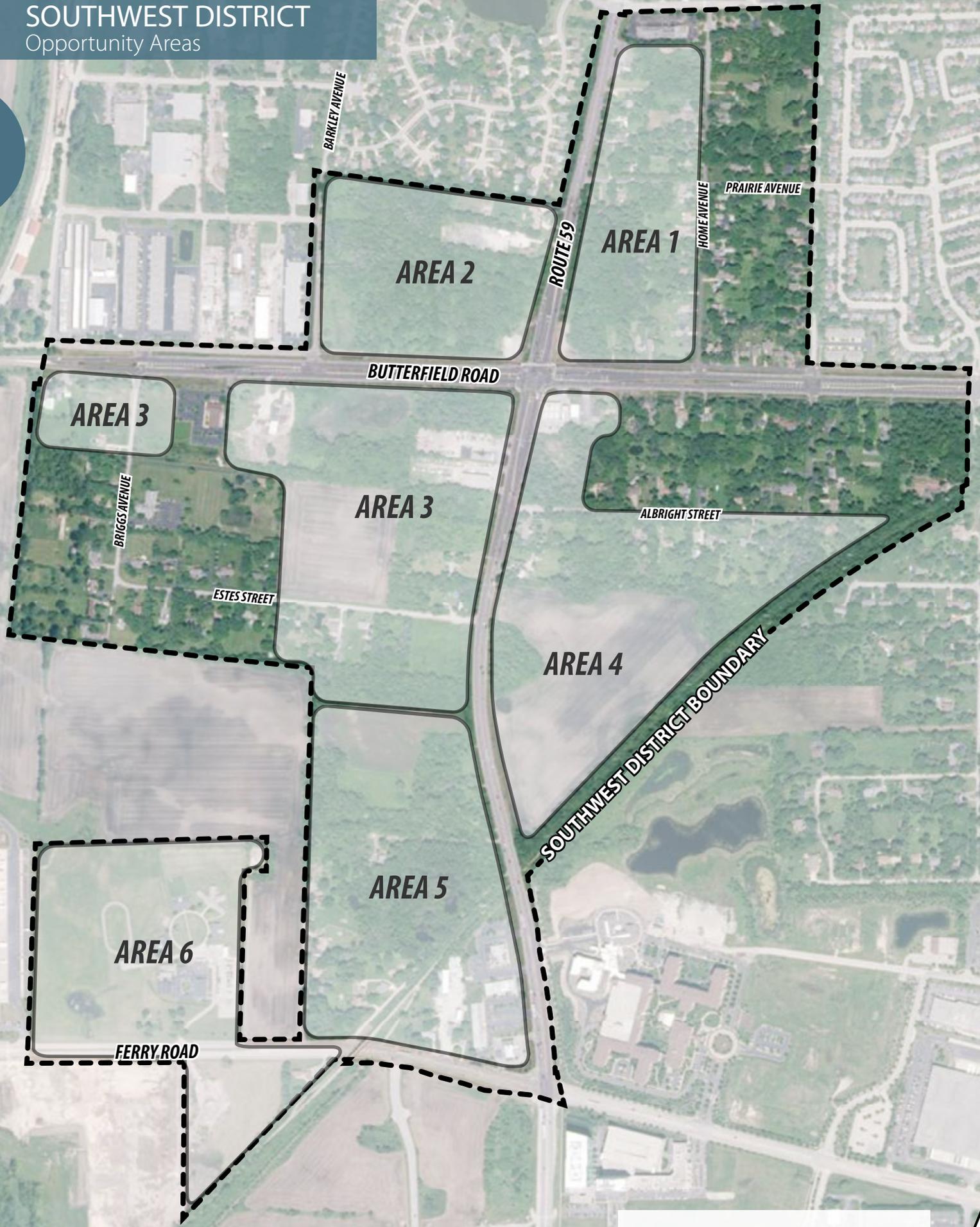


5. Real estate market feasibility is the ultimate reality check.

The future land uses recommended in this plan are rooted in the market assessment conducted as part of the planning process. A land use plan that does not reflect such realities is destined to fail. Certain forms or amounts of development are extremely unlikely, especially in the near term, given prevailing market conditions. Unfortunately, a strong local desire to secure specific types of development will not change real estate market fundamentals. When communities ignore real estate market realities, they are often disappointed with the form of development that ultimately occurs or that land may be vacant for years, especially in anticipating large amounts of retail development. For these reasons, the real estate market conditions identified in the market analysis found in the Southwest District Assessment Report have been thoughtfully applied to this land use plan.

This plan is grounded in the market analysis and financial feasibility studies summarized in the Assessment Report and Alternative Land Use Report prepared as part of the plan making process. Development concepts for the six (6) key areas within the Southwest District were identified. Each of these key areas include one or more likely uses — residential, business park, and commercial — to understand how the Southwest District could develop and expand the City's tax base. This analysis was conducted for all uses, based upon representative market assumptions for each. When combined, these development concepts and their related financial analyses yielded municipal revenue estimates. This designed task was to evaluate a series of potential land use scenarios for the study area to understand those potential municipal revenue and demographic impacts. Each scenario emphasized a different type of development (commercial or business park) or a balance of uses. The land use plan recommended in this document merges the three scenarios into one that is considered to be feasible from a market perspective. The principal finding of the financial analysis is that the range of land use scenarios evaluated generate comparable levels of long term municipal revenue. Therefore, while market, urban design, environmental, and transportation factors are key considerations for future development, long-term municipal revenues varied little based on the land use pattern.

EXHIBIT 1:
SOUTHWEST DISTRICT
Opportunity Areas



----- STUDY AREA BOUNDARY





6. Future development sites are found in six opportunity area.

The Southwest District is centered around the Route 59 and Butterfield Road intersection and the connecting sections of the Route 59, Butterfield Road, and Ferry Road Corridors. The Southwest District contains a variety of uses, including many single family homes, farmland, commercial strip centers, the Illinois Youth Center, a gas station, and many vacant parcels. The area has excellent transportation access, a unique mix of uses, and potential for future growth.

The Southwest District is defined by the various surrounding land uses adjacent to the district. There are many entertainment and commercial uses to the south; residential neighborhood, office and employment centers to the east; Fermi National Laboratory, Warrenville's Butterfield East Business Park to the west; and residential neighborhoods within Warrenville to the north. This variety of uses and the well defined arterial roadway network, makes the Southwest District a crossroad in this subregion.

There are six opportunity areas within the Southwest District, which were evaluated in previous reports and used to develop land use recommendations (see Exhibit 1 on page 4).

AREA 1

Area 1 is located at the northeast corner of the Route 59 and Butterfield Road intersection. There are approximately 24 acres of land that contain vacant parcels, older non-conforming commercial structures, and single-family homes. The City owns about seven acres of land in this area at the northeast corner of the intersection. A majority of the single-family homes within this area have frontage along Home Avenue and are not currently incorporated into the City of Warrenville. Additionally, there is floodplain within this area that will impact if this area is redeveloped.

AREA 2

Area 2 is located at the northwest corner of the Route 59 and Butterfield Road intersection. There are approximately 24.5 acres of land that contain vacant parcels, a family-owned fence business, and a private school. The predominant land use within Area 2 is wooded vacant land with frontage on both major roadways. The school is the Carmel Montessori Academy, which teaches children between the ages of 2 and 18 years. Recent wetland delineation work has confirmed that there are isolated wetlands scattered throughout the vacant parcels in this area.

AREA 3

Area 3 is located at the southwest corner of the Route 59 and Butterfield Road Intersection. There are approximately 42.5 acres of land that contain a limited number of older commercial structures and several single-family homes. The primary land use within Area 3 is vacant land, including the farmland along Estes Street. Other structures include Mr. Jim's Automotive Services, the former Water Works boat store that is now vacant, and multiple light industrial buildings. Additionally, there is both floodplain and wetland areas that will impact how the area is developed.

AREA 4

Area 4 is located at the southeast corner of the Route 59 and Butterfield Road intersection. There are approximately 40.5 acres of land which contain vacant land, a gas station, two small commercial structures, and a few single-family homes. The primary land use within Area 4 is vacant land that includes the large triangularly shaped parcel of farmland located along Route 59. The Illinois Prairie Path is located adjacent to its southeastern border. Additionally, there are both floodplain and wetland areas, which will impact how the area is redeveloped.

AREA 5

Area 5 is located along the west side of Route 59 and north of Ferry Road. There are approximately 42.5 acres of land containing vacant parcels, commercial structures, and a few homes. The predominant land use within Area 5 is wooded vacant land. The commercial structures include a vacant bank, a retail strip center, and an older, freestanding sitdown restaurant. Additionally, there are significant floodplain and wetland areas that will impact the design and feasibility of development and redevelopment in this area.

AREA 6

Area 6 is located along Ferry Road west of Route 59. There are approximately 37.5 acres of land that contain the Illinois Department of Juvenile Justice Youth Center, a small City public works storage yard, a vacant development site, and a single-family home. The primary land use within Area 6 is the Youth Center on the north side of Ferry Road. The single-family home on the south side of Ferry Road is located north of TopGolf and east of Iron Gate Motor Condos in Naperville.

THE PLANNING PROCESS

The Southwest District Plan followed an in depth planning process designed to build on the extensive public and stakeholder input provided during the 2015 Strategic/Economic Development Planning process. The following steps were taken in developing of this plan:

- A workgroup of local leaders and stakeholders was established to review draft documents and provide input throughout the process.
- An Assessment Report ,including demographics, transportation, land use, and design characteristics, was prepared. Additionally, a market feasibility study was conducted to understand the types of development that are currently in demand and those that will be in demand in the future.
- A TIF Eligibility Study was completed to determine if parts of the Southwest District were viable for a TIF district.
- A public input meeting was held to discuss the Assessment Report and TIF Eligibility Study.
- An Alternative Land Use Report was developed, and presented three alternative land use scenarios to help determine which uses best matched real estate market realities with community expectations. This report included strategies for to transportation, urban design, and environmental resources.
- There was an evaluation of the impacts to the City's tax base performed on the three scenarios.
- The Alternative Land Use Report was considered by City staff, the workgroup, the City Plan Commission and the public (at meeting to discuss the possibilities with residents).
- This final Southwest District Plan includes specific suggestions for future transportation, urban design, environmental, and land use needs. Additionally, implementation strategies are provided to accomplish the plan goals.



The Alternative Land Use Report provided three different land use scenarios to help determine which uses best matched real estate market realities with community expectations.

Transportation

A number of vehicular, pedestrian, and bicycle related transportation opportunities are present in the Southwest District. These proposed improvements are rooted in previous transportation studies and recommendations from the 1984 Comprehensive Plan and the 1984 Route 59/Route 56 Transportation Study.

VEHICLES & ROADWAYS

Improved intersections at Duke Parkway/Route 59 and Barkley Avenue/Butterfield Road	<p>The most significant roadways in the Southwest District are Butterfield Road and Route 59, carrying roughly 21,000 and 26,000 vehicles, respectively, each day. While a source of opportunity given the traffic, these roads are under the jurisdiction of the State of Illinois and all plan related activities will have to be coordinated with the Illinois Department of Transportation (IDOT). Past planning efforts by the City of Warrenville and IDOT related to Route 59 have set the expectation that a new signalized intersection at Route 59 and the extension of Duke Parkway will require restrictions at the existing Estes Street intersection. Similarly, final design of the Barkley intersection with Butterfield Road will require coordination with IDOT regarding the recently enhanced intersection with Briggs Avenue (considered as remaining). Both of these new intersections will likely require traffic control signals, but the ultimate determination will be made by IDOT.</p>
Barkley Avenue extension to Duke Parkway extension	<p>This roadway and the new Duke Parkway/Route 59 Intersection Improvement is considered to be the single most important public roadway improvement project in the district. It will improve access and circulation in the southwest portion of the district and provide high quality, safe, and efficient access to the large development opportunity site located on the east side of Route 59, just north of the Illinois Prairie Path. The route recommended for the Barkley Avenue extension (as illustrated in the Future Land Use Map on page 19 and originally planned in the 1984 Comprehensive Plan) supports the land use and community character objectives of this plan. As located, it separates differing land uses; the existing/future residential areas west of the road and the commercial and multifamily development projected along Route 59. In addition, the indirect route of the connection can help to further discourage cut through traffic. Long considered an issue by area residents, cut-through traffic using Briggs and Estes was a greater problem prior to the Butterfield Road expansion project. Once the right turn lane was added to Butterfield (to head south on Route 59) the cut-through traffic problem essentially was eliminated (as confirmed by a City Police Department study). Therefore, while the new road would primarily serve as a local collector street, it will also continue to discourage cut through traffic.</p>
Potential road removal and replacement	<p>In one portion of the district, long-term redevelopment options may result in removal of roads. Should the area north of Ferry Road along Barclay Drive and Rigi Road be redeveloped, the future land use plan indicates those existing private roads would likely be replaced by new access to that portion of Ferry Road.</p>
Low intensity roads may need to be upgraded to accommodate additional traffic when development occurs	<p>Some development opportunities will involve obtaining vehicular access from existing residential streets that are relatively narrow, rural cross sections. These roads are not currently designed or configured in a manner to effectively accommodate significant increases in traffic. Therefore, as the plan is implemented, development proposals will need to consider this issue and determine an approach for how these existing roads will be upgraded and modified so as to accommodate increases in traffic, discourage unnecessary cut-through traffic by vehicles, and facilitate pedestrian and bicycle travel.</p>



PEDESTRIANS & BICYCLISTS

Non-motorized connectivity should be considered in all aspects of development.

Providing non-motorized transportation options gives residents of the area additional options when needing to travel and promotes a healthier lifestyle for those residents. There is no intent to create isolated pockets of development that cannot be accessed on foot or by bike. These goals will be challenging given the high traffic volumes and lack of sidewalks on Butterfield Road and Route 59.

However, some facilities currently exist and a number of initiatives are proposed to improve connectivity. These should be continued and coordinated with implementation of this plan. These include:

- Multi-use paths on the north sides of Ferry Road and Butterfield Road. The Butterfield Road path is partially installed and exists between Barkley Avenue and Route 59 and to the east of the study area.
- North/south bike route is identified in the City's 2008 Bikeway Implementation Plan.
- Southwest District related improvements identified in the City's Bikeway Implementation Plan – Phase II.
- DuPage County's proposed bikeway on the east side of Route 59 from the Fox Valley Shopping Center to Ferry Road.
- The Warrenville Bikeway Implementation Plan Addendum, which identifies how pedestrian and bicycle improvements should ultimately be provided along the sections of the Route 59 corridor where they do not currently exist.



Improved access to the Illinois Prairie Path is vital for both new and existing land uses.

The Path is a well known and an appreciated amenity for the City. The Path is a regional facility operated and maintained by DuPage County. Connectivity to the Path should be considered as part of all development and transportation enhancement activities in the Southwest District.

As part of planned enhancements to the Southwest District, the poor condition of the Prairie Path underpass at Route 59 should be addressed.

While not specifically needed as a connectivity element (as it already exists), it is a substandard and intimidating crossing. The wet and constrained nature of the existing underpass limits use and enjoyment of the path and is not in keeping with the desired future character of the area.

City subdivision regulations require that sidewalks be installed in new residential developments, although existing residential areas may stay intact.

Sidewalks will provide connectivity to neighboring properties and adjacent activities in the district. In accordance with the City's existing Sidewalk Priority Plan, new developments will be required to connect to existing paths. While new developments will help increase connectivity, existing neighborhoods have not required new sidewalks because it helps to define the semi-rural character of these areas and makes them unique living opportunities in the City. This plan does not recommend a wholesale change to this standard, it is important to recognize that introducing sidewalks or paths to interconnect existing uses with new development and roadway improvements in a safe and strategic manner will be desirable in some areas.

Pedestrian safety features are necessary for new transportation improvements.

It is important that additional safety features are provided especially along the busy roadways of Route 59 and Butterfield Road. This includes adding pedestrian signals, striping, sensors identifying bicyclists, refuge islands, and other best management practices.

Urban Design

The overall character and appearance of the Southwest District will be created by a combination of future improvements to the public rights of way and private properties. Concepts for the designs of these areas as set out below.

PUBLIC AREAS

Streetscapes

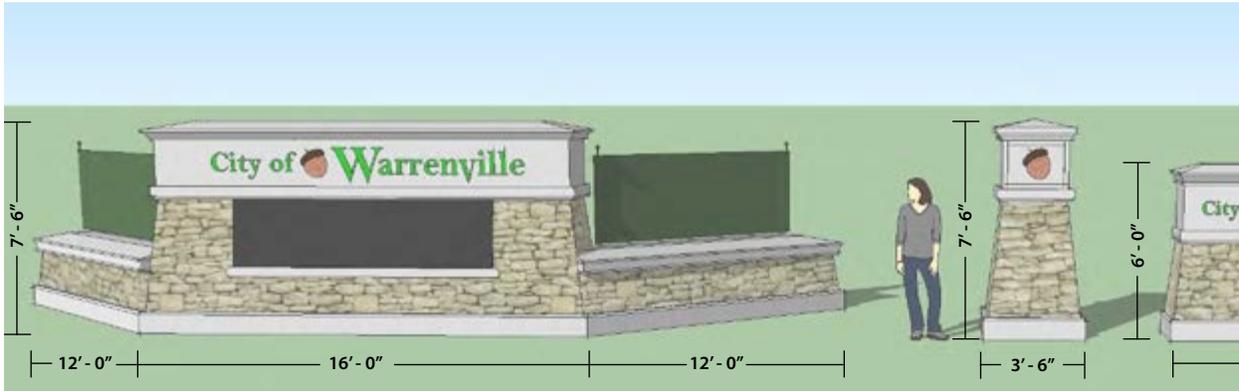


Streetscapes enhance the character of an area through defined standards for landscaping and infrastructure elements along major corridors (lights, benches, etc). One need look no further than the Cantera business park to see how this notion has been effectively applied in the City. Similar attention should be paid to the Butterfield Road and Route 59 corridors as they develop. Right-of-way improvements will require coordination and approval from IDOT similar to the City's experience with the recent improvements along Butterfield Road. Where right-of-way planting is not feasible or possible to the desired extent, landscaping can be addressed on private property to enhance the overall corridor appearance.

Gateways

Gateways announce to those coming into the City (or an area of the City) that they have arrived at a special place. At the entrance to the community or a neighborhood, the gateway is essentially welcoming visitors and giving residents a sense that they are home. This is commonly accomplished through use of signs and landscapes, but can also be indicated by the type and character of development in a particular place. New City entrance signage has been developed and approved by Warrenville. The new design is intended to be used at gateway points into the community and creates a consistent design and character.

The prime opportunity for a gateway announcing entry to the City is at the northwest corner of Ferry Road and Route 59. This intersection already has gateway signage for the City Gate and Monarch Landing. While only the northwest quadrant of the intersection is in Warrenville, those traveling northbound will be coming through the heart of the district. An opportunity to incorporate gateway signage should be sought through redevelopment near the intersection or nearby in the district.





Wayfinding

Wayfinding signage is a useful streetscape element to direct people to destinations within a community or a development. As it relates to the study area, no specific set of destinations lend themselves to a wayfinding program unique to the area. However, such signage would be beneficial should Warrentville pursue a citywide wayfinding program to direct visitors to destinations such as Old Town, the Civic Center, the Prairie Path, or Cantera.



DESIGN STANDARDS

Design standards related to the private development and appearance of properties will be implemented through the development entitlement process for any given project. However, the general parameters of those standards should be established in advance, thereby setting expectations for a future development. In some communities, these expectations are set through formally adopted design guidelines. In others, it is useful for a comprehensive or subarea plan to define the desired character for an area, which is the intent of the concepts outlined below.

In setting a standard for new development or redevelopment, desired designs should fit into the local character. Some aspects of that local context will help to advance the desired standard, while others will create challenges to meeting that standard. For the study area, the state routes create a potentially intensive environment with large traffic volumes that could detract from a comfortable feeling. However, in working with the state, Warrentville established a high-quality character for the work done on Butterfield Road, and a similar character would continue to be a goal for the corridors in the study area.



A high-quality expectation for development in Warrentville, especially along highly visible corridors, has been set by the character of buildings and landscapes in Cantera. This will be particularly true in the southern portion of the study area where some existing adjacent uses are impactful due to their size and unique character (such as the TopGolf facility and Duke industrial property under construction). Design of new developments should incorporate desirable building and landscape characteristics, such as those found in Cantera, City Gate, and Monarch Landing.



RESIDENTIAL DEVELOPMENTS

Residential developments identified in the scenarios include single family, townhome, and multi-family uses. The model for detached single family development is anticipated to be about four dwelling units per acre, corresponding to the City's R-4 District. However, lower density development would be in keeping with the intent of the plan. Naturally, the residential real estate market will be impactful in defining the ultimate form of the single family development. From a design standpoint, development should include attractive and high-quality landscaping, pedestrian connections to adjacent areas, and a mix of high quality building materials that include masonry and stone products. This plan also recognizes that new residential development, especially on properties with significant areas of environmentally sensitive land, can incorporate unique and creative land planning to form unique residential neighborhoods that use these sensitive areas as amenities.



TOWNHOME DEVELOPMENTS

Townhome developments, shown in the scenarios at roughly eight units per acre, are expected to be front facing and oriented to the street to encourage a community character, rather than isolated development areas. To that end, townhome developments should have roadway connections to adjacent developments, and include attractive and high quality landscaping, a strong and interconnected pedestrian network, and a mix of high quality building materials, including use of masonry and stone products. Additionally, areas designated in the scenarios for townhomes could be developed with single family detached homes at a similar density; similar to the project being planned near City Hall. In all cases, special attention should be given to avoiding architectural monotony within new residential development and increasing the type, diversity, and design of housing products in the subarea.



MULTI-FAMILY DEVELOPMENTS

Multi-family developments, whether condominium or apartment, should present attractive and interesting design features and be constructed with a mix of high quality building materials that include masonry and stone. These should reflect the character and quality seen with desirable development elsewhere in the City. When located directly along one of the arterial routes, developments should present a landscaped separation from the corridor. Where more land is available, a larger landscaped screening berm should be provided. As with the townhomes, multi-family developments should provide connectivity by car and non-motorized means to adjacent sites and amenities, such as the Prairie Path. Additionally, these developments should include high quality shared use amenities such as a clubhouse, pool, fitness center, and shared outdoor public gathering space.



COMMERCIAL DEVELOPMENTS

Commercial development along the corridors is expected to be in the form of retail “centers” rather than strip malls. This approach avoids long, shallow commercial buildings and clusters development, and is important to the character of the area. Preferred developments would make use of outlots and designs that facilitate parking to the side, rather than only the front of structures. Where parking is located between a structure and the street, it should be in a single row, to be available and visible to potential customers, with additional parking and employee parking to the side or rear. Likewise, development is recommended to be in larger, unified clusters with interconnected internal drive networks, coordinated access points, unified signage, lighting, landscaping, architectural elements, and shared stormwater management facilities rather than single users on small infill lots. This form of unified development provides better traffic circulation and presents a more attractive urban design character.



BUSINESS PARK DEVELOPMENT

Newer forms of business park development in the nearby adjacent areas of Naperville and Aurora incorporate the type of high quality design and siting characteristics expected for this type of development in the district. The existing architectural creativity, landscape intensity, and coordinated signage found in these nearby developments should be reflected in any new uses developed in the district. In addition, connectivity that supports access to nearby shopping and dining areas should be provided. To the extent possible, this should include access improvements for pedestrians and bicyclists.



PRESERVATION & ENHANCEMENT OF EXISTING RESIDENTIAL AREAS

The existing residential areas within in the study area are addressed in two ways:

- Preserving residential uses in established neighborhoods.
- Mitigating potential adverse impact of new development on those existing residential areas.

Preserving existing residential uses is reflected in the land use plan for the following three residential clustered neighborhoods in the study area: 1) Briggs/Estes Streets, 2) Albright Street, and 3) Home/Prairie Avenues. Portions of the latter two areas are currently unincorporated. There also are individual homes in other parts of the study area. In situations where homes are located along or near Butterfield Road, Route 59, or along Barclay Drive and Rigi Road, the plan indicates reuse for development options, which build on the potential market value of these sites. In general, the interior portions of these neighborhoods are recommended in this plan to remain in residential use.

These residential areas reflect a less urbanized form of development, exhibited by the single family homes, larger lots, ample trees, and no sidewalks. The areas are semi-rural in character, but their location benefits from convenient access to DuPage County's many amenities. Current residents have expressed a strong appreciation for these neighborhoods during the planning process. While it is understood that the trend of development (given the I-88 corridor and state routes) is bringing new development and intensity to the study area, these neighborhoods generally are shown to remain as residential enclaves. Should the property owners and their chosen developer, at some time in the future, decide that a different use is appropriate for the area, they can approach the City with concepts, which can be considered in light of the development trends of the time.

Mitigating potential impacts of new development on existing residential uses is a key element of this plan. A number of techniques can be used to form effective transitions where existing homes are located near or adjacent to new, more intensive development. Physical buffers and thoughtful design are expected to be part of those new developments, to address site specific transition concerns. Simply put, as the difference in type and intensity of adjacent land uses increases, so must the extent of the separating buffer that is provided. While the separation or buffer cannot always relieve all concerns, especially when there are two completely contradictory land uses, a concerted effort must be made to address direct impacts such as light, noise, and traffic, and protect the character of existing residential areas.



Landscaping or landscaped berms

A natural separation between new and existing uses is a common landscape screening approach. It is particularly desirable in the study area given the semi-rural character of the neighborhoods. It should be noted that the intent of even the best landscaped screen is not making the new development invisible. The value of landscape screening is to break up the view of dissimilar uses and create an inviting setting that complements the architecture and urban design features of the new development.



Fences or other physical separations

Fences and walls are useful separations between homes and non-single family residential uses. This is particularly true for screening parking and service areas. However, it should be noted that fences and walls can also represent an unattractive view. These installations should consider not just what is being screened, but the view created by the screening material itself. Additionally, attractive and creative fence designs with high quality materials that complement the projects design are encouraged.



Architectural elements

The design of a building can be an effective way to soften its impact on adjacent properties and create an aesthetically pleasing and attractive transition. While every building has a rear face and service areas, their appearance and function should be carefully considered. Rear facades (especially of commercial buildings) facing residential areas should not be blank walls, but thoughtfully designed to include attractive architectural elements and carefully planned exterior lighting.



Open space

Simply creating distance between uses is an effective way to ease potential impacts. This approach is not always available when developing relatively small sites, like many of those in the study area. Therefore, site planning should include efforts to locate required open spaces or detention areas in such a way as to separate existing homes from new development. The development should work with existing grades where possible.

Environment

The Southwest District contains considerable amounts of natural features dispersed throughout the area, particularly wetlands and flood zones. Those existing wetlands and flood zones have been taken into consideration when determining type and location of land uses. The following section outlines how each issue should be addressed within the Southwest District, as well as how other environmental considerations can be applied to new development.

WETLANDS

As defined by the Environmental Protection Agency, “wetlands are areas where water covers the soil or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season.” Wetlands are important features in the landscape that provide numerous benefits for wildlife and people. This includes instilling habitats for both animals and natural water quality improvement, and providing an aesthetically pleasing atmosphere.

While some regards wetlands as a deterrent to development, they can be used as a positive amenity that adds to the desirable character of a development. This is especially true when their quality is enhanced in conjunction with the design and implementation of new development projects. This can certainly be the case in the Southwest District. The future land use plan identifies several places where open space is suggested. In many of these cases, there are wetlands that can be enhanced and incorporated into new developments. The ultimate location and quality of wetlands would be determined on a case-by-case basis relative to any development proposal in the district. However, wetlands can serve as an attractive buffer between uses or provide residential properties with a uniquely secluded recreational area. In either case, the Southwest District offers ample opportunities to use wetlands as an amenity.





FLOOD ZONES

The Southwest District contains extensive areas of flood plain. These areas are where excess storm water will be located during a 100-year flood event. A 100-year flood event has a one percent probability of occurring in any given year. If a structure is located within one of these flood zones, additional flood insurance would be required and regulations must be followed to limit flooding impact and ensure additional properties are not affected by the structure. The future land use plan indicates places where open space is suggested to account for these flood zones, such as north of Prairie Avenue, which will need to be addressed in conjunction with future developments in this area. As with wetlands, floodplains can be enhanced by creating unique water features through the use of native landscaping, which can convert excess flood zones into an amenity. Fortunately, the DuPage County Stormwater Management and Floodplain Ordinance provides detailed regulations for new development that require best management practices when regulating stormwater.



SUSTAINABLE DESIGN

Current development practices often apply techniques that help mitigate environmental impacts. Both this plan and the City of Warrenville expect that such best management practices will be applied to development sites and the buildings themselves. For development sites, these approaches include installation of native landscapes, rain gardens, naturalized detention ponds, and bio-swales. Auto and pedestrian areas can be designed with permeable hardscape materials that are attractive and environmentally friendly. In both cases, these techniques help promote the infiltration and cleansing of stormwater runoff. As for the buildings, design and construction standards that reduce adverse environmental impacts are becoming more common through processes such as LEED and Energy Star compliant developments and are strongly encouraged in the Southwest District.



Land Use

The purpose of a future land use plan (see Exhibit 2 on page 19) is to identify optimal land uses for vacant and developed parcels to accomplish the long term vision of the community. The designations suggested in the following future land use plan are the most appropriate based on the local real estate market and land use evaluations recognized in the Assessment Report. While the future land use map indicates specific uses for certain sites, a number of sites may be suitable for a range of land uses.

Key locational characteristics of the Southwest District support a future land use pattern with a mix of residential and commercial development. These characteristics include the district being located 1) along and near major roadways, 2) near existing commercial, retail, office development, and business park developments, 3) amid surrounding low-density residential areas, and 4) within a high quality school district. With these in mind, this Future Land Use Plan projects a balanced land use form that anticipates development of priority commercial sites and residential uses that reflect existing gaps in the market. From a land use and community standpoint, new townhome and multi-family developments add to the variety of housing available in the City, and provide options for current residents and appeal for newcomers. In addition, more “rooftops” was identified through the market assessment as essential to supporting both existing and new commercial development in the City. This pattern of development is consistent with the goals and objectives identified in the City’s 2015 Strategic/Economic Development Plan.

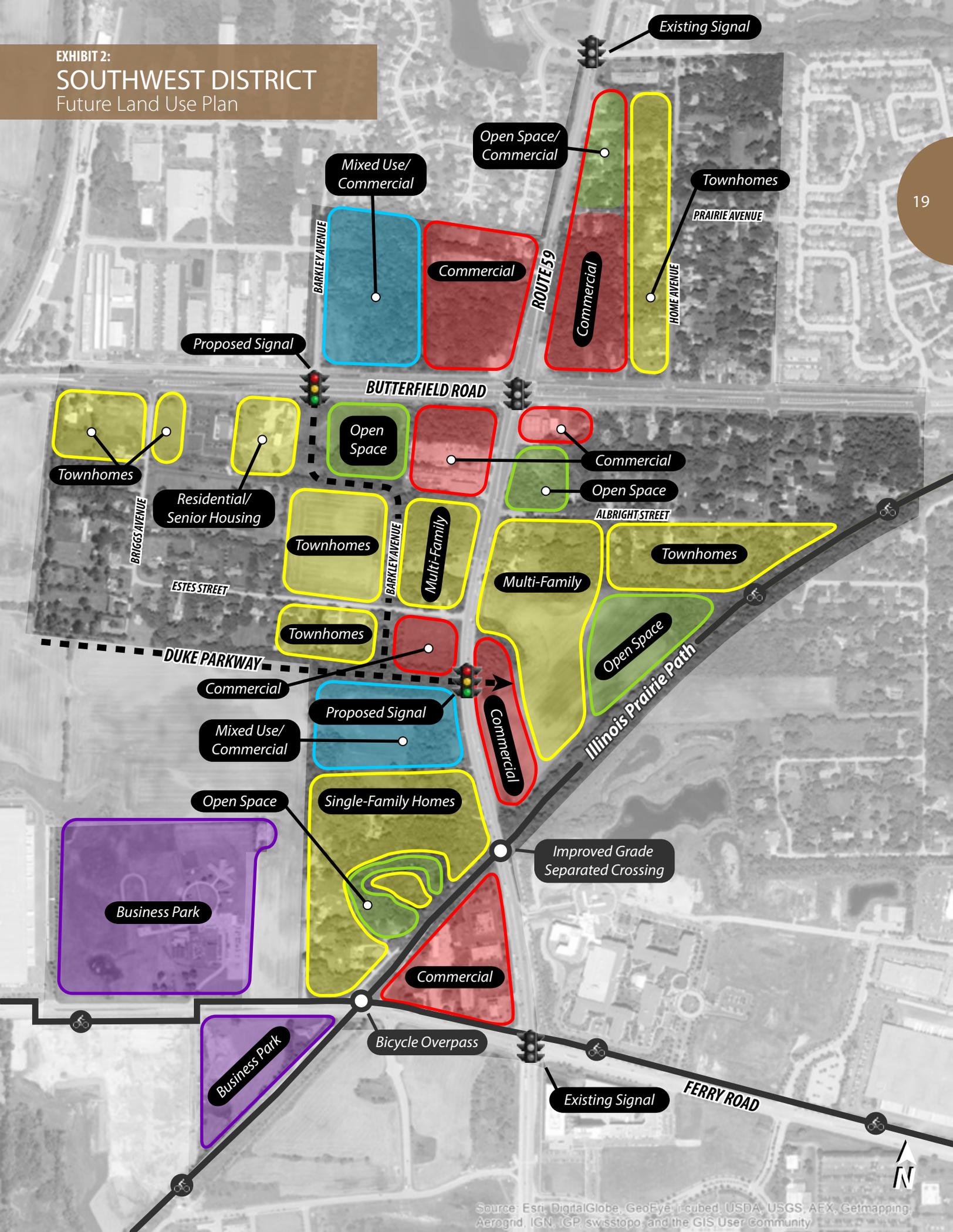
Based on these considerations, the future land use plan identifies a wide range of sites appropriate for residential use. The type of use recommended is based on any given site’s location characteristics and includes a mix of new single family, townhome, and multi-family dwellings. From a real estate market perspective, this is considered the most feasible scenario for securing development in the near term.



LAND USE DESIGNATIONS

Land Use	Purpose
	<p>Single-Family Homes</p> <p>Single-family homes designed to complement the surrounding unique characteristics. Homes may be either attached or detached dwelling units. (4 units/acre)</p>
	<p>Townhomes</p> <p>Moderate density housing intended for townhome structures. Additional housing options may include detached single-family homes on small lots which correspond to suggested density. (8 units/acre)</p>
	<p>Multi-Family Residential</p> <p>Upscale multi-family dwelling complexes that provide a variety of amenities to its residents. (40 units/acre)</p>
	<p>Commercial</p> <p>Commercial businesses, including restaurants, small scale retail stores, hotels, and personal services.</p>
	<p>Mixed Use/Commercial</p> <p>A mix of commercial, office, and business park uses.</p>
	<p>Business Park</p> <p>Office and business park uses.</p>
	<p>Open Space</p> <p>Natural areas, such as wetlands, that manage stormwater and enhance the character of the area.</p>

EXHIBIT 2:
SOUTHWEST DISTRICT
Future Land Use Plan





LAND USE LAYOUT

This development strategy provides a mix of the land uses and predominantly offers multi-family, single-family, commercial, and townhome uses. A description of the preferred land use layout for each opportunity area in the subarea is described below (as shown on Exhibit 1 on page 4):

AREA 1

The northeast corner of Route 59 and Butterfield Road is designated for commercial use. The high visibility from automobile traffic and nearby similar uses make this area appropriate for business. As a commercial development, the objective would be to consolidate the smaller parcels into one large development. This area is not suitable for small “boutique” shops on small lots, but is proper for a unified development. As mapped, the northern end is anticipated to be part of an overall coordinated commercial development, but likely will be the stormwater management area of a development (preferably presented as an attractive natural feature).

Coordinated townhome development with frontage along the west side of Home Avenue provides a residential transition between Route 59 and the detached single-family residential houses east of Home Avenue. The intent is to encourage property assemblage and interconnected townhome development of multiple adjacent lots.

AREA 2

The northwest corner of Route 59 and Butterfield Road is designated for commercial uses. The high visibility from automobile traffic and existing industrial uses to the west make this a priority area for commercial development.

An area of approximately 10 acres is designated for mixed/commercial uses along Butterfield Road. This area will serve as a transition between the business park uses to the west and commercial uses to the east. The area does not have high visibility from the Route 59/Butterfield Road intersection, but it is appropriate for specialty uses that could incorporate destination oriented commercial (such as a restaurant) and business park uses given its location at the northeast corner of the existing full access Barkley Avenue/Route 56 intersection.

AREA 3

The southwest quadrant of the Route 59 and Butterfield Road intersection is designated for commercial use. This land use is suitable as a commercial development node given the high traffic volumes at the intersection.

Multi-family residential use is designated along Route 59 south of the commercial node due to its ease of access to nearby transportation and commercial amenities. The additional residents in this area will patronize future commercial uses within the Southwest District and throughout the City.

A commercial node is suggested at the corner of the proposed Duke Parkway intersection at Route 59. With the construction of a new full access signalized intersection, the access and visibility of this site is attractive for future commercial development.

Open space is designated along Butterfield Road. This area is an existing wetland and should be preserved to create a unique environmental feature for the Southwest District and overall community.

AREA 3 (cont.)

A residential/senior housing area is indicated along Butterfield Road. This site is considered appropriate for such use, given its access to the road network and distance from an intersection. The land use fits the existing residential character of the area and is compatible with anticipated nearby commercial activities. As development occurs in the area, flexibility is needed to acknowledge that a senior housing use may be proposed and ultimately developed elsewhere in the Southwest District. That is an acceptable outcome under the plan, and this area could then be considered for further senior or townhome development.

The area south of Butterfield Road and west of Blanchard Alliance Church is suitable for townhome development. A long term strategy for this site would see moderate density townhome development, which could serve as a transition between Butterfield Road and single-family homes along Briggs Avenue.

The existing farmland property along Estes Street and a limited number of parcels south of the street are designated for townhome development. These townhomes would add to the variety of housing in the community and serve as a transition between the commercial developments along Route 59 and the low density residential homes along Estes Street and Briggs Avenue. The townhomes will access the proposed Barkley Avenue extension as their local collector road to reach the two major thoroughfares (Route 59 and Butterfield Road). It should be noted that the area north of Estes (a single property) and the area south of Estes (multiple properties) are anticipated to be developed at different times; in part because the farmland to the north is currently being marketed for development. Further, development of the sites south of Estes is dependent on the property owners choosing to consolidate lots and pursue the development.

AREA 4

The southeast quadrant of the Route 59 and Butterfield Road intersection is designated for commercial use. The area is suitable for this use, given its frontage on Butterfield Road and existing uses.

A site just south of the Butterfield Road / Route 59 intersection, is designated for open space. This area will be utilized to preserve wetlands and mitigate nearby stormwater.

The area designated for commercial and residential uses (commonly known as the Kleinman property) is located between Route 59 and the Illinois Prairie Path. Frontage along Route 59 (and near the proposed intersection of the Duke Parkway extension) will provide excellent visibility and access for restaurants and commercial uses. These uses are anticipated to be in the form of outlots on the property. The multi-family residences shown for the site reflect its size and location as well as the property's close proximity to employment and ready access to I-88, which make it very well suited for higher density dwellings. The additional "rooftops" of potential shoppers will benefit existing and future businesses. There is designated open space along the Illinois Prairie Path where existing floodplain and wetlands exist.

A second townhome designation is shown in this scenario along the south side of Albright Street. If this area were redeveloped, it would probably occur separately and after the Kleinman property, which is currently being marketed. In addition, any development of the sites south of Albright would result from the decision of multiple property owners choosing to consolidate their lots and pursue the development.

AREA 5

The site south of the proposed Duke Road extension is designed to accommodate mixed/commercial uses with frontage along Route 59. This area will serve as a transition between the business park uses to the west and potential commercial and residential uses to the north and east. The area is appropriate for specialty uses that could incorporate destination oriented commercial (such as a restaurant) and business park uses.

The area west of Route 59 and north of the Illinois Prairie Path is designated for single-family homes and open space. This area has a significant amount of wetlands to be preserved, but single-family homes built around these natural areas could develop as a unique space for people to live.

The land area at the northwest corner of Ferry Road and Route 59 is designated for commercial use. This is appropriate for the short term and long term vision of this area. Currently, it is a suitable site for existing commercial businesses. In the future, if the properties are consolidated, the area is considered viable for more intense commercial development. Specifically, this site is considered strongest in the study area for a new hotel, given its proximity to Interstate 88.

AREA 6

Should the existing Illinois Youth Center eventually close, the property would be considered most appropriate for redevelopment as a business park use. This land use is suitable for the surrounding area, as there is an existing business park development to the west and north.

The triangle of land south of the Illinois Youth Center and Ferry Road also is designated for business park uses. This area is appropriate for office and service land uses, given its proximity to existing business park uses and this nearby unique businesses in Naperville (Topgolf and Irongate Motor Condos).

Implementation

Implementing a broad and visionary plan can be a difficult venture. While the ideas and goals within a planning document are what a community desires, it is sometimes challenging to know where to begin. The following strategies and suggestions serve as a starting point for initiating the recommendations within this plan.

**Adopt the Southwest/
Route 59 Corridor Tax
Increment Financing
District #4**

★★★ High Priority

The City has already initiated the development of a Tax Increment Financing (TIF) District within the Southwest District. A TIF District is a public financing method that is used as a subsidy for redevelopment. Through the use of TIF, municipalities can apply new property tax revenue generated in the defined district toward an economic development or public improvement project within the district. The boundaries for the district do not exactly match those of the Southwest District (as some of the planned areas are not within the City’s existing limits), but the area covered within the district includes some of the key opportunity development sites noted within this plan. The Southwest/Route 59 Corridor TIF Redevelopment Plan is currently being reviewed and is anticipated to be adopted with this plan. The TIF District will be the driving force behind this plan’s implementation, providing primary funding for utilities and transportation improvements.

**Complete a review
and future plan for
utility services and
capacities within the
Warrenville and the
Southwest District**

★★★ High Priority

As determined in the initial Assessment Report, the lack of utilities such as water and sanitary sewers within the Southwest District, is significant. This plan lays out how land uses, transportation, and environmental uses should coexist within the area, but the optimal layout for utilities must be determined through an overarching engineering plan. This plan would estimate costs and ensure that the projected demand for each development can and will be met before development of the area occurs. While it is possible to install utilities and capacity as development occurs, the amount of infrastructure needed and the large scope of the area suggests that a long term coordinated plan for utilities is necessary.

**Update the
Warrenville Zoning
Ordinance and Map**

This plan suggests several types of developments that are not currently accommodated within the current established zones. Modifications to existing zoning regulations will be necessary to see the types of developments recommended in this plan. Additionally, rezoning of several parcels will be necessary to allow for these types of development. Specifically, the following changes will be required:

- “Chapter 8: Planned Unit Development” needs to be amended to allow for higher density developments to support multi-family housing recommendations.
- Rezoning properties should be considered at the time a development is proposed. Also, rezoned parcels should be consistent with the land use suggestions in this plan:

Single-Family Homes: *R-4 Medium-High-Density Single-Family Residential District*
Townhomes: *R-6 Multi-Family Residential District / Residential PUD*
Multi-Family Homes: *Residential PUD*
Commercial: *B-4 Motorist Service District*
Mixed Use/Commercial: *B-4 Motorist Service District, Commercial PUD*
Business Park: *Office / Light Manufacturing PUD*

★★ Medium Priority

**Improve
transportation
connectivity by
partnering with
State and local
governing bodies as
well as developers**

Transportation improvements indicated in the plan involve new signalized intersections, roadway extensions, upgrades, and various pedestrian and bicyclist improvements. As noted in the transportation section, many of the major roadways within the district are under the jurisdiction of other governing bodies such as the State of Illinois and DuPage County. It will be important for the City to **maintain ongoing and open communications with these entities** in order to facilitate the design and construction of the proposed improvements. Additionally, the City should **strive to incorporate the recommended improvements into future private developments**. Working with applicants to ensure the plan’s transportation goals are met will benefit the individual development project and the entire community.

★★ Medium Priority

**Encourage
sustainable design**

In order to preserve the natural environment, it is expected that best management practices will be used with regards to sustainable design. The City should seek to entice sustainable design as a public benefit of planned developments or conditions of special use approvals. The following sustainable design features would be appropriate for the district:

- Permeable paved parking lots.
- Rain gardens.
- Naturalized detention ponds and bioswales.
- LEED and Energy Star architectural features.
- Native landscapes

★★ Medium Priority

Promote design standard recommendations during site review processes

The City Council, the Plan Commission, and its other reviewing bodies should utilize the suggestions within the urban design section of this plan as the foundation for new development. The following design elements should be implemented for each type of development:

Residential:

- Include attractive and high quality landscaping.
- Use a mix of high quality building materials that include masonry and stone.
- Incorporate creative land planning to preserve and enhance environmentally sensitive land.
- Avoid architectural monotony by diversifying designs.
- When located directly along one of the arterial routes, developments should present a landscaped separation from the corridor.
- Where more land is available, a larger landscaped screening berm should be provided.

Commercial:

- Consolidated clustered development should be utilized as opposed to retail strip development.
- Develop outlots with parking located on the side or rear of the development.
- Create interconnected internal drive networks, unified signage, lighting, landscaping, and architectural elements.

Business Park:

- Incorporate the type of high quality design and siting characteristics as adjacent Naperville and Aurora business parks.
- Provide connectivity to nearby shopping and dining areas.

★★ Medium Priority

Work with DuPage County and IDOT to upgrade or replace the Illinois Prairie Path underpass

Improving the condition and functionality of the Route 59 crossing for the Illinois Prairie Path will benefit the community and help attract new residents. The path is considered a desirable amenity for proposed nearby residential developments, yet the current condition of the underpass detracts from user's enjoyment of the path. The City should actively explore options for improving this crossing with DuPage County and IDOT.

★ Low Priority

Seek State and Federal grants to finance public infrastructure improvements

In addition to utilizing the TIF District for financing infrastructure improvements, the City should apply annually for State and Federal grants to support improvement projects. Two of the main grant programs for infrastructure and trail improvements include:

- Illinois Transportation Enhancement Program (ITEP)
- Congestion Mitigation and Air Quality program

A locally based funding option is for the City to establish a special service area within the Southwest District. A special service area allows the City to collect additional taxes from within the set service area to fund improvements within the district.

★ Low Priority