

City of Warrenville Old Town/Civic Center Subarea Plan

Volume 1: Plan and Implementation Strategies



Prepared for:
City of Warrenville, Illinois

March 2007

 **S. B. Friedman & Company**
Real Estate Advisors and Development Consultants

LAKOTA **KLOA**
THE LAKOTA GROUP, INC. Kenig, Lindgren, O'Hara, Aboonit, Inc.

Acknowledgements

Warrenville City Council

David Brummel, Mayor
Fred Bevier
James McGuire
Dave Schultz
Bill Weidner
Dan Leonard
Matthew Weisbrock
Clare Barry
George Safford

Warrenville Plan Commission

Tim Cosgrove
John Davis (Chair)
Jeffrey Deniger
Leah Goodman
Steven Gregory
Roland Laurin
Mike Mulcahy
June Nelson
Joseph Rossi

Old Town/Civic Center Subarea Plan Steering Committee

David Anderson
David Brummel
Lloyd Fredendall
Clifford Johnson
Craig Kruckenberg
Roland Laurin
Pamela Malley

James McGuire (Chair)
Jim Salek
Dan Walsh
Bill Weidner
Connie Weimer
Maurice Weiser
Richard White

City of Warrenville Staff

Ron Mentzer, Director of Community Development
Natalia Domovessova, Senior Planner
Marie Lupo, Administrative Secretary

Consultant Team

S. B. Friedman & Company (Lead Consultant)

221 N. La Salle Street, Suite 820
Chicago, Illinois 60601
(312) 424-4250
www.friedmanco.com

Stephen B. Friedman, AICP, CRE, President
Tony Q. Smith, AICP, Practice Leader
Paul Zalmezak, Associate

The Lakota Group

212 W. Kinzie Street, Third Floor
Chicago, IL 60610

John LaMotte, Principal
Daniel Grove, Senior Associate
Brian Martin, Project Manager

Kenig, Lindren, O'Hara, Aboona, Inc.

9575 W. Higgins Road, Suite 400
Rosemont, IL 60018

Tim Doron, Principal

**Warrenville Old Town/Civic Center Subarea Plan
Volume 1: Subarea Plan and Implementation Strategies**

CONTENTS

Chapters

1. Introduction	1
2. Subarea Plan	4
Old Town District	8
Civic Center District	16
3. Policies and Implementation Action Steps.....	26

Appendices

Appendix A: Trails Exhibit

Appendix B: Order-of-Magnitude Cost Estimates for Key Public Improvements

1. Introduction

This Subarea Plan document, a component of the City of Warrenville's overall Comprehensive Plan, is intended to guide future enhancement and development of the Old Town and Civic Center areas, which comprise the historic and civic core of Warrenville. It is the product of the collective efforts of City Staff, the Subarea Plan Steering Committee, the Consultant Team, and members of the general public that have provided input at meetings and workshops.

The Plan contains a number of recommendations to guide public policy and investments in the Subarea and create a framework for private sector development initiatives. It contains a number of recommendations for specific sites and projects that are collectively intended to enhance the Subarea's position as a vital social, cultural, civic, historic, and economic asset to the City as a whole.

Plan Background and Goals

The Study Area for the Old Town/Civic Center Subarea Plan is generally bounded by Butterfield Road frontages on the north, Warrenville Road on the south, and the properties immediately east of the DuPage River on the east. The Study Area Map on the following page illustrates the general boundaries of the Subarea.

In recent years, aided by the creation of a Tax Increment Financing (TIF) district in 1994, the City of Warrenville has constructed new public buildings and upgraded infrastructure in the Old Town/Civic Center Subarea. Spurred along by recent developer-initiated proposals for City-assisted redevelopment projects, a public discussion has taken place regarding the desired vision for this important district and the role that the City should take in facilitating change.

This Subarea Plan synthesizes technical analysis and community input on these core issues of:

- Desired type, character, and scale of development
- Preferred development program for various opportunity sites in the Subarea
- Extent to which public financial resources should be used to support public/private development partnerships
- Identification and prioritization of public investments to enhance the Subarea

The Old Town and Civic Center Subarea planning process included testing a range of specific concepts and visions for a variety of opportunity sites. These options were presented to the community in a series of public workshops and further reviewed by City Staff and the Steering Committee in additional public meetings.



City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Study Area



LAKOTA

THE LAKOTA GROUP INC



Overall, the preferred plan concepts shown in this report are intended to further the goals of:

- Enhancing activity and vitality in the Subarea by expanding the scope and diversity of retail and service uses, housing alternatives, and recreational alternatives
- Improving circulation, safety, and access for pedestrians and automobiles
- Fostering revitalization projects that enhance the small-town, village-like character existing in Warrenville
- Enhancing the accessibility and amenity value of natural assets such as the DuPage River
- Balancing the tension between:
 - The desire of the community to avoid development that would overwhelm the existing scale and character of the Subarea
 - The need for economically feasible development recommendations
 - Finite public resources that must be spent strategically

The plan has incorporated analyses of real estate market potential, site capacity, and access and parking considerations. Volume 2 of this report (under separate cover), includes the technical background research and analysis performed in the initial stages of the planning process, which provide an underlying basis for the recommendations included in the plan.

2. Subarea Plan

The Subarea Plan for the Warrenton Old Town and Civic Center presents a comprehensive vision for revitalization. The recommended changes are concentrated in two key nodes: Civic Center, focused around the intersection of Butterfield and Batavia Roads; and Old Town, centered on the intersection of Warrenton, Batavia, and River Roads.

The Overall Subarea Plan is shown on the following page, and illustrated and described in greater detail by section in the following chapter. The Subarea Plan illustrates an overall development opportunity for approximately 340 condominium, townhome, and single-family residential units, 90 senior apartments, 150,000 square feet of commercial space including retail and restaurants, and an interpretive river/nature center. Physical improvements in the plan include realignment of key streets defining and providing access to the Subarea, river access points, trails, and new park space.

The principal components of the Preferred Concept are as follows:

- Recommended development concepts including building placement/massing for key opportunity sites
- Improvements and reconfigurations of key streets and related infrastructure; and
- Added or enhanced public amenities such as parks, trails, and civic greenspace

Following is a more specific discussion of the role of the Subarea Plan and recommendations for each district.



City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Overall Subarea Plan



March 9, 2007

Role of Subarea Plan

The Subarea Plan shows a potential buildout that reflects the goals and objectives of the Old Town and Civic Center planning process. It should serve in conjunction with the regulatory framework and implementation strategies discussed in the “Policies and Implementation Strategy” chapter of this report as a guide for City officials, Committees, Commissions, property owners, and development professionals as they conceive and implement projects within the Subarea.

The Subarea Plan is long-term guidance tool to assist the City in making decisions regarding development proposals. It is presented with the recognition that not all properties within the Study Area will develop or redevelop in a manner fully consistent with the preferred vision illustrated and discussed in this document, but will necessarily vary due to market dynamics, decisions made by individual property owners, and other factors. It is likely that the City will ultimately receive proposals for specific projects that represent:

- Partial implementation of larger development concepts shown in the Subarea Plan
- Development/redevelopment of properties not specifically shown as experiencing substantial change in the Subarea Plan

The City should review these projects for consistency with the general development goals, principles, and desired character articulated in the Plan.

The Subarea Plan illustrates land uses and conceptual building scale and massing. However, it does not constitute detailed site or building design. As specific projects move toward implementation, their designs will vary from those illustrated in the plan. Specifically, this report assumes the following:

- The Development Concepts show new buildings as relatively simple shapes with standardized dimensions and configurations. Actual building designs will vary based on specific site characteristics, and will include such features as façade and roofline articulation, exterior signage and lighting, and a range of appropriate building materials.
- Residential unit, commercial square footage, and parking space figures described in the Plan are conceptual, and will vary based on site-specific factors and market conditions.
- The conceptual retail program identified in the Retail Market Analysis component of Volume 2 includes substantially less retail square footage than is illustrated in the Plan (35,000-60,000 square feet versus approximately 150,000 square feet). As retail and mixed-use projects are implemented, they may ultimately:
 - Incorporate lesser square footages of retail;
 - Supplement retail uses with other ground-floor commercial, such as professional office or service businesses; and/or

- Require a longer time frame to implement than the residential-only projects shown in the Subarea Plan
- The land uses and building heights shown on specific sites in the Plan should be permitted by the City's Zoning Code, but do not delineate the only potential buildout of the sites. Recommended treatment of building height and use variations is included later in this chapter.

Old Town District

The Old Town district serves as the gateway for those entering Warrenton from the east via the East-West Tollway (I-88) and Warrenton Road. It is the historic core of the City, and includes such significant buildings as the Warren Tavern and Warrenton Historical Society/Museum.

The focal point of the Old Town district is the intersection of Warrenton, Batavia, and Butterfield Roads, which is currently in an “off-set” configuration that is potentially confusing to users, is not conducive to the type of development envisioned by the Plan, and does not effectively accommodate pedestrians. The central element of the Subarea Plan for this district is the proposed realignment of this intersection to either a roundabout or a 4-way signalized configuration. The Plan provides two possible realignment options for this intersection. Future engineering studies of the intersection will help the City decide on an optimal realignment. The concepts in the Plan show various improvements and development scenarios for each roadway option.

Other key plan themes embodied in the Plan for the Old Town district are:

- Framing the reconfigured Warrenton/Batavia/River intersection with pedestrian-friendly mixed-use development
- Expanding the DuPage River “greenway” to the intersection with Warrenton Road, adding a new trail link along the river to the existing overlook, dam, and Civic Center, and integrating if possible the proposed River Research and Interpretive Center proposed for the area
- Relocating and consolidating existing auto service uses into a more desirable format and appropriate location east of the DuPage River and closer to existing auto-oriented commercial uses near Winfield Road
- Infill development of townhomes and villas in the vicinity of the Second Street corridor as opportunities arise

City of Warrenville

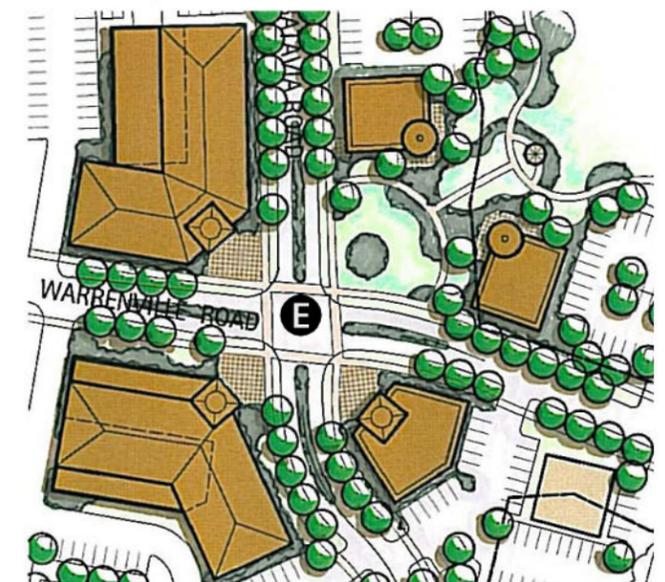
Subarea Plan - Old Town District West

Legend

- A** Incorporate 5' wide striped bike lanes on Batavia Rd. to connect the Old Town and Civic Center areas
- B** Develop gateway mixed-use building with 15,000 square feet of first floor retail, 24 condo units (in a 3-story building), 24 first-floor parking spaces, and 68 surface parking spaces
- C** Develop 8,000 square feet of retail or restaurant in two buildings framing views to river. Provide 70 to 80 surface parking spaces
- D** Create new riverfront park with trail connections to Civic Center
- E** Realign River Road to create new intersection with Batavia Road and Warrenville Road. Intersection can be treated with landscaped roundabout or with 4-way signalized intersection
- F** Develop 3-story gateway mixed-use building with 5,000 square feet of first floor retail, 24 condo units, 24 first-floor parking spaces, and 84 shared surface parking spaces
- G** Develop 5,000 square feet of retail or restaurant with 50 shared surface parking spaces
- H** Extend and enhance community and regional trails along the river
- I** Enhance river edge through selective clearing of plant material and shoreline improvements
- J** Consider expansion of parking lot to south to accommodate demand
- K** Develop 24,000 square feet for auto-oriented service campus with 77 surface parking spaces



4-Way Intersection Alternate



City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Old Town District



LAKOTA

THE LAKOTA GROUP, INC.

0' 100' 200'

March 9, 2007



City of Warrenville

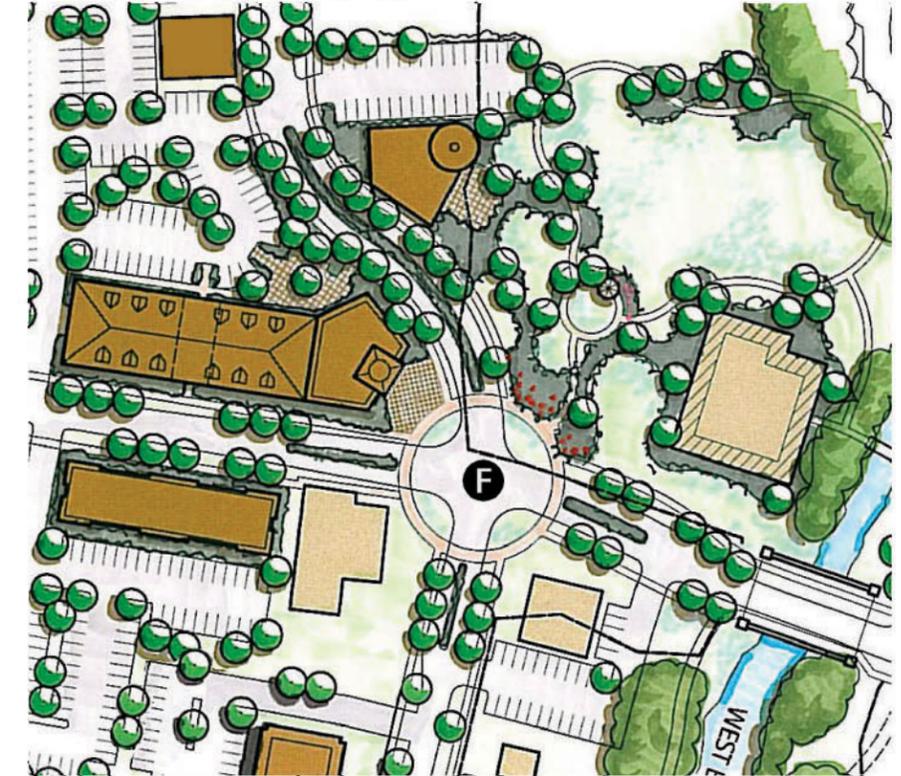
Subarea Plan - Old Town District West Alternate

Legend

- A** Incorporate 5' wide striped bike lanes on Batavia Road to connect the Old Town and Civic Center areas
- B** Develop mixed-use corner project with 8,000 square feet of 1 story retail or restaurant, 20 condo units (in a 3-story building), 20 first-floor parking spaces, and 96 surface parking spaces
- C** Develop 4,700 square feet of retail or restaurant with 36 surface parking spaces
- D** Create new riverfront park with trail connections to Civic Center
- E** Remodel existing building or develop new building as River Research and Interpretive Center
- F** Realign Batavia Road to create new intersection with River Road and Warrenville Road. Intersection can be treated with landscaped roundabout or with 4-way signalized intersection
- G** Develop 2-story mixed-use building with 8,000 square feet first floor retail, 8,000 square feet second floor office, and 88 shared surface parking spaces
- H** Develop 1-story building with 4,900 square feet office space and 22 surface parking spaces



4-Way Intersection Alternate



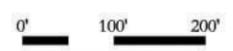
City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Old Town District Alternate



THE LAKOTA GROUP INC



March 9, 2007

City of Warrenville

Subarea Plan - Old Town River East District

Legend

- A** Construct pedestrian trail connection to 'East Side'
- B** Develop 14 units of two- and three-unit villa residential
- C** Relocate regional multi-use trail from Second Street to river edge, with retaining wall and landscape separation from residential development
- D** Develop 39 units of rear-loaded townhomes
- E** Consider River Research and Interpretive Center with 49 spaces shared parking
- F** Create landscaped area of refuge island at West Branch regional trail/Warrenville Road crossing



City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Old Town River East District



S. B. Friedman & Company
Real Estate Advisors and Development Consultants

LAKOTA
THE LAKOTA GROUP INC



March 9, 2007

OLD TOWN DISTRICT: SITE-SPECIFIC RECOMMENDATIONS

The Subarea Plan is intended to improve pedestrian and auto circulation through the intersection of Batavia, Warrentville, and River Roads. Surrounding this intersection upgrade, it adds commercial and residential development and park/recreational improvements while preserving the charm and character of the district.

- **Warrentville/Batavia/River Intersection.** The current Batavia/Warrentville Road intersection, in which the River Road connection is off-set, is straightened in the Plan by realigning River Road to the west to meet Batavia Road. This improved intersection can work as a 90-degree signalized intersection or as a single-lane roundabout.

The roundabout works by tapering or “bending” vehicular approaches to slow motorists and guide them into a circle. Drivers can enter the roundabout without stopping if no other vehicles are approaching but otherwise must yield to traffic already in the circle. The drivers then work their way around the roundabout until they reach their desired road, entering it via a right turn movement. Signage will be important in making a roundabout work, as drivers need advance information about how it functions.

Pedestrian crossings at a roundabout are made a car-length or two away from the circle, and pedestrian “refuges” or islands are located between each lane. With this design, pedestrians need only pay attention to one direction and cross one lane of traffic at a time, as they can pause in the refuge and then look the other direction before crossing the second lane.

- **Northeast Quadrant of Intersection.** At the northeast edge of the roundabout, the Plan shows two new restaurants on the site of an existing gas station and auto-oriented business. These restaurants frame a new park that provides enhanced visibility and access to the DuPage River. Small parking lots serving restaurants and the proposed park are located adjacent. A new trail along the river links the proposed park to the existing overlook and the Civic Center, while a new pedestrian bridge connects across the river to the Warrentville Historical Society Museum, Warren Tavern and the Warrentville Grove Forest Preserve trails north of Main Street.

The properties north of the new veterinary clinic being constructed on the east side of Batavia are currently zoned for commercial uses. To focus retail activities at the intersection, the City should consider allowing these properties to be used for small-lot residential and/or a mix of low-intensity office/commercial uses in buildings that complement the character of nearby structures on the east side of Batavia Road.

- **West Side of Batavia.** The northwest and southwest edges of the realigned Warrentville/Batavia/River intersection are framed by proposed three-story mixed-use buildings with retail components on the first floor and multi-family residential units above. These buildings, which would be seen as motorists approach Old Town along Batavia and Warrentville Roads, are envisioned to have a strong pedestrian orientation

and include architectural features that make them focal points for the “new” Old Town. Parking for residential units in these building should be a mixture of enclosed and surface spaces, while retail/restaurant parking should be in surface lots with connections and sharing between parcels wherever feasible, including with the Warrenville Fire District parking improvements on the west side of Batavia.

- **Southeast Quadrant of Intersection.** At the southeast edge of the new intersection, a restaurant/retail use is shown to complement the existing Al’s Pizza and Town Tap, which remains on the south side of Warrenville Road. These uses are envisioned to share parking and access points. The Plan shows some existing reconfiguration of the parking for Al’s Pizza/Town Tap, both in conjunction with the reconfiguration of the intersection, and with proposed multi-use trail extensions along the DuPage River south toward Cerny Park. Opportunities may exist to add parking to the south of the existing surface lots serving these businesses to compensate for lost spaces due to proposed improvements.

To provide a place for auto-oriented uses that may be relocated as part of Old Town’s redevelopment and the future reconfiguration of the Warrenville/Batavia/River intersection, the Plan shows the creation of a “service campus” south of Warrenville Road and east of the river on currently vacant property. The buildings are sited closer to Winfield Road, and should be designed to complement the historic character of the Old Town area while minimizing potential noise and aesthetic impacts on the nearby residential development to the south. This attractively landscaped and well-screened concept would provide a location for auto-oriented uses that not an optimal fit with the more pedestrian-oriented core of Old Town, but nonetheless valuable activity generators and important components of the local economy.

Old Town District Alternate

An alternate concept for the Batavia/Warrenville/River intersection shows Batavia Road realigned to the east to meet River Road. Similarly, the three roads then are channeled into a roundabout or new signalized intersection.

- **Northeast Quadrant of Intersection.** This concept also includes the new park with enhanced river access but shows the proposed River Interpretive Center in a new or refurbished building on the site currently occupied by an auto service business. The River Center and new park are shown connected to parking and historical public buildings on the east side of the river by a new pedestrian bridge, and to the Civic Center with a new trail along the river and on-street bike lanes on Batavia Road.

At the realigned intersection the “gateway entrance” to the new park/expanded greenway is framed by a retail or restaurant use on the east side of Batavia. Its parking lot can be used to support the retail/restaurant space as well as by park users.

- **West Side of Batavia.** On the northwest edge of the roundabout, the alternate concept shows a landmark/focal building with a one-story restaurant and a three-story residential

or mixed-use building. Parking is shown behind/north of the restaurant, which also has a outdoor café/plaza. At the north end nearest the City’s Fire Station, a small retail building is shown defining the northern edge of the site for motorists driving south on Batavia Road. The development of these structures could be phased depending on property availability.

On the southwest edge of the roundabout, the existing “Chevy Building” remains. A new retail/office building is shown to the west of the building along Warrenville Road, and additional share parking/detention improvements are shown to the south of the “Chevy Building.”

- **Southeast Quadrant of Intersection.** At the southeast edge of the roundabout, Al’s Pizza and Town Tap remain, with parking lot, site, and landscape enhancements to complement roadway and intersection improvements. The proposed roadway and park improvements nearby may also create opportunities for Al’s/Town Tap to capitalize on the upgraded environment with added outdoor dining.

River East

Several development projects are recommended to the east of the DuPage River and the core of the Old Town District:

- **River Interpretive Center.** As noted in both concepts, a River Interpretive Center is indicated as a potential new use for Old Town. This facility is currently proposed to be built using federal grant proceeds in the Forest Preserve-owned land north of the intersection of Main Street and Second Street. Moving it closer to Warrenville Road would improve its visibility and allow it to complement Old Town’s enhanced core and introduce opportunities to expand the public/educational role of the facility.
- **Second Street Villas.** New residential opportunities also are shown on the east side of the river. Two- and three-unit villas are shown on the west side of Second Street between the Historical Society Building and Main Street. A decorative retaining wall is envisioned to remove the new building sites from the floodplain and create separation between the rear of the villas and the new east-side river trail shown in the Plan. The redevelopment of existing properties in this area should take place on a logically configured, phased basis, and should at all times incorporate and maintain proper transitions to remaining single-family detached homes.
- **Townhome Cluster.** Townhomes are shown north of Warrenville Road between Second Street and Winfield Road to introduce another compatible housing type to the Subarea on property that is currently underutilized. Although some of these townhomes replace an existing stormwater detention facility at the northeast corner of Warrenville and Second, the City anticipates that it may be able to compensate for the lost detention capacity using alternative stormwater strategies, such as permeable paving, in nearby areas.

- **West Branch Regional Trail/Warrenville Road Crossing.** A new pedestrian area of refuge is shown where the West Branch Regional Trail crosses Warrenville Road/DuPage River Bridge. The median would be landscaped and of a width that would be safe and inviting for trail users crossing this section of Warrenville Road. The City would need to coordinate with DuPage County DOT and the Forest Preserve District on this improvement, as the existing improvements are under County jurisdiction.

Civic Center District

The Civic Center district is the civic and social heart of Warrentville, containing such public buildings as the City Hall, Warrentville Public Library, Police Station, Park District Recreation Center, and Community Building. This district also functions as an important community gateway due to its exposure along Butterfield Road, a major arterial slated for future expansion, and along the Prairie Path, a prominent regional bike trail.

The Subarea Plan recommendations for the Civic Center district are intended to preserve the small town neighborhood character of the area, and increase its level of activity and vitality by introducing residential and commercial uses in key locations.

Major components of the Preferred Concept for the Civic Center include:

- Enhancements within and along the Butterfield Road right-of-way that improve bicycle, pedestrian, and vehicular access to the District and provide it with a distinct identity
- Redevelopment of old industrial sites with residential uses, particularly the City-owned Musselman Lumber site adjacent to the Library
- Retail and mixed-use development focusing on the Butterfield/Batavia intersection to create a strong area gateway and capitalize on its traffic and visibility
- Improved physical connections between the core of the Civic Center and DuPage River, allowing the river to function as a major amenity for the district
- Reconfiguration of key local streets such as Manning Avenue, Rockwell Street, and Stafford Place to improve access, circulation, and safety
- Maintaining and enhancing the publicly owned open space available for community events

City of Warrenville

Subarea Plan - Civic Center Core

Legend

- A** Develop mixed-use corner project with 10,000 square feet of 1-story retail or restaurant, 24 condo units (in a 3-story building), 38 first-floor parking spaces, and 108 surface parking spaces *
- B** Create City gateway monument
- C** Develop mixed-use project with 35,000 square feet of 1-story retail, 20 condo units (in a 3-story building), 20 first-floor parking spaces, and 122 surface parking spaces
- D** Create new one-way edge road that provides access to mixed-use development and includes
 - 32 diagonal parking spaces
 - Landscaped median buffer next to Butterfield Road
 - Multi-purpose trail in median
- E** Create delineated pedestrian crossings with large median refuge areas to improve safety
- F** Provide safe crossing for West Branch of the DuPage River Regional Trail
- G** Consider boat launch and boat rental to activate river with seasonal use
- H** Relocate Riverview Drive to align with Manning Avenue at Batavia Road and create parallel parking to support adjacent commercial uses
- I** Develop 5,000 square feet of retail or restaurant with 31 surface parking spaces
- J** Develop 16,800 square feet of retail with 40 shared surface parking spaces and adjacent on-street parallel parking
- K** Improve area between Butterfield Road and Stafford Place by:
 - Relocating Prairie Path closer to Butterfield Road to create safer crossings at Batavia and Rockwell
 - Selective clearing of overgrown/invasive vegetation to open views to City Hall
 - Creating open space amenities such as a great lawn for festivals and community gardens
- L** Create central civic green that includes:
 - 60 surface parking spaces
 - Existing Roundhouse
 - Existing War Memorial
 - Relocated gazebo
- M** Develop 3-story mixed-use corner development with 4,900 square feet of retail or restaurant, 30 condo units, 30 first-floor parking spaces, and 20 shared surface parking spaces and adjacent on-street parallel parking *
- N** Develop 2,500 square feet of retail or restaurant with 10 shared surface parking spaces and adjacent on-street parallel parking
- O** Consider facade improvement
- P** Consider expanding Community Center to include corner of Manning and Warren
- Q** Consider reuse of existing building for retail with 10 shared surface parking spaces and adjacent on-street parallel parking
- R** Develop 12,000 square feet of retail with 30 shared surface parking spaces and adjacent on-street parallel parking
- S** Incorporate 5' striped bike lanes on Batavia Road to connect the Old Town and Civic Center areas



**Consider additional height in these locations if necessary for financial feasibility, to create a architectural element at a key corner location, or if the building is properly buffered and screened from adjacent single-family development*

City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Civic Center Core



THE LAKOTA GROUP INC



March 9, 2007

City of Warrenville

Subarea Plan - Civic Center Core Alternate

Legend

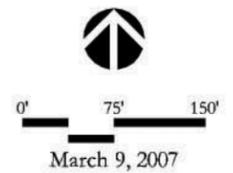
- A** Develop 1-story 39,500 square feet of retail or restaurant with 174 surface parking spaces
- B** Create new one-way edge road that provides access to commercial development and includes
 - 38 diagonal parking spaces
 - Landscaped median buffer next to Butterfield Road
 - Multi-purpose trail in median



City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Civic Center Core Alternate



March 9, 2007

City of Warrenville

Subarea Plan - Civic Center Residential

Legend

- A** Develop 3-story mixed-use project with 5,000 to 15,000 square feet of retail, 98 condo units, 123 first-floor parking spaces, and 90 surface parking spaces *
- B** Create new one-way edge road that provides access to mixed-use development and includes
 - 37 diagonal parking spaces
 - Landscaped median buffer next to Butterfield Road
 - Multi-purpose trail in median
- C** Create delineated pedestrian crossings with large median refuge areas to improve safety
- D** Develop 39 units of rear-loaded townhomes
- E** Terminate Mount Street in a Cul-de-sac with access to townhome alley system
- F** Infill three single-family residential units
- G** Develop 3-story senior housing building with 90 residential units and 94 shared surface parking spaces *
- H** Develop 26 units of rear-loaded townhomes

* Consider additional height in these locations if necessary for financial feasibility, to create a architectural element at a key corner location, or if the building is properly buffered and screened from adjacent single-family development



City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Civic Center Residential



THE LAKOTA GROUP, INC.



March 9, 2007

CIVIC CENTER SITE-SPECIFIC RECOMMENDATIONS

Civic Center Core

In addition to several civic/governmental facilities, the core of the Civic Area also includes the Prairie Path, a gazebo, the Roundhouse, and the Veterans and War Memorials. The Subarea Plan seeks to enhance these facilities and spaces while providing additional retail and housing opportunities to add vitality to the Civic Center.

- **Stafford Place/Civic Green Area.** To improve and green the “front door” of the Civic Center along Butterfield Road and increase the districts visibility, the Subarea Plan recommends a major reorganization of open space and parking lots, including the following changes:
 - Realign the Prairie Path closer to Butterfield Road to provide safer crossings for pedestrians and bicyclists at the Batavia Road and Rockwell Street intersections and increase useable open space near the civic buildings
 - Thin out overgrown landscaping along the Prairie Path to improve visibility between the Civic Center, path, and roadway
 - In the larger open space, create a community garden to add color and beauty to the area and help reinforce this location as an attractive “front door” to the district
 - In the new open space, establish a “Great Lawn” that can be a passive recreational space as well as a staging area for community events
 - Reduce the size and prominence of the parking lot in front of City Hall by reconfiguring off-street and on-street parking in the core.
 - Create a two-lane travel loop through the reconfigured parking areas
 - Create a wide landscaped island within the travel loop to accommodate the Roundhouse and memorial
 - Enhance the north façade of the existing commercial building at the northwest corner of Warren and Manning Avenues
- **Oakbrook Bank Site.** To further enhance the visibility of the Civic Center district, a three-story mixed-use building is shown as a prominent focal point at the highly visible intersection of Butterfield Road and Batavia Road. The mixed-use building also helps frame the new “Main Street” along Batavia Road, which includes new retail/restaurant buildings between the Prairie Path and Tracy Place. These buildings would replace the stormwater detention pond in front of the Police Station, some dated or inefficient commercial buildings, and two homes on the north side of Batavia. Some public workshop participants voiced a desire for existing angle parking to be converted to

Parallel to reduce conflicts with traffic on Batavia Road. This change could be considered in conjunction with new development on the site if it results in a substantial improvement of the pedestrian along Batavia.

- **Manning Avenue.** To increase access to the new “Main Street” shops along Batavia and to the river, Manning Avenue is shown as a full intersection at Batavia and extends north into a parking lot behind the shops. This lot could be shared by shoppers and those seeking recreational access to the river and the Prairie Path. A boat house/canoe launch is shown along the river at the intersection of the Prairie Path and a new trail that would run along the River to the Old Town District.

New commercial development is continued south along Manning with a small retail building at Warren and a single-family home potentially converted into a restaurant or “tea house.” Parking for these new uses includes a combination of small shared on-site lots and on-street spaces.

- **Stresney Piano Site.** At the northeast corner of Butterfield and Batavia, a mixed-use development is shown with a restaurant overlooking the river and a new multi-use trail on the north side of Butterfield. This restaurant could include an outdoor dining patio, taking advantage of views of water and woods. The Plan also shows a second restaurant along Batavia Road and a condominium building at the river.
- **North Side of Butterfield East of Rockwell.** To the west between Butterfield Road and the Post Office, the Plan shows the vacation of a portion of Calumet Avenue between Rockwell and Butterfield, which removes an angled intersection near the busy Batavia and Butterfield Road intersection, and opens up a highly visible development opportunity site. An extension of Rockwell to Butterfield provides access from the west side of this site.

Between Batavia and Rockwell, the Plan masses retail and mixed-use buildings along Butterfield Road to frame the roadway with new activity and visually connect it to the Civic Center Core. Rather than placing buildings away from the road, behind large parking fields, the Plan creates a one-way “edge road” or “boulevard street” accessible from Butterfield Road, Batavia Road, and Rockwell Street.

The Plan shows two retail-only buildings and a mixed-use building along Butterfield west of Rockwell. The buildings are envisioned with entrances oriented to the proposed edge road, but include parking pockets to allow convenient auto access. Stormwater detention is indicated at the rear of the site, where a low area already exists. The site access point on Batavia closest to Butterfield would likely be limited to right-in turning movements only, while the access point farther to the west near the Post Office would allow all turning movements.

The figure on the following page summarizes the key transportation-related recommendations for the Civic Center district, including key site access issues.



Summary of Key Transportation Improvements in Civic Center

Civic Center Alternate

An alternate concept shows restaurants, retail buildings and/or mixed-use buildings with ground floor commercial and upper floor office or residential forming a more continuous “street wall” along the “edge road” with parking and stormwater detention at the rear of the site. This orientation relocates the larger parking pods to the north side of the buildings. It is important that these retail buildings maintain working entrances oriented to the “edge road” in order to achieve the desired character. This may create a need for pedestrian pass-throughs between retail spaces to access rear parking areas or encourage double-sided retail buildings.

Civic Center Residential Area

To the west of City Hall and the Library, the Subarea Plan shows a mix of new housing, including townhomes, single-family homes, and a 90-unit senior rental housing building. These new residential opportunities are shown on the currently vacant Musselman lumber site, on currently industrial blocks south of Butterfield and west of Rockwell, and vacant or underutilized parcels north of Butterfield and west of Rockwell.

- **Rockwell Realignment.** To facilitate redevelopment and traffic safety in this area, Rockwell Street is shown reconfigured to take out its angled intersections with both

Stafford and Butterfield. The new orientation of Rockwell creates 90-degree intersections with both streets and the Prairie Path and improves sight lines for motorists and bicyclists. It also provides a clearer travel path via Stafford to the existing civic facilities and new retail activity proposed along Stafford and Batavia.

- **Musselman Lumber Site.** The redevelopment of the Musselman site is envisioned as an alley-loaded townhome project that creates a front-door presence for the Civic Center on Stafford, and is accessed from Mount Street and Manning Avenue to the south. The townhomes would act as a transition from Butterfield Road to the single-family homes along Ray Street to the south. Three single-family homes with detached garages accessed off the proposed private alley are recommended along the Ray Street frontage of the site.
- **Industrial Area (NWC of Rockwell and Main).** On the west side of Rockwell, the existing industrial properties are shown redeveloped with a new senior housing building, and townhomes. The taller senior building is set to the northwest side of the property, farther from single-family uses. The senior housing concept is in response to a projected demographic trend noted in the Residential Market Analysis (see Volume 2 of this report) of growth in households headed by people over 65 years in age with annual incomes of \$50,000 or less. To address this trend, the City may wish to explore configuring this building as an income-restricted project benefiting from Section 42 tax credits to enhance affordability.
- **North Side of Butterfield West of Rockwell.** Three mixed-use buildings and two condominium buildings are shown oriented around a detention feature. The retail components of the development are oriented towards the boulevard-style edge road along Butterfield that continues through this development and connects to an existing office development to the west. Large landscape buffers would create screening and separation from the single-family residential to the north.

Additional Plan Recommendations

- **Parking.** The recommended development projects shown in the Subarea Plan offer some potential for sharing of parking between sites and uses. In mixed-use districts, this concept can allow for reductions in the overall amount of needed parking spaces. Shared parking opportunities exist where land uses grouped within a short walking distance generate different parking demand “peaks.” For example, office uses tend to have maximum parking demand during normal business hours, while restaurants peak at lunch and/or in the evening. The City should explore shared parking opportunities wherever possible, potentially using this concept as a basis for reduced parking ratios for new development in some locations. The best opportunities appear to exist:
 - In the Civic Center core area, where public uses such as City Hall the Library, and public river access are clustered with proposed retail and restaurant development

- To a lesser extent in the Old Town area around the Warrenville/River/Batavia Road intersection, where restaurant, condo, and recreational/open space uses are located adjacent to proposed shared surface parking lots
- **Building Height.** Participants in the community workshops held during the planning process indicated general sensitivity to building height, but recognized the need for sufficient development density to allow economically feasible projects. Based on participant feedback, an incremental additional amount of height and/or density (e.g. one additional story) beyond that shown in the Subarea Plan may be tolerable in some portions of the Study Area if it can be demonstrated to substantially improve the feasibility of a proposed development project. The areas where this concept applies are specifically called out in the Subarea Plan exhibits in this section, and discussed further in the “Policies and Implementation Action Steps” chapter of this report.
- **Butterfield Road Expansion.** The plan for the Civic Center Area incorporates the premise that IDOT will work with the City to adjust the proposed design for the future expansion of Butterfield Road to be more sensitive to the existing small town character of Warrenville and reflective of the traditional/walkable character this plan promotes. The public and numerous stakeholders repeatedly voiced this expectation throughout the public input process for this plan.

In an effort to satisfy the community’s expectations and at the same time recognize IDOT’s responsibility to provide safe and efficient regional and sub-regional traffic movement, this plan recommends a boulevard treatment in the future Butterfield Road expansion project. As shown in the illustrative development concepts included in this Plan, a key component of the boulevard design is separating regional and sub-regional traffic from local traffic by providing a one-way local access road generally within the existing 200 foot wide Butterfield Road right-of-way (ROW). The one-way local access road would be located in the north edge of the Butterfield Road ROW, would provide safe and efficient vehicular access to a significant amount of existing and proposed new development, and would include either parallel and/or angled parking. The proposed boulevard treatment also includes significant streetscape and at-grade pedestrian improvements that collectively work together to prevent Butterfield Road from becoming a major divisive physical barrier.

As discussed further in the following chapter, the City will need to coordinate extensively with IDOT during ongoing efforts to finalize the design for this roadway expansion project in order to achieve the ultimate implementation of the proposed boulevard treatment. The following guidelines should be considered as the City and IDOT refine the design of the boulevard treatment:

- Whenever possible, new buildings should face the street and have pedestrian access from sidewalks that run parallel with the local access lane
- A strong pedestrian realm (the space between the building facades and the curb line of the regional through lanes of traffic) should represent at least 50% of the total ROW width

- Safe pedestrian areas of refuge should be provided in the center median at the Batavia Road and Rockwell Street Intersections
 - The transition between the traveled way (center lanes) and the pedestrian realm should be defined by a continuous median planted with at least one uninterrupted, closely spaced (no more than 35 feet apart), line of deciduous trees that extends all the way to the intersections
 - The median along the north side of Butterfield Road should contain the proposed new east-west multi-purpose trail and other pedestrian amenities such as benches.
 - Lighting is recommended in the pedestrian realm and should be designed for pedestrians: closely spaced, relatively low in height, and preferably warm in color
 - Space should be preserved on the median that separates the traveled way and local access road for a potential future bus stop
 - The local access road should only have one relatively narrow (9-11 feet) travel lane and should include either parallel and/or angled parking. Ideally, the slow-moving nature of the local access road should be accentuated by a slight change in elevation from the “through street” portion of Butterfield, and potentially different (perhaps rougher) surface material
 - The width of the through traffic lanes should not exceed 12 feet
 - Access priority for vehicles at intersections should be given to the through lanes on the traveled way first, then to the crossing traffic on intersecting side streets, and then finally to movement on the local access road
- **Sustainable/Green Urbanism Principles.** Participants in public workshops for the Subarea planning process voiced a desire to promote green building and sustainable design principles in the future development of Old Town/Civic Center. In keeping with this input and with its recent efforts to promote cutting-edge stormwater management practices, the City should pursue policies and projects that promote sustainable design/green urbanism principles. In particular, these principles can be incorporated into design guidelines/regulations and/or guidelines for the use of TIF funds, as described in the next chapter.
 - **Utility Undergrounding.** In conjunction with private development or redevelopment initiatives and wherever possible, the City should pursue the undergrounding of above-ground utilities.
 - **Floodplain Land Acquisition/Dedication.** As opportunities arise, the City should pursue dedication and/or acquisition of land and easements on floodplain areas.

3. Policies and Implementation Action Steps

This chapter contains a series of recommended actions and policies designed to act as a road map for the City's efforts to realize the development goals set forth in the Old Town/Civic Center Subarea Preferred Plan.

The Implementation Strategy is comprised of three major categories of recommendations:

- Policy and Programmatic Initiatives;
- Major Capital Improvements; and
- Site-Specific Development Initiatives.

The Implementation Matrix on the following pages summarizes these recommended steps and identifies priorities and time frames to guide the City's allocation of efforts and financial resources. These three categories of implementation actions are described in further detail in this chapter, along with order-of-magnitude costs for key public improvements and key implementation tools and resources.

Policy and Programmatic Initiatives

City regulations and programs represent a critical early-stage component of the efforts to improve the Old Town/Civic Center Subarea. This section describes five specific initiatives recommended to help provide guidance and resources to private and non-profit entities seeking to promote improvement projects.

An Implementation Matrix table on the following page summarizes these initiatives and provides further information as to their associated time frame, roles/responsibilities, and action steps.

City of Warrenville Old Town/ Civic Center Subarea Plan

Implementation Matrix: Summary of Key Implementation Steps

Time Frame Key: Immediate = 2007 Short = 1-2 years Medium = 3-5 years Long = 5+ years

Map Key	Name of Project	Program Summary	Likely Time Frame	Priority	Initial Lead	Key Implementation Tools/ Funding Sources	Key Steps
POLICY AND PROGRAMMATIC INITIATIVES							
N/A	Zoning Adjustments	<ul style="list-style-type: none"> Refine zoning classifications for multi-family residential, mixed use, and retail to allow for lesser setbacks, parking in rear, and density levels commensurate with Subarea Plan Reduce parking requirements and allow for greater flexibility/shared parking reliance in Subarea Rezone Study Area sites to match uses shown in Plan 	Immediate	1st Tier	City [1]	<ul style="list-style-type: none"> City staff City funds TIF for areas in TIF districts Illinois Tomorrow Grant 	<ul style="list-style-type: none"> Detailed review of discrepancies between Plan and existing zoning Revise or add relevant zoning classifications as needed Consider Subarea-specific overlay district with form-based code elements Revise zoning map for Subarea
N/A	TIF Reconstitution / Expansion	<ul style="list-style-type: none"> Consider supplementing TIF #2 with an adjacent district north and west of Butterfield along DuPage River north of Batavia Road, and east to 2nd Street. New TIF district could potentially include some sites currently in TIFs #1 and #2, allowing for more years of tax increment to finance improvements 	Immediate	1st Tier	City [1]	<ul style="list-style-type: none"> Some potential for funds from existing TIF districts City funds 	<ul style="list-style-type: none"> TIF Reconnaissance to identify areas targeted for inclusion Review of TIF eligibility factors against state law Review implications of reconfiguration on any existing TIF bonds Conduct and adopt TIF eligibility study and plan
N/A	Site and Building Design Guidelines	<ul style="list-style-type: none"> Subarea-specific guidelines to provide further policy definition on: <ul style="list-style-type: none"> Site design including setbacks/build-to zones, scale and massing Building design including architecture, materials, colors and signage Streetscape and Landscape Design Stormwater Standards "Green" (sustainable) design principles 	Immediate	1st Tier	City [1]	<ul style="list-style-type: none"> Illinois Tomorrow grant TIF Funds for areas in existing TIF districts City funds 	<ul style="list-style-type: none"> Identify key design issues to be included Develop guidelines with input from public and key commission(s) Define how review process integrates with existing City approval path
N/A	Arts Enhancement	<ul style="list-style-type: none"> Encourage centralized arts facility in the Subarea 	Short	2nd Tier	Warrenville Tourism & Arts Commission; Community arts consortium (to be identified)	<ul style="list-style-type: none"> TIF Funds Hotel/motel tax funds 	<ul style="list-style-type: none"> Identify non-governmental arts group to spearhead effort Work with arts group(s) to determine facility needs Conduct feasibility study (operational, physical, demand) for facility Identify site (could potentially "piggy-back" on Community Center project) Assist lead community organization with capital financing
N/A	Development Assistance Programs and Policies	<ul style="list-style-type: none"> Make strategic investments and policies to encourage private development in the Subarea consistent with the Plan 	Short	1st Tier	City [1]	<ul style="list-style-type: none"> TIF funds City Capital Projects Fund 	<ul style="list-style-type: none"> Develop guidelines and policies for projects approaching the City for TIF assistance (e.g. application process) Pursue opportunities to acquire/develop shared parking and stormwater management facilities

[1] City may need to retain specialized consultants to assist with certain items, particularly those footnoted.

ZONING ADJUSTMENTS

As described in greater detail in Volume 2 of this report, the current zoning regulations governing new development in the Study Area are somewhat mismatched with the development typologies that are shown in the Preferred Plan. The City should take steps to review and adjust the zoning framework for the Study Area, either as a Subarea-specific effort or as part of a broader City-wide initiative, to allow the buildout of the Preferred Plan. In particular, the zoning policy areas likely to need adjustment include:

- **Allowable uses.** Some portions of the Study Area are currently zoned for uses that disagree with those shown in the Preferred Plan. These discrepancies should be reviewed, and the revised zoning classifications should preclude incompatible uses (e.g. industrial) while allowing some degree of flexibility for projects to vary from the specific development program shown in the Preferred Plan in response to market parameters.
- **Setback and building orientation requirements.** The orientation and proximity of buildings to the street is a critical component of pedestrian-friendly development. The current zoning classifications generally incorporate minimum setbacks that force building placements away from streets and sidewalks behind fields of parking. The general pattern of development recommended in the Preferred Plan emphasizes commercial development close to the street with parking areas located behind. Zoning codes attempting to achieve this type of development frequently employ “build-to” lines or zones, which require development to be located within a certain maximum distance of sidewalks. These requirements are particularly relevant for commercial and mixed-use development, where a “street wall” effect is desirable to encourage a high-quality pedestrian environment. It is also important to regulate the placement of building entrances to ensure that structures are directly accessible from the sidewalk, rather than solely from parking areas.
- **Minimum parking requirements.** The Preferred Plan includes conceptual design of parking areas to serve development. The parking ratios used to size these facilities correspond to typical market requirements in suburban Chicago, which in some cases are less than those required by current City zoning code. Further, the mix of uses shown in the Preferred Plan allows for some degree of shared parking among development sites and land uses. It is important to avoid requiring above-market parking ratios in the regulatory framework governing the buildout of the Subarea Plan. The need to construct excess parking spaces adds unnecessary development cost, and can in some cases make the difference between a feasible and an infeasible project. This is particularly true of redevelopment projects, where typical per-space parking construction costs are substantially higher than the surface parking costs in “greenfield” developments. Large expanses of underused parking can also detract from the high-quality pedestrian environment the Plan seeks to promote. As part of its zoning revisions for the Subarea, the City should adjust parking requirements to match typical market parameters. Additionally, the zoning should incorporate flexible standards for projects that can use shared parking.

- **Maximum height and density.** The City should at a minimum enact zoning that allows the height and density of development illustrated in the Preferred Plan. Height requirements expressed as a number of feet should be set such that they allow buildings to incorporate attractive sloping rooflines, which frequently add building height but can substantially increase architectural quality. In addition, if necessary to allow projects achieve economic feasibility, the City should consider some degree of discretionary regulatory relief on maximum height for projects that are:
 - Located at a lower elevation than adjacent streets and parcels, such as the Stresney Piano site
 - Adequately buffered from single-family residential areas, such as the recommended residential project at the northwest corner of Rockwell and Main streets
 - Located on Butterfield Road
 - Considered important gateway sites, such as the Oakbrook Bank site at the intersection of Butterfield and Batavia

As part of its zoning revision effort, the City should consider the pros and cons of employing “form-based code” techniques, which emphasize the design and placement of structures on sites, while de-emphasizing traditional use restrictions.

TIF RECONSTITUTION/EXPANSION

Tax Increment Financing (TIF) is likely to be the City’s most important resource for addressing and preventing blight by facilitating public improvements and redevelopment projects in the Subarea. The City has already employed TIFs #1 and #2 (Cantera and Old Town Triangle) to finance a number of public improvements. However, these districts are approaching the end of their statutory lives. Conceptual-level financial analysis by *S.B. Friedman & Company* suggests that extending the lives of the existing districts and/or designating new TIF areas in Old Town and Civic Center is necessary to generate enough financing capacity to facilitate many of the redevelopment projects shown in the Preferred Plan.

The City should evaluate its options for including key properties in the Subarea in TIF districts with enough remaining years to create substantial financing capacity. These options include:

- Creating one or more new TIF districts encompassing properties targeted for redevelopment but not currently located within TIFs #1 or #2.
- Extending the life of one or more existing TIFs via a petition of the Illinois state legislature
- “Disconnecting” properties currently in TIF districts with few remaining years until expiration and adding them to one or more new TIF districts

SITE AND BUILDING DESIGN GUIDELINES

In order to promote cohesive and compatible design in the Subarea, the City should consider creation and adoption of design guidelines. These guidelines would govern the development of public and privately owned sites, as well as streetscape and signage (both entryway and wayfinding) improvements. Included below is a suggested outline of the subjects to be addressed in these guidelines:

Introduction

- Purpose/intent/use/need of the document (i.e. supplement to Subarea Plan/Zoning Code/Subdivision Code)
- How to use the document
- Definition of geographic area addressed

Design Goals

- Description of overall desired quality of development and optimal design approach to site, buildings, streetscape, and signage

Site Design

- Land-Use Buffers
- Road/Streets (Rights-of-way, curb cuts, hierarchy)
- Building Setbacks
- Building Scale
- Building Massing
- Parking Areas, including Shared Parking
- Loading/Service Areas
- Outdoor Cafes
- Drive-up, Drive-through Facilities

Building Design

- Architecture
- Building Facades/Exteriors
- Building Materials
- Building Colors
- Building Projections
- Mechanical Equipment
- Business Signage/Addresses

Streetscape Design

- General streetscape design guidelines can also be developed in advance of a more extensive streetscape enhancement process that would set a design direction for unified streetscape enhancements of Old Town and the Civic Center

- Features such as decorative lighting, special design features, benches, waste receptacles, bike racks, landscaping (including planters), special paving, drinking fountains, decorative fountains, and fencing until a more detailed design is actually prepared
- Streetscape design templates (Use, location, type, quality)
- Public Spaces, including plazas, outdoor cafes

Landscape Design

- Entrances and Buffers (road, land use)
- Natural Areas
- Stormwater Features (including permeable pavers)
- Trails (Prairie Path, new waterfront trails along DuPage River)
- Landscape Maintenance Best Management Practices

Corridor Wayfinding/Identity

- Signage Hierarchy
- Community Identity
- Corridor Identity
- Site Identity
- Directional Signage

Guidelines would likely apply to the entire Subarea, but could incorporate district-specific treatments for Old Town, Civic Center, and/or sites along Butterfield Road. The City would have discretion in the design guideline development process over the relationship between the guidelines and zoning and subdivision code.

ARTS ENHANCEMENT

Community participants in the Subarea planning process articulated a desire to develop a multi-use arts facility in a strategic location within Old Town or Civic Center. Such a facility can generate additional activity and add vitality to either the Old Town or Civic Center area. While the City can play an important role in facilitating this process, it is important that a non-governmental arts group take a lead role in further defining the vision and programming for such a facility. After this is accomplished, the City should collaborate with this group to identify the most appropriate location and assemble financing sources to assist its development.

DEVELOPMENT ASSISTANCE PROGRAMS AND POLICIES

As part of the planning process, *S. B. Friedman & Company* conducted an economic feasibility analysis of several prototypical private development projects to determine whether and how much the initial phases of private investment in the Subarea. This analysis, presented to the Subarea Plan Steering Committee in November 2006, determined that the current residential price points, retail rents, and prevailing land costs in the Subarea are likely to cause early-stage redevelopment projects to require financial assistance (most likely through TIF) to offset land acquisition, site preparation, stormwater detention, and/or parking construction costs.

The City should consider programs and policies designed to reduce private development costs for desirable projects and to systematize the process by which private development projects requesting TIF assistance would be considered. Specifically, the City should:

- Evaluate opportunities to develop consolidated sub-regional stormwater facilities in the Subarea in order to relieve projects' need to accommodate all stormwater on-site
- Evaluate opportunities to develop shared parking facilities in strategic locations to serve multiple sites where store-front retail is proposed
- Create a defined application process for projects requesting TIF financial assistance from the City to ensure that sufficient data is provided in a usable format that clearly justifies the need for assistance
- Consider developing and adopting specific policies and guidelines regarding the City's proposed use of TIF funds to assist private development projects to create consistency and predictability while limiting land speculation that may take place due to the expectation of TIF funding

Major Public Improvements and Site-Specific Development Initiatives

As described in the Preferred Plan section of this report, the Subarea Plan includes recommendations that the City pursue the implementation of several public improvements to improve access, circulation, walkability, and the level of amenity in the Old Town/Civic Center Subarea.

This section describes the implementation considerations for these key public improvements, as well as the site-specific development projects that are most likely to be catalytic and/or require active City participation.

The Implementation Matrix pages on the following pages summarize the implementation steps, tools and funding sources, likely time frame for initiation, and roles/responsibilities associated with each of these improvements and projects. The included map illustrates the location of the recommended initiatives within the Subarea.

MAJOR PUBLIC IMPROVEMENTS

Strategic public investments in capital improvements are essential to facilitate a high-quality environment in the Subarea and provide a framework for future private investment and development. Capital improvements can be costly, and it is important that the City allocate its own funds judiciously to maximize the impact of its investments. Some opportunities exist for the City to share improvement costs with other governmental entities. The Implementation matrix on the following page notes these opportunities. The "Capital Improvement Costs" section of this chapter includes estimated order-of-magnitude construction costs for the key improvements.

City of Warrenville Old Town/ Civic Center Subarea Plan

Implementation Matrix: Summary of Key Implementation Steps

Time Frame Key: Immediate = 2007 Short = 1-2 years Medium = 3-5 years Long = 5+ years

Map Key	Name of Project	Program Summary	Likely Time Frame	Priority	Initial Lead	Key Implementation Tools/ Funding Sources	Key Steps
MAJOR PUBLIC IMPROVEMENTS							
1	River Accessibility and Trail/Pedestrian Enhancements	<ul style="list-style-type: none"> -Expanded trail linking Old Town to Civic Center -Trail potential on both sides of DuPage River -Trail linking to expanded Prairie Path -Adding wayfinding/signage within Subarea 	Short	1st Tier	City Bike & Pedestrian Commission / Forest Preserve	<ul style="list-style-type: none"> -Forest Preserve Funds -City Capital Projects Fund -NOAA Grant -Other State/Federal Grants 	<ul style="list-style-type: none"> -Present Preferred Plan to Forest Preserve for refinement and to develop implementation timeline -Work with property owners to secure trail easements where needed -Develop detailed design -Work with County to integrate trail plans into Tronox cleanup & restoration effort
2	Butterfield Road "Boulevard" Concept	<ul style="list-style-type: none"> -Local access road parallel to Butterfield serving planned commercial -Enhanced median with planting -Textured pedestrian crossings and pedestrian-friendly traffic signals 	Immediate	1st Tier	City [1]	<ul style="list-style-type: none"> -Potential for cost sharing with IDOT and owners of private sites along right-of-way -Special Service Area -State/Federal Grants 	<ul style="list-style-type: none"> -Translate Subarea Plan concept into Geometric Plan -Meet with IDOT and negotiate mutually acceptable design -Finalize right-of-way requirements and identify how this land will be secured -Allocate of funding/maintenance responsibilities -Detailed roadway design -Implementation- piecemeal or coordinated with overall Butterfield widening
3	Rockwell Street Reconfiguration	<ul style="list-style-type: none"> -Creation of a 90-degree intersection at Rockwell and Stafford 	Immediate	1st Tier	City [1]	<ul style="list-style-type: none"> -Potential for cost sharing with IDOT -City Capital Projects Fund -State/Federal Grants 	<ul style="list-style-type: none"> -Develop Geometric Plan and perform preliminary engineering -Present to IDOT Permits Division -Negotiate over approved alignment -Include in overall Butterfield widening project -Coordinate with DuPage County DOT on Prairie Path crossing
4	River / Batavia / Warrenville Intersection Realignment	<ul style="list-style-type: none"> -New alignment and intersection (either 4-way signalized or roundabout) improving traffic flow and pedestrian circulation -Realignment creates ancillary development opportunities 	Short	1st Tier	City [1]	<ul style="list-style-type: none"> -TIF funds -City Capital Projects Fund -State/Federal Grants 	<ul style="list-style-type: none"> -Define finer-grained process for deciding on final alignment and design -Evaluate land acquisition and alignment options -Coordination with County DOT -Secure necessary right-of-way -Detailed design (including selection of 4-way or roundabout configuration) -Evaluate opportunities to assist affected businesses with relocation
5	Manning Extension to DuPage River/River "Daylighting"	<ul style="list-style-type: none"> -Reconfiguration of Riverview Drive/Manning Avenue to make direct Manning connection to river. Adjacent sites create opportunity for river access and potentially minor commercial component with complementary use 	Long	2nd Tier	City	<ul style="list-style-type: none"> -TIF funds -City Capital Projects Fund 	<ul style="list-style-type: none"> -Evaluate opportunities for land acquisition -Coordinate design of river access point with Forest Preserve initiatives -Identify funding sources and secure right-of-way
6	Stafford Place/Civic Center Reconfiguration	<ul style="list-style-type: none"> -Reconfiguration of Stafford Place resulting in improved public green space, Prairie Path realignment, and cohesive Civic Core amenities (i.e. lawn, gardens, round house, etc.) 	Long	2nd Tier	City	<ul style="list-style-type: none"> -TIF funds -City Capital Projects Fund 	<ul style="list-style-type: none"> -Outreach to multiple public/private landowners in this area to determine land acquisition potential -Coordination with agencies controlling utility easement, Prairie Path, and Butterfield Road -Develop detailed design -Identify funding sources
7	River Research and Interpretive Center	<ul style="list-style-type: none"> -Planned with federal grant provided to DuPage County. Potential activity generator and catalyst for improving trail system. Plan shows potential locations that are closer to heart of Old Town than current "default" location. 	Immediate	2nd Tier	City/Forest Preserve	<ul style="list-style-type: none"> -\$10 million National Oceanic & Atmospheric Administration (NOAA) Grant 	<ul style="list-style-type: none"> -Initial discussion with Forest Preserve to determine potential for inclusion in Old Town improvements -Determine preferred/feasible site(s) based on ownership, acquisition potential, and available funding -Evaluate potential for shared facility including arts center -Reach agreement on location, funding, time frame
8	Park/Open Space NEC of Batavia and Warrenville	<ul style="list-style-type: none"> -Increased open space and public parkland improving access to DuPage River, enhancing view corridors 	Medium to Long	1st Tier	City / Forest Preserve	<ul style="list-style-type: none"> -Forest Preserve Funds -NOAA Grant -City Capital Projects Fund -Other State/Federal Grants 	<ul style="list-style-type: none"> -Evaluate land acquisition potential -Coordinate with other related improvements (intersection realignment, river interpretive center, trail development) -Evaluate opportunities to assist affected businesses with relocation

[1] City may need to retain specialized consultants to assist with certain items, particularly those footnoted.

City of Warrenville Old Town/ Civic Center Subarea Plan

Implementation Matrix: Summary of Key Implementation Steps

Time Frame Key: Immediate = 2007 Short = 1-2 years Medium = 3-5 years Long = 5+ years

Map Key	Name of Project	Program Summary	Likely Time Frame	Priority	Initial Lead	Key Implementation Tools/ Funding Sources	Key Steps
SITE-SPECIFIC DEVELOPMENT INITIATIVES							
A	Musselman Lumber Site	Predominantly townhomes with single-family detached transitioning to Ray Street	Immediate	1st Tier	City [1]	<ul style="list-style-type: none"> -City Capital Projects Fund -Illinois Brownfield Grant Program -TIF Funds 	<ul style="list-style-type: none"> -Deal with known environmental contamination/secure NFR -Created detailed Request for Qualifications (RFQ) document with specific information about the site and desired development program -Outreach to developers that may be qualified -Select "short list" of preferred developers -Solicit detailed site designs and land purchase offers -Follow up and interviews with developers / public presentations -Evaluate and select based on capacity, site design, and financial terms -Execute Redevelopment Agreement
B	Stresney Piano Site	Restaurant(s); Condominiums emphasizing river views	Short	1st Tier	Individual property owners	<ul style="list-style-type: none"> -May require some form of public assistance for site assembly, stormwater, etc 	<ul style="list-style-type: none"> -Rezone property to allow recommended uses -Work with property owners/developers as they come forward with proposals
C	Oakbrook Bank Site	Mixed-use residential over retail building oriented north and east with additional retail outlet holding corner of Warren and Manning	Medium	1st Tier	Individual property owner(s)/City	<ul style="list-style-type: none"> -City vacation of Stafford right-of-way and inclusion in project site 	<ul style="list-style-type: none"> -Work with existing property owner to determine redevelopment potential and time frame -Evaluate shared parking potential between retail component and adjacent street segments/City lot -Vacate Stafford Place segment within development site
D	Butterfield Corridor - Between Rockwell and Batavia	Neighborhood/Convenience scale retail center laid out along Butterfield "boulevard" road; Upper-story residential/office in one or more buildings	Immediate	1st Tier	Individual property owners	<ul style="list-style-type: none"> -City control of Calumet Avenue right-of-way 	<ul style="list-style-type: none"> -Work with existing property owner to make proposed development consistent with Subarea Plan
E	Industrial NWC Rockwell & Main	Mixed-income Senior rental building buffered by lower-scale townhomes along east and south edges of site	Long	2nd Tier	City/ Individual property owner(s)	<ul style="list-style-type: none"> -TIF funds -City Capital Projects Fund 	<ul style="list-style-type: none"> -Rezone property for Subarea Plan uses -Work with area senior tax credit housing developers to assess potential for senior building -Offer financial assistance for land acquisition and/or relocation assistance for existing industrial businesses
F	Old Town Gateway / Signature Building at NWC and/or SWC of Batavia/Warrenville	Mixed-use residential over retail buildings complementing re-designed Old Town intersection	Long	1st Tier	Individual property owners	<ul style="list-style-type: none"> -May require some form of public assistance for site assembly, stormwater, etc 	<ul style="list-style-type: none"> -Adjust zoning to allow uses and building types consistent with Subarea Plan -Work with existing businesses affected by redevelopment to identify relocation opportunities

[1] City may need to retain specialized consultants to assist with certain items, particularly those footnoted.



- 1** Major Public Improvement
- A** Site Specific Development Initiative

City of Warrenville, Illinois

Warrenville Old Town/Civic Center Subarea Plan

Implementation Map Key

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

LAKOTA **KLOA**
THE LAKOTA GROUP INC. KLOA GROUP, LLC

- 1. River Accessibility and Trail/Pedestrian Enhancements.** The Subarea Plan recommends a series of improvements designed to make the DuPage River more accessible and usable as a major amenity for both Old Town and Civic Center. The City should work to implement these recommendations in coordination with ongoing County-level initiatives to clean up thorium contamination in the river and reconfigure the contours of the river channel. This initiative is likely to be implementable in the relatively near term because of the time frame of these other river improvement efforts.

- 2. Butterfield Road “Boulevard” Concept.** IDOT’s proposed widening of Butterfield Road is in the Phase I planning and design stages, and opportunities exist for the City to influence the ultimate design of the road cross-section as it traverses the Civic Center district. Although the true time frame for the proposed widening is not yet known, the City should begin the process of negotiation and coordination with IDOT over the detailed roadway design and allocation of funding and management responsibilities. This agreed-upon revised design can then be incorporated into IDOT’s plans for the road improvements. The City should therefore promptly authorize the preparation of geometric plans to refine the City’s vision for the design of this roadway. These geometric plans are likely to be relatively inexpensive, and are critical to initiate meaningful and productive discussions with IDOT. Once a design is agreed upon, it may be possible to implement the boulevard treatment in advance of the ultimate Butterfield Road widening without substantial cost duplication.

If the City is unable to reach a satisfactory agreement with IDOT regarding boulevard treatment and related pedestrian upgrades to the Butterfield Road crossing, the City should consider as an alternate strategy a grade-separated pedestrian crossing of the expanded Butterfield right-of-way.

- 3. Rockwell Street Reconfiguration.** The recommended approach for this improvement is similar and related to that for the Butterfield Road “Boulevard.” The City should commission geometric design of the proposed improvement, and approach IDOT with the proposed changes to the preliminary design of the Butterfield/Rockwell intersection. It may be possible to incorporate a portion of the cost of the reconfiguration into the overall Butterfield improvement budget. It is not yet clear at this stage of design whether this improvement can be implemented in advance of the Butterfield Road widening without causing substantial cost inefficiencies.

- 4. River/Batavia/Warrenville Intersection Realignment.** The ultimate alignment of this improvement is yet to be determined pending more detailed design and initial implementation actions. The Preferred Plan and Alternate configurations both appear viable at a conceptual level, giving the City flexibility to pursue the alignment that appears more desirable from a cost, feasibility, and/or development-related standpoint. The City should lay out and then follow a step by step decision-making process to determine how the ultimate alignment will be selected.

5. **Manning Extension to DuPage River/River “Daylighting.”** This improvement involves several smaller actions, which could potentially occur in a “piecemeal” fashion. A river access point for the Civic Center area should be developed in conjunction with ongoing County efforts to clean up the river and reconfigure its channel. Other, more costly components of this initiative such as the extension of Manning Avenue and the closure of Riverview Drive, could take place over the longer term as funds become available.
6. **Stafford Place/Civic Center Reconfiguration.** This improvement could also take place over multiple stages. A portion of the existing Stafford right-of-way is included within a proposed redevelopment site. The timing of development in this location could make a partial reconfiguration of Stafford desirable somewhat in advance of the full implementation of the proposed improvements. It is likely that this overall improvement will take place in the later stages of implementation of the vision for the Civic Center.
7. **River Research and Interpretive Center.** DuPage County, in conjunction with the Forest Preserve District of DuPage County, has received a \$10 million grant from the National Oceanic and Atmospheric Administration (NOAA) to fund, among other improvements, a “Riverarium” facility for research and educational purposes. The location of this facility is not yet finalized, but is tentatively slated for the north end of Second Street on Forest Preserve District property. The Subarea Plan shows two desirable alternate locations for this facility closer to the intersection of Warrenville Road and the DuPage River. Over the near term, the City should work with the County and Forest Preserve District to advocate for the selection one of these locations.
8. **Park/Open Space at NE Corner of Batavia and Warrenville.** This major improvement is substantially interrelated to the proposed intersection reconfiguration, the Riverarium proposal, and the recommended addition of DuPage River trails. It appears that the detailed design and implementation of this facility is dependent on the resolution of the Warrenville/Batavia/River Road reconfiguration, and is therefore likely to take place over a longer time horizon. Based on public and stakeholder input received during the planning process, the preferred treatment for these improvements is a more natural landscape character as opposed to the more formal “hardscape” oriented approach implemented in the City of Naperville’s Riverwalk.

SITE-SPECIFIC DEVELOPMENT INITIATIVES

The Preferred Plan for the Old Town/Civic Center Subarea includes recommended development character, programs, and massing for a number of public and privately owned sites. This section of this report highlights a smaller group of these sites and discusses key implementation steps. The sites discussed below were selected because of their catalytic importance, their potential for near-term change, and/or the likelihood that substantial City involvement would be required in the implementation process.

- A. **Musselman Lumber Site.** The City of Warrenville recently acquired this prominent site located immediately west of the Library in the Civic Center with the intention to foster

development consistent with the Subarea Plan Preferred Plan. This presents an opportunity to implement a project that can set the tone for privately initiated redevelopment elsewhere in the Subarea. The City should pursue a formal two-stage Request for Qualifications (RFQ) and Request for Proposals (RFP) process to identify the most advantageous developer and development concept. The two-stage process is important to attract the maximum number of high-quality proposals from developers with sufficient capacity to implement the project effectively.

- In the initial RFQ document, the City should clearly define the development opportunity in terms of market support, allowable product types, and appropriate density. This helps to limit perceived uncertainty on the part of developers as to what they will be permitted to build on the site.
- The RFQ stage does not typically call for detailed site development proposals. This helps to limit the out-of-pocket costs of the respondents and avoids a “beauty contest” phenomenon in which a less qualified developer might be selected because of a more attractive submittal packet.
- After a “short list” of qualified developers are selected in the RFQ stage, this smaller group would be invited to submit more detailed proposals, including economic terms for conveyance of the site.
- The City would then select and negotiate with a preferred developer, ultimately developing a legally binding Redevelopment Agreement governing economic terms, roles, and responsibilities.

The City should coordinate the timing of the Musselman site development process with any initiatives to reconfigure TIF #2 in order to capture as much incremental property tax revenue as possible from this likely early-stage project.

B. Stresney Piano Site. A large number of participants in the community workshops held during the Subarea planning process expressed a strong desire for redevelopment on this site. Because it is privately held, the City’s role in fostering its redevelopment should be that of a facilitator, rather than an initiator. The City should insure that the zoning and development regulations affecting the site are adjusted to be consistent with the Preferred Plan. The site should also be considered for inclusion in any TIF expansion efforts based on its vacant and deteriorated current condition.

C. Oakbrook Bank Site. A portion of this proposed redevelopment site is currently publicly owned and in use as the eastern parking area terminus of Stafford Place. The City should coordinate the redevelopment of this site with its broader efforts in the Civic Center area to balance parking needs and encourage efficient sharing of parking between uses and on-street and off-street spaces. The relative complexity of this redevelopment opportunity suggests that it may be a later-stage project, but the City should be responsive to any privately initiated proposals that may surface in the nearer term.

D. Butterfield Corridor between Rockwell and Batavia. The current owner of this site has approached the City with interest in developing a retail project in the near term. The City should work with this landowner to refine the proposal to be consistent with the

Preferred Plan and the proposed Butterfield Road Boulevard Concept. The City also controls a portion of the Calumet Avenue right-of-way, which traverses the site. This provides the City with additional control over the ultimate manner in which the site is built out.

E. Industrial Area at the Northwest Corner of Rockwell and Main. The Preferred Plan for this area indicates the replacement of a cluster of existing industrial uses with a mix of townhomes and a mixed-income senior rental building. City involvement will likely be required to facilitate site assembly for this concept in light of the mix of existing uses, and potential land costs. Further, senior mixed-income rental project financed with Section 42 tax credits frequently require below-market land in order to achieve economic feasibility. Over the longer-term horizon for this project, the City should work with existing businesses in this area to determine if they can feasibly relocate to more appropriate sites elsewhere in Warrenville. The City should also reach out to senior mixed-income rental developers to evaluate and refine the proposed concept.

F. Old Town Gateway/Signature Building at Northwest or Southwest Corner of Batavia and Warrenville. The nature of development opportunity at Batavia/Warrenville/River Roads is highly dependent on the ultimate alignment chosen for this intersection. As part of the implementation process for this intersection realignment, the City should work with property owners in this area to determine their plans for development and evaluate the finer-grained tradeoffs between the two potential road alignments. After the intersection improvement is resolved and the appropriate zoning framework is in place, private landowners can initiate projects consistent with the Preferred Plan.

The policy and programmatic initiatives and public improvements discussed earlier in this chapter are area-wide in scope, and may spur private development efforts on sites other than those specifically treated above. It is likely that specific development proposals will differ from the development programs and site configurations shown in the Subarea Plan. Some proposals may represent partial or reduced-scale implementation of larger Subarea Plan site concepts, while others may be located on sites not specifically targeted for change in the Plan. The City should remain open to these proposals, and review them for consistency with the general goals and principles of the Plan, as well as their strategic implications on other development priorities.

Capital Improvement Costs

The Team has prepared order-of-magnitude cost estimates for certain key public improvements indicated in the Subarea Plan. These estimates are included as Appendix B of this report. It should be noted that these estimates do not reflect land acquisition, design/engineering, construction management, and/or contingency costs. They are presented for conceptual planning purposes only, and do not represent an engineer's opinion of probable cost.

Implementation Tools/Funding Sources

An array of tools and resources, primarily focused on providing financial support, are available to the City to facilitate the implementation of the Subarea Plan. These tools are referenced in the Implementation Matrix tables earlier in this chapter.

- **City Capital Projects Fund.** Funding for capital improvements and public facilities can be allocated as part of the City’s annual budgeting process and funded out of existing reserves for capital projects.
- **Tax Increment Financing (TIF).** Per Illinois law, TIF districts are intended to address existing blight conditions and/or to prevent blight from occurring. Under TIF, the increases in property taxes from redevelopment and/or natural growth in equalized assessed valuation within a defined geographic area are all allocated to the City for up to a 23-year period (with certain reimbursement provisions to school and library districts) to be used for various public and private redevelopment project costs. The other taxing districts serving the subject area continue to receive the taxes on the equalized assessed value that existed prior to creation of the district. Properties in the district are assessed in the same manner as all other properties and are taxed at the same rate—in other words, TIF is not an increase in taxes, but rather a re-allocation of how they are used. TIF can only be used in areas exhibiting specific combinations of eligibility factors defined in Illinois law. TIF is particularly well suited to financing of infrastructure and assisting economically challenged redevelopment projects with “extraordinary costs” such as land assembly, site preparation, or environmental cleanup.
- **Disposition of City-Owned Property.** The City owns one major site in the Subarea, as well as various rights-of-way that may be included in larger redevelopment sites. Depending on the specific parameters of the projects proposed for each of these sites, the City can sell or donate these properties to catalyze revitalization projects. Land sales may be at market value or at a price that is discounted to the extent necessary to make a particular redevelopment project economically feasible. For development sites fully owned by the City, a formal two-stage Request for Qualifications/Request for Proposals (RFQ/P) process is recommended. For City-owned land that comprises part of a larger privately held site, a negotiated sale to a specific developer should be considered.
- **Special Service Area (SSA).** An SSA is a taxing mechanism that can be used to fund a wide range of special or additional services within a designated geographic boundary. Funding is obtained through an additional property tax levied on those properties within the designated boundary. An SSA can provide support services (e.g., maintenance of public improvements), infrastructure upgrades, and/or land and building improvements (interior or exterior). The process for establishing an SSA is defined by Illinois’s Special Service Area Act. To establish an SSA, a majority of the property owners and registered voters within the proposed boundary must not object to the additional taxation required to fund programs and services. This tool appears particularly suited to providing a stream of funds to assist with the implementation and/or maintenance of the Butterfield Road

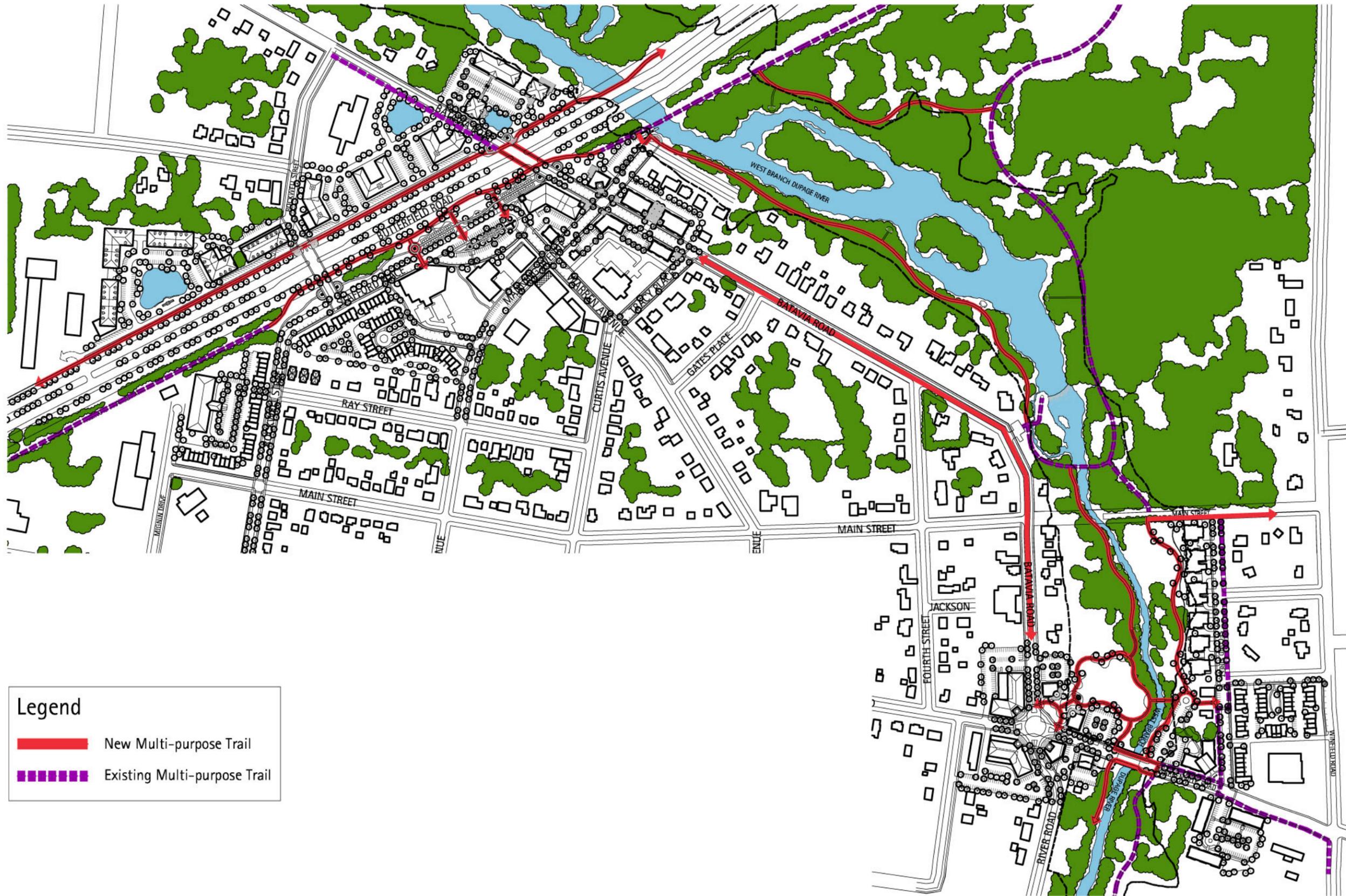
Boulevard improvement, which specifically enhances the accessibility of a discrete group of properties.

- **Illinois Tomorrow Grant.** The City has received a grant from the Illinois Department of Transportation to fund further planning efforts in the Subarea. This funding source appears particularly well suited to support the City's Subarea-wide policy and programmatic initiatives.
- **Cost-Sharing with IDOT.** Certain improvements directly linked to the future Butterfield Road widening project may be eligible for inclusion within IDOT's overall scope and funding plan. The City should explore these opportunities as it approaches IDOT about the proposed adjustments to the widening plan.
- **NOAA Grant.** DuPage County has received and is administering a \$10 million grant from the National Oceanic and Atmospheric Administration to fund river-related improvements, including the proposed Riverarium facility. The City should explore the possibility of including key public improvements recommended in this plan within the scope of activities to be undertaken under the NOAA grant.
- **State or Federal Grants.** Several potential grant sources are available to fund infrastructure improvements of the type recommended in the Subarea Plan. The best prospective programs for the City to consider include:
 - Congestion Mitigation and Air Quality Improvement Program (CMAQ). A federally funded program administered by the Chicago Metropolitan Agency for Planning (CMAP) that targets projects reducing congestion and/or improving air quality. Eligible project types include transit facility improvements, commuter parking lots, traffic flow improvements, and bicycle/pedestrian projects are eligible for this funding.
 - Surface Transportation Program (STP). STP provides flexible funding that can be used for certain road, sidewalk, and bike trail improvements. The program is administered by the DuPage Mayors and Managers Conference.
 - Illinois Transportation Enhancement Program (ITEP). Administered by the Illinois Department of Transportation, eligible projects for this funding include bicycle/pedestrian facilities, streetscaping, and landscaping. Federal reimbursement is available for up to 50% of the cost of right-of-way and easement acquisition and 80% of the cost for preliminary engineering, utility relocations, construction engineering, and construction costs. Application cycles for this program have been irregular in recent years.
 - Member Initiative Grants. This funding is administered by the State of Illinois, and is fairly flexible in its scope. These grants are initiated by individual members of the Illinois legislature.

- Safe Routes to School. This relatively new federal program is still in its initial implementation stages. The scope of available grant funding covers projects that enhance pedestrian and/or bicycle safety along routes potentially used by children to travel to school. The City should contact CATS to determine whether it can be applicable to the Subarea and how to apply for funding.

- Illinois Department of Natural Resources (DNR) Open Space Land Acquisition and Development (OSLAD) Program and Trails Program Grant Funds. The state DNR administers this matching grand funding in conjunction with the federal Land and Water Conservation Fund program. In addition, the DNR offers matching grants for trails development initiatives under its Trails Program.

Appendix A: Trails Exhibit



City of Warrenville, Illinois
Warrenville Old Town/Civic Center Subarea Plan
 Trails Exhibit



***Appendix B: Order-of-Magnitude Cost
Estimates for Key Public Improvements***

Appendix B**City of Warrenville- Old Town/Civic Center Subarea Plan****Order-of-Magnitude Cost Estimates for Key Public Improvements**

Note: Excludes land acquisition, design/engineering, construction management, and contingency

River Enhancements	Qty	Units	Cost/Unit	Total Cost
Pedestrian and Bike Trail	82,000	sf	\$8	\$656,000
Pedestrian Bridge	1	ea	\$150,000	\$150,000
Selective Clearing	4	ac	\$6,500	\$26,000
River Overlooks	6	ea	\$15,000	\$90,000
Grand Total				\$922,000
Old Town Roundabout				
New Curb	2,100	lf	\$40	\$84,000
New Roadway	35,000	sq	\$14	\$490,000
New Sidewalk	12,500	sf	\$7	\$87,500
Specialty Pedestrian Paving	2,500	sf	\$24	\$60,000
Roundabout Landscaping	1	ea	\$100,000	\$100,000
Decorative Streetlighting	10		\$5,000	\$50,000
Grand Total				\$871,500
Civic Center Green Enhancements				
New Curb	2,500	lf	\$40	\$100,000
New Roadway	57,000	sf	\$14	\$798,000
New Sidewalk	22,500	sf	\$7	\$157,500
Pedestrian and Bike Trail	10,000	sf	\$8	\$80,000
Specialty Pedestrian Paving	10,000	sf	\$24	\$240,000
Landscape	1	ea	\$50,000	\$50,000
Grand Total				\$1,425,500
Old Town Riverfront Park				
New Sidewalk	1,200	sf	\$7	\$8,400
Specialty Paving	1,200	sf	\$24	\$28,800
Landscape	1	ea	\$250,000	\$250,000
Grand Total				\$287,200
Manning Road Extension				
New Curb	700	lf	\$40	\$28,000
New Roadway	12,000	sf	\$14	\$168,000
New Sidewalk	3,600	sf	\$7	\$25,200
Specialty Paving	1,200	sf	\$24	\$28,800
Landscape	1	ea	\$20,000	\$20,000
Grand Total				\$270,000
Rockwell Road Realignment				
New Curb	700	lf	\$40	\$28,000
New Roadway	8,500	sf	\$14	\$119,000
New Sidewalk	4,200	sf	\$7	\$29,400
Landscape	1	ea	\$10,000	\$10,000
Grand Total				\$186,400
Butterfield Road Boulevard Treatment				
New Curb	4,000	lf	\$40	\$160,000
New Road	60,000	sf	\$14	\$840,000
Pedestrian and Bike Trail	20,000	sf	\$8	\$160,000
Specialty Cross-walks	4	ea	\$6,000	\$24,000
Gateway/Corner Treatment	8	ea	\$50,000	\$400,000
Landscape	1	ea	\$75,000	\$75,000
Decorative Streetlighting	50		\$5,000	\$250,000
Grand Total				\$1,909,000

Note: Costs are "order of magnitude" and presented for planning purposes only. They do not represent engineers' opinions of probable cost or formal estimates. The City should review in detail the costs of any capital improvement in conjunction with any implementation effort

City of Warrenville Old Town/Civic Center Subarea Plan

Volume 2: Technical Analyses and Community Input Summary



Prepared for:
City of Warrenville, Illinois

March 2007

S. B. Friedman & Company
Real Estate Advisors and Development Consultants

LAKOTA **KLOA**
THE LAKOTA GROUP, INC. Kenig, Lindgren, O'Hara, Aboonit, Inc.

**Warrenville Old Town/Civic Center Subarea Plan
Volume 2: Technical Analyses and Community Input Summary**

CONTENTS

Chapters

1. Land Use and Physical Conditions Assessment 1

2. Residential Market Assessment 7

3. Retail Market Assessment..... 23

4. Transportation Conditions and Opportunities..... 37

5. Zoning Analysis 44

6. Summary of Public Workshop Input 50

7. Development Constraints and Opportunities Summary 55

Appendices

- Appendix A: Residential Market Analysis Tables
- Appendix B: Retail Market Analysis Tables
- Appendix C: Existing Road Network
- Appendix D: Visual Preference Results Summary

1. Land Use and Physical Conditions Assessment

Study Area

The Study Area for the Old Town/Civic Center planning process includes both the traditional “Uptown” or “Old Town” business district focused on the intersection of Warrenville, Batavia, and River roads, and the newer “Downtown” or “Civic Center” district located south of the intersection of Batavia and Butterfield roads. It also includes adjacent residential areas located within the bounds of Warrenville, Batavia, and Butterfield Roads, adjacent industrial and commercial areas on the north side of Butterfield Road, and the DuPage Riverbank area to the east of Batavia Road.

Land Use

The following land uses exist within the Study Area:

- **Residential.** Single-family homes and a small number of apartments.
- **Commercial.** Services, professional offices, restaurants, a gas station, and some retail.
- **Institutional.** City Hall, the Library, Community Center, Recreation Center, Police Headquarters, churches, schools, Fire Station, Post Office, VFW, historical museum and Warren Tavern.
- **Industrial.** Primarily smaller light industrial uses.
- **Open Space.** Illinois Prairie Path, Warrenville Grove Forest Preserve, Blackwell Forest Preserve, City parks, West Branch of the DuPage River and its riverfront.

Overall, the Study Area contains large areas of single-family residential land uses, a strong Civic Center cluster of public buildings, and three commercial areas – the Civic Center with small shops and service uses, Old Town auto-oriented and restaurant uses, and Butterfield Road commercial uses. It also has a small industrial district with one large vacant building, a large amount of parks and open space, and a regional trail.



City of Warrenville
Existing Land Use

Legend

- ⊙ City Hall
- ▬ Primary Road
- ▬ Secondary Road
- ↔ Trail

Land Use

- Residential
- Commercial
- Office
- Industrial
- Institutional
- Mixed Use
- Parks + Open Space
- Vacant

City of Warrenville, Illinois
Warrenville Old Town/Civic Center Subarea Plan

Existing Land Use

RESIDENTIAL

Residential uses make up the largest proportion of the land within the Study Area, and are comprised mostly of single-family detached homes. Smaller lots are found closer to the Civic Center area, slightly larger residential lots are found near Old Town, and significantly larger lots exist to the northwest of Butterfield Road. Many are in good condition, but in some limited locations the wood-frame housing is in an aging or deteriorating condition. Code enforcement will be important to maintaining the stable residential neighborhoods in the Study Area. It will also be important to consider the transitions between proposed development in the Old Town and Civic Center portions of the Study Area and the surrounding lower-intensity neighborhoods.

The Study Area has limited multi-family housing. Apartments exist above some storefronts in the Civic Center area.

COMMERCIAL

The primary commercial locations in the Study Area are:

- Civic Center
- Old Town
- Butterfield Road Corridor

Currently, none of these three locations appear to function as a commercial district, in which patrons are likely to park once and perform multiple shopping tasks. The Study Area has a small amount of retail space. Most of the commercial space in the Civic Center and Old Town contains auto-oriented uses such as gas stations and auto service and repair uses, professional office or service uses, or restaurants. The Butterfield Road Corridor contains office buildings, a restaurant/bar, and vacant or underutilized land.

INSTITUTIONAL

The Study Area has numerous institutional uses that provide services to City residents and generate additional activity in the area. These uses include City Hall, Library, Post Office, Community Center, Fire Station, Police Department headquarters, several churches and schools. A historical museum and historical tavern building are also located on the east side of the DuPage River, just north of Warrenville Road.

INDUSTRIAL

The small industrial area southwest of the Civic Center has some small light industrial users and includes one large vacant building at the southeast corner of Rockwell Street and Stafford Place. The industrial area also includes the City's Public Works facility, which functions in a manner similar to a light industrial use.

OPEN SPACE

The Study Area includes significant recreational and open space assets, including parks, trails, neighboring Forest Preserves, and the riverbank.

The Warrenville Grove Forest Preserve is a 128-acre area operated and maintained by the Forest Preserve District of DuPage County. It includes fishing, picnic areas, and trails. The Forest Preserve is on the northeast edge of the Study Area. Studies are currently being conducted by the County to make improvements to the River and adjacent open spaces, including bank restoration and remediation of thorium contamination.

The Illinois Prairie Path is a 61-mile regional trail that runs along Butterfield Road from southwest to northeast through the Study Area. It provides a major recreation and non-motorized transportation route through the City. A second trail within the Study Area provides a linkage from a dedicated parking lot located off Batavia Road (between Main and Fourth streets) on the west bank of the DuPage River across into the Warrenville Grove Forest Preserve to the east.

The Study Area also includes parks and recreational facilities, including the a VFW baseball field, Sesqui Park, and Harding Field.

Activity Generators

The Study Area contains several activity generators, primarily civic uses concentrated in the Civic Center district that appear to offer potential for enhancing development potential and vitality. These nodes are shown on the Major Activity Generators Map on the following page, and summarized in the table below to give an indication of the order of magnitude of their potential impact. Civic Center visitors drawn to these nodes may be encouraged to “multi-task,” combining the trip with other activities such as shopping or eating. Employees at these activity generators, as well as smaller office and professional uses sprinkled throughout the Study Area, enhance the daytime population and are likely to patronize restaurants and other retailers.

Key Activity Generators

Name	Employees	Other Users
Library	• 25 employees	• 10,000-12,000 patrons per month
Post Office	• 25 employees	N/A as of this writing
Recreation Center	• 19 employees	• 4,320 per month, plus 1,000 additional during basketball season
Community Building	N/A	• 2,250 users per month
Prairie Path	N/A	• 700 per weekend day
Police Station	• 47 employees	• 1,700 visitors/month
City Hall	• 22 employees	• 700 per month

Source: City of Warrenville and DuPage County Department of Economic Development and Planning

City of Warrentville: Old Town/Civic Center Subarea Plan

Major Civic Center Activity Generators



Collectively, these activity generators create a built-in daytime population of about 140 employees, and appear to draw more than 25,000 visitors per month. If properly leveraged, these activity generators could serve as an asset to the economic health of the Civic Center district. This should be considered when determining the ultimate mix of uses in the Study Area.

Other potential assets within the Study Area also hold promise to draw additional visitors, including the DuPage River, the Warren Tavern, and museum facilities on Second Street.

2. Residential Market Assessment

SBFCo tested the market for for-sale residential development within the Study Area. The residential development program could potentially consist of multi-family condominiums, townhouses, or a combination of both types. This assessment seeks to quantify five-year market potential for these unit types in the Study Area.

Market Area

Based on a review of competitive projects in the marketplace and discussions with residential brokers, *SBFCo* defined a Residential Market Area (RMA) for the purpose of analyzing demographic data and competitive residential market information, which is shown in the figure on the following page. The RMA is contiguous to and surrounds Warrenville, and is the geographic area from which the Study Area could be expected to draw the majority of its market support. Its boundaries are not coincident with those of the retail market area, defined in the following chapter, primarily because of the differences in behavior between retail consumers and homebuyers. While retail consumers patronize neighborhood- and community-level shopping destinations due largely to geographic proximity, homebuyers undertake a larger degree of comparison shopping prior to making a purchase decision. Therefore, the residential market area for Downtown Warrenville is somewhat larger than the retail market area defined for the purpose of the retail market overview.

GEOGRAPHIC EXTENT

The RMA for the Study Area includes the City of Warrenville itself plus the City of Wheaton and Village of Winfield; the easternmost portions of West Chicago, Batavia, and North Aurora; the northern segments of Aurora and Naperville; and northwest Lisle. Based on interviews with brokers, these are the areas most homebuyers visit to compare housing to that offered in Warrenville.

DEMOGRAPHIC PROFILE

SBFCo obtained demographic data from the U.S. Census and estimates and projections of demographic trends from Claritas, a nationally recognized demographic data provider.

As of 2006, the total RMA is comprised of a population of approximately 179,000, living in 62,700 households. The median household income of \$76,700 is projected to grow at an annual rate of 1.02% through 2011 to approximately \$81,500. The City of Warrenville experienced moderate growth in population, households, and median household income between 2000 and 2006. This trend is projected to continue through 2011. In comparison, population in the adjacent communities of Winfield, West Chicago, and Naperville is projected to grow at annual rates of 1.00%, 1.44%, and 1.80%, respectively. Wheaton, on the other hand, is projected to experience slight population decline through 2011 (a net loss of 283 or -0.10%). Similar trends are apparent in household growth. Through 2011, households are expected to grow at an annual rate of

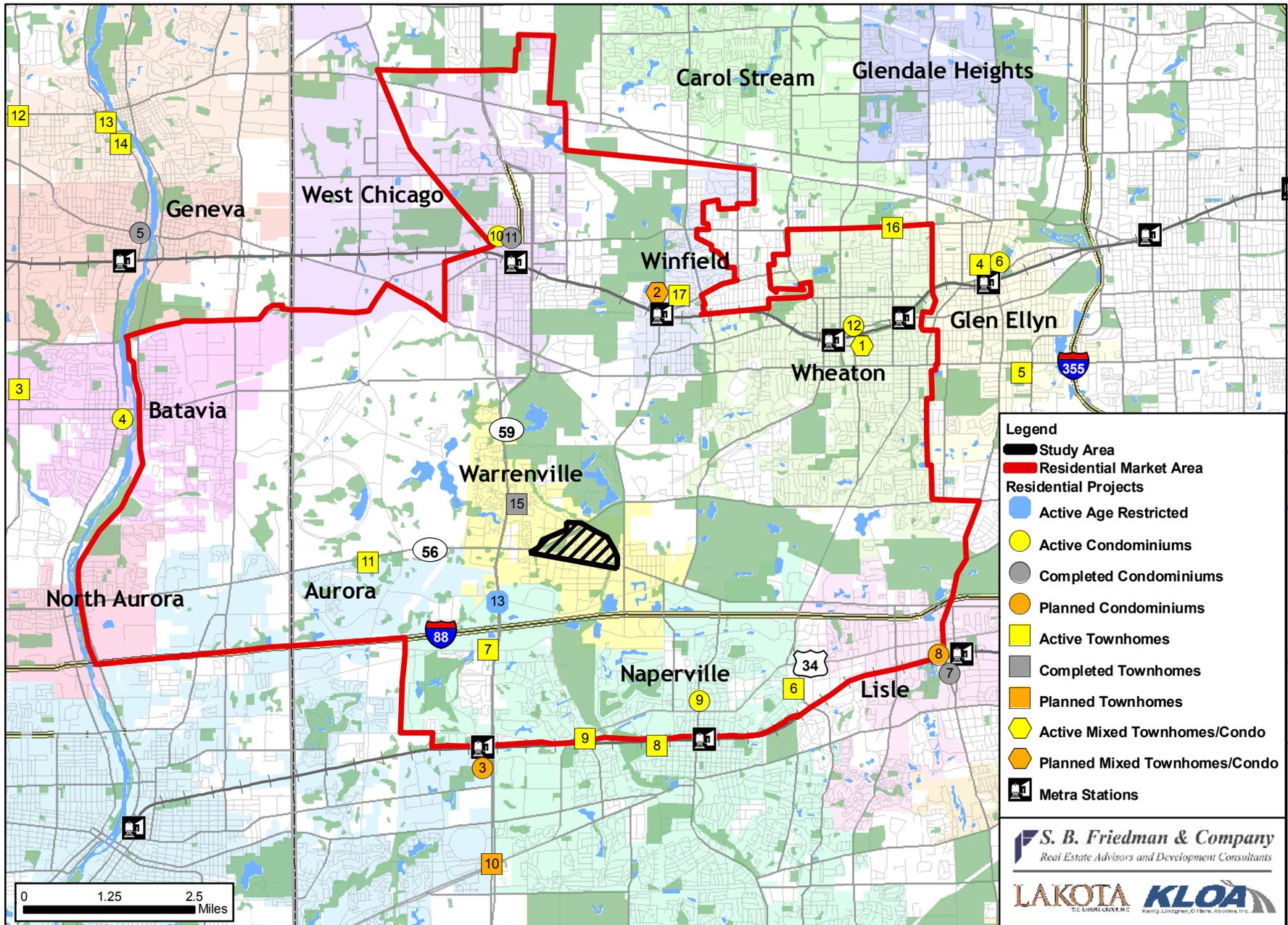
0.50%. Households in Winfield, West Chicago, and Naperville are projected to grow 1.21%, 1.11%, and 1.74% respectively, and decline .01% in Wheaton.

Nearly half of the population over age 25 in the RMA has a Bachelor Degree or higher. The industry groups which employ the largest portion of RMA residents appear to be manufacturing, professional/scientific/technical/administrative, and retail trade, followed closely by healthcare/social assistance and educational services.

For-Sale Market Conditions: New and Active Developments

SBFCo collected data on 28 comparable residential developments featuring condominium and townhomes in Warrenville and nearby communities: 14 contained townhomes only, 12 contained condominiums only, and two contained a mix of unit types (each is shown separately in the tables and figures that follow). Although the survey includes some recently completed projects, it is focused on active and planned developments because they represent direct competition for residential market share versus potential residential projects in the Study Area. The Competitive Residential Projects map and table on the following two pages show the projects surveyed in the competitive inventory, while the table that follows summarizes key characteristics of the projects surveyed. Key observations are included below for each product type.

City of Warrenville: Old Town/Civic Center Subarea Plan Residential Market Area and Competitive Projects



**City of Warrenville: Old Town/Civic Center Subarea Plan
Residential Market Area and Competitive Projects**

Map No.	Name	Style	Location	Developer	Development Status	Project Size	Units Sold	Units Unsold	Time Open (Months)	Sq Ft Range	Avg. Sq Ft	Asking Base Price Range	Avg. Asking Base Price	Price Per Sq Ft Range	Avg. Price Per Sq Ft	Estimated Monthly Absorption			
Condominiums																			
1	Courthouse Square Condominiums [1]	Condo	Wheaton	Focus Development	Active	182	60	122	n/a	775	1,875	1,325	\$ 230,000	\$ 600,000	\$ 304,000	\$ 237	\$ 237	\$ 237	3.7
2	Residence of Shelburne Farms - Condominiums	Condo	Winfield	Kimball Hill Homes	Planned	64	n/a	64	n/a	n/a	n/a	1,300	n/a	\$ 250,000	n/a	n/a	n/a	n/a	n/a
3	Kensington Station	Condo	Aurora	Kensington Homes	Planned	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4	Quarry Stone Pond	Condo	Batavia	R. Russell Builders, Inc.	Active	44	22	22	42.0	1,579	3,011	2,295	\$ 305,405	\$ 642,848	\$ 410,529	\$ 168	\$ 214	\$ 208	0.5
5	River North Condominiums	Condo	Geneva	Shodeen	Completed	64	64	0	n/a	875	1,384	1,130	\$ 223,995	\$ 323,150	\$ 273,573	\$ 256	\$ 233	\$ 242	2.4
6	Crescent Station	Condo	Glen Ellyn	Gammonley Group	Active	21	20	1	24.0	1,360	1,360	3,462	\$ 280,000	\$ 602,000	\$ 441,000	\$ 174	\$ 206	\$ 190	0.8
7	Lisle Town Center	Condo	Lisle	n/a	Completed	59	59	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.9
8	Lisle Downtown Redevelopment	Condo	Lisle	Currently in RFP	Planned	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9	Essex Place	Condo	Naperville	Steve Carr Builders	Active	14	11	3	n/a	1,398	1,809	1,604	\$ 292,000	\$ 442,000	\$ 364,000	\$ 188	\$ 244	\$ 216	n/a
10	The Gallery at Gateway Centre	Condo	West Chicago	Gateway Centre Development Inc.	Active	39	23	16	14.2	870	1,335	1,135	\$ 179,900	\$ 255,900	\$ 223,878	\$ 207	\$ 192	\$ 197	1.6
11	Lofts at Gateway Center	Condo	West Chicago	Gateway Centre Development Inc.	Completed	15	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
12	Westcott Crossing	Condo	Wheaton	Norwood Builders	Active	187	n/a	187	n/a	1,190	2,681	1,936	\$ 286,790	\$ 646,121	\$ 466,456	\$ 241	\$ 241	\$ 241	n/a
13	Monarch Landing Phase I	Age Restricted	Naperville	Erickson Retirement Community	Active	181	100	81	23.2	700	1,900	1,300	\$ 193,000	\$ 494,000	\$ 343,500	\$ 276	\$ 260	\$ 264	4.3
Townhouse																			
1	Courthouse Square - Townhomes	Townhouse	Wheaton	Airhart Construction	Active	50	n/a	50	0.2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2	Residence of Shelburne Farms - Townhomes	Townhouse	Winfield	Kimball Hill Homes	Planned	191	n/a	191	n/a	n/a	n/a	2,000	\$ 300,000	n/a	\$ 300,000	n/a	n/a	n/a	n/a
3	Heritage Ridge	Townhouse	Batavia	Kenneth James Builders, LLC	Active	81	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
4	Mews Of Glenn Ellyn	Townhouse	Glenn Ellyn	Vivoda Associates	Active	8	7	1	12	3,100	3,900	3,500	\$ 710,000	\$ 975,000	\$ 842,500	\$ 229	\$ 250	n/a	n/a
5	Water's Edge at Panfish Park	Townhouse	Glen Ellyn	Pan Fish Venture LLC	Active	24	20	4	17.9	2,414	2,414	2,414	\$ 460,000	\$ 715,000	\$ 535,000	\$ 222	\$ 222	\$ 222	1.1
6	Pine Meadow Villas	Townhouse	Lisle	Steve Carr Builders	Active	10	8	2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
7	Astor Place	Townhouse	Naperville	Alexander Homes	Active	42	39	3	31.1	2,508	2,508	2,508	\$ 359,900	\$ 499,900	\$ 429,900	\$ 165	\$ 181	\$ 171	1.3
8	Fremont Pointe	Townhouse	Naperville	Prescott Development Group	Active	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
9	436 N River	Townhouse	Naperville	n/a	Active	n/a	0	0	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
10	Greenbriar Subdivision	Townhouse	Naperville	Kimball Hill Homes	Planned	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
11	Oak Creek Townhomes Current Phase	Townhouse	North Aurora	Gladstone Homes	Active	22	11	11	6.0	2,327	2,327	2,327	\$ 310,332	\$ 322,237	\$ 316,285	\$ 134	\$ 139	\$ 137	1.8
12	Remington Glen	Townhouse	St. Charles	Remington Homes	Active	103	39	64	18.5	1,645	2,020	1,833	\$ 294,900	\$ 326,900	\$ 310,900	\$ 179	\$ 162	\$ 170	2.1
13	Brownstone	Townhouse	St. Charles	Walnut St. Partners	Active	56	46	10	42.6	3,000	3,500	3,250	\$ 400,000	\$ 750,000	\$ 575,000	\$ 177	\$ 177	\$ 177	1.4
14	Milestone Row of St. Charles	Townhouse	St. Charles	JRD Development	Active	44	0	44	0.0	1,500	3,000	2,250	\$ 299,900	\$ 339,900	\$ 319,900	\$ 200	n/a	\$ 200	n/a
15	Cerny Circle Townhomes	Townhouse	Warrenville	R. Russell Builders, Inc.	Completed	21	21	0	24.6	1,464	2,166	1,817	\$ 280,000	\$ 327,500	\$ 295,741	\$ 169	\$ 151	\$ 163	1.2
16	Mackenzie Place Phase I	Townhouse	Wheaton	Airhart Construction	Active	23	12	11	7.3	2,700	2,700	2,700	\$ 600,000	\$ 600,000	\$ 600,000	\$ 222	\$ 222	\$ 222	1.7
17	Lee Station Phase III	Townhouse	Winfield	Lee Station Development III LLC	Planned	31	n/a	31	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
						Total			Avg										
Unadjusted Condominium Average						876	359	496	25.9	1,093	1,919	1,721	\$ 248,886	\$ 500,752	\$ 341,882	\$ 218	\$ 228	\$ 225	2.0
Adjusted Condominium Total / Average [2], [3]													\$ 184	\$ 214	\$ 203				1.9
Unadjusted Townhouse Average						706	203	422	14.6	2,295	2,726	2,460	\$ 401,503	\$ 539,604	\$ 452,523	\$ 189	\$ 188	\$ 183	1.5
Adjusted Townhouse Total Averages [4]													\$ 349,290	\$ 402,740	\$ 367,532	\$ 178	\$ 171	\$ 177	1.6

[1] Absorption data included for first and second phase of 100 units, supply data includes unsold and yet to be released planned units
 [2] Highest price point for Courthouse Square, Westcott Crossing, and Crescent Station considered outlier; Quarry Stone Pond Absorption excluded.
 [3] Absorption rate for Monarch Landing considered outlier
 [4] Highest price point for Mews of Glenn Ellyn, Brownstone, and Water's Edge Panfish considered outliers
 Sources: Developer Websites, Brochures and Interviews, S.B. Friedman & Company

Summary of New and Active Condominium and Townhouse Developments

	Condominiums	Townhomes
Avg. Price Per Unit	\$310,000	\$409,000
Avg. Units Per Development	63	50
Avg. Monthly Absorption [1]	1.9 units	1.6 units
Avg. Annual Absorption [1]	22 units	18 units
Avg. Square Footage	1,750	2,200
High Price Per Sq. Ft.	\$276	\$222
Low Price Per Sq. Ft.	\$162	\$134
Avg. Price Per Sq. Ft.	\$203	\$177
Typical No. of Floors	4	2 to 3
Source: <i>S. B. Friedman & Company</i>		

[1] Measured as contracts per month during marketing period.

CONDOMINIUMS

The condo developments surveyed are primarily stacked flats, typically four stories, usually clad in brick. Much of the condominium product is designed in a similar fashion with brick exteriors, flat roof lines, and modest architectural ornamentation. Parking is typically incorporated into the developments as a combination of surface and underground or first-floor indoor parking. Overall, condominiums in the residential market area have been selling at a rate of 1.9 units per month on average. Competitive units are in the range of 900 to 1,800 square feet in size. Pricing ranged from \$180,000 to \$650,000. Several condominium developments surveyed in the residential market area are downtown mixed-use projects (i.e., residential units over first-floor retail), while a number of others are located adjacent to or just outside of the downtown district. A summary profile of sample projects follows.

- Gateway Center.** Located just east of the West Chicago downtown district, Gateway Center is comprised of two residential developments – Lofts at Gateway Center and Gallery at Gateway Center. Gallery at Gateway Center is a four-story brick building with parking on the first level typical of product offerings currently active in the market area. Units range in size from approximately 870 to 1,300 square feet with asking prices ranging from approximately \$180,000 to \$256,000 square feet. Units have been selling at an average of 1.6 units per month. Across the street from the Gallery at Gateway Center is the Lofts of Gateway Center featuring condominium units over first-floor retail. The building features an undulating façade with several pitched eaves. All fifteen units have sold. Absorption data for the Lofts, completed approximately one year ago, was unavailable.

- **Wescott Crossing.** Currently under construction, Wescott Crossing is located on the east side of downtown Wheaton. Wescott Crossing will feature three building types, comprising a total of 187 units. Two buildings are exclusively condominiums four to five stories in height. Another building features five condominium levels over first-floor commercial space. Units will range in size from approximately 1,200 to 2,700 square feet and will include one-plus-den and two-bedroom units. While specific data on Wescott Crossing sales pace is limited, interviews with the developer revealed units are selling slowly, which may be due to pricing toward the high end of the observed range.
- **Courthouse Square.** Also on the east side of downtown Wheaton is Courthouse Square, a mixed-use development featuring both adaptive reuse of the former courthouse and new construction condominiums and townhomes. The project includes 182 new condominium units in a total of three five-story buildings, with two levels of parking underneath. Units have been selling at an average pace of 3.7 units per month. Pricing for the units ranges from \$230,000 to \$600,000, with units ranging in size from 775 to 1,875 square feet.
- **Monarch Landing.** Marketed as an active adult community for residents 62 years and older, Monarch Landing in Naperville began marketing units in October 2004, and began delivering units in July 2006. The development, on 77 acres, is expected to build out in seven to ten years. Approximately 100 of the first phase total of 181 units have sold – an average sales pace of 4.3 units per month. Each building is six stories – one terrace level with 10 units and parking, with 26 units on floors two through six. Units range in size from 700 to 1,900 square feet and are priced in the range of \$193,000 to 494,000. Approximately 1,500 units are expected at buildout, estimated by the developer to be completed in approximately 10 years. Monarch Landing residents are required to pay significant fees each month for a built-in program of services that includes at least one meal a day. Due to this fee requirement and the age restriction, this project appears somewhat, but not fully, competitive with un-restricted multi-family for-sale in the Study Area.

TOWNHOMES

According to local real estate brokers, a growing number of potential home buyers in the market area are seeking townhouse units, suggesting a pent-up demand for the product due to a limited existing supply or units in the pipeline. However, this anecdotal suggestion of strong demand is not necessarily reflected in the relatively modest average market area absorption rate of 1.5 units per month. The design of surveyed townhome developments spanned a narrower range than that of condominium developments. Most projects are two to three stories in height and cluster in the 2,300 to 2,700 square foot range with prices between \$280,000 and \$975,000.

In general, two-story townhouse developments in the surveyed market feature several buildings with two to four units having the appearance of a single family detached home. Buildings were arranged around an internal street system. Two-car garage space was accessed from the front of the building, with additional parking on the street. This product type was typically located in

subdivision-style projects outside of the downtown district. The three-story townhouse product in the market area was usually located in or close to downtown districts. Units of this height tended to be grouped in blocks of six to eight units, and situated close to street or with a small fenced lawn in front. Parking was incorporated in front or rear loaded parking underneath the unit, or in rear garage space. The following are several profiles of representative projects.

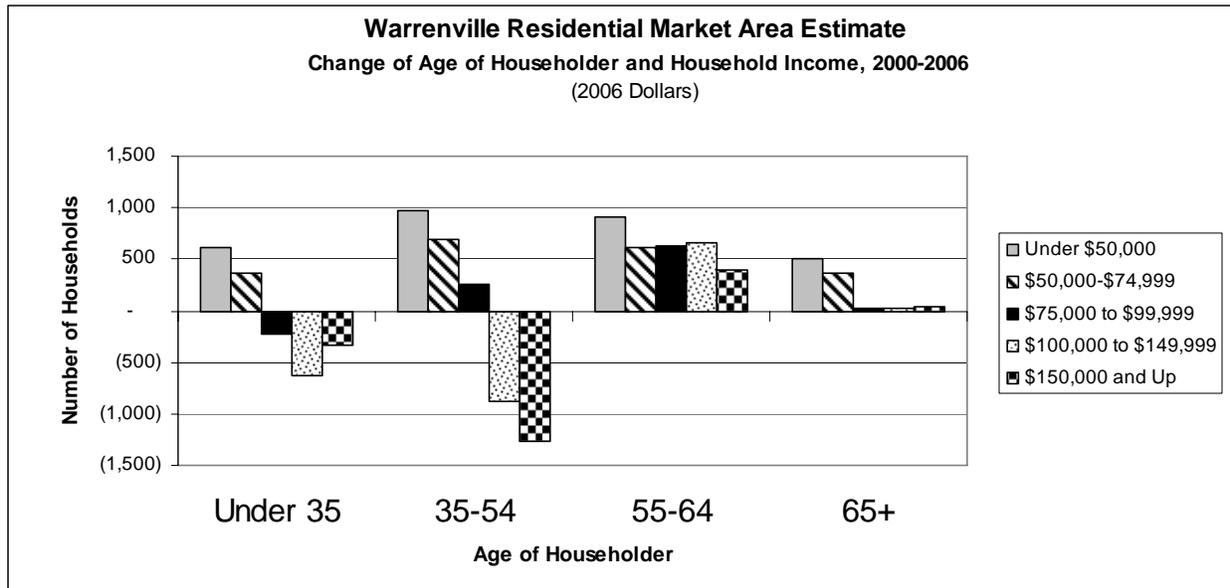
- **Cerny Circle.** The recently completed Cerny Circle development in Warrenville sold for \$151 to \$169 per square foot, with absorption ranging from 1.2 units per month, slightly slower than the overall market. Cerny Circle offered units in the range of 1,464 to 2,166 square feet, with first-floor master suites. Prices ranged from \$280,000 to \$327,500.
- **Oak Street Townhomes** in North Aurora is a 22-unit two-story townhome development, approximately three miles west of the study area. Since opening in February 2006, eleven units have been sold – an average sales pace of 1.8 units per month. Three models are offered, and arranged in groups of four and five units, surrounding an internal cul-de-sac. Units feature three bedrooms and 2.5 baths. Units are marketed in the range of approximately \$310,000 to \$322,000.
- **Lee Station** is a townhouse and condominium development located near downtown Winfield, approximately two blocks from the Winfield Metra station. The 31-unit third phase of Lee Station is an addition to the existing 20-unit townhomes and 36 condominium units, completed in 2004. It is planned east of the existing development, and is planned to have a similar appearance. Lee Station units are three stories, with two living units over a rear loaded garage space. Units are arranged in six groups of five or six units. Townhouses sold in the first phase sold at a rate of 0.7 units per month, priced at approximately \$290,000. Condominiums sold at a rate of 1.4 units per month, in the range of \$240,000.

For-Sale Housing Demand and Supply

HOUSEHOLD AGE AND INCOME ANALYSIS

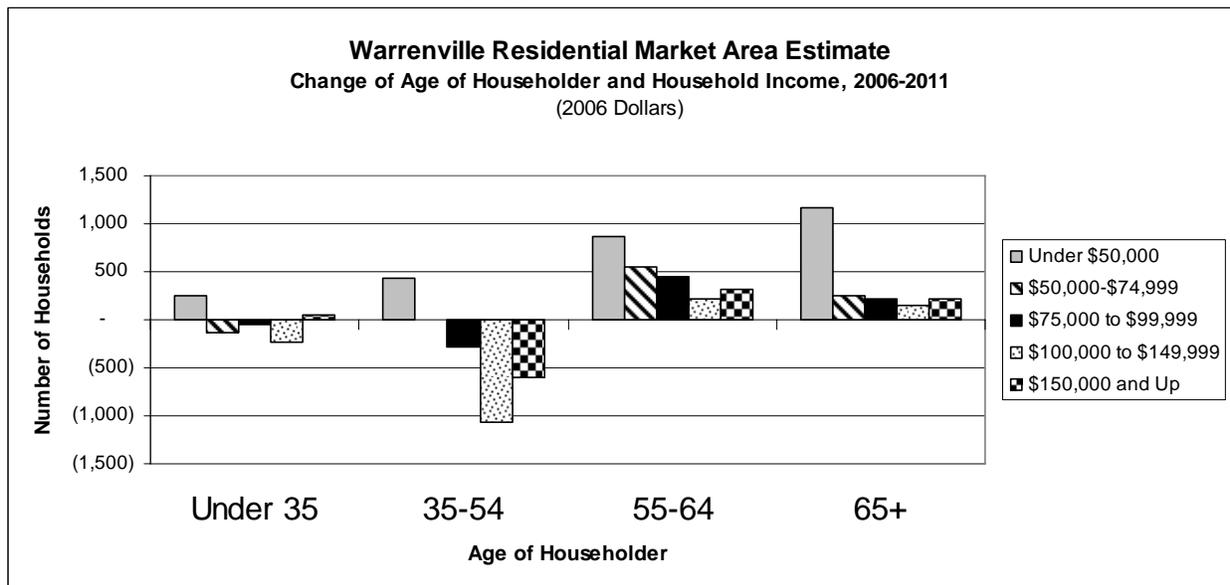
The potential demand for housing in the RMA was estimated by analyzing historical and projected changes in the number of households within certain age and income cohorts. The change in households by age and income from 2000 to 2006 and projected household growth by age and income, for the same time period and for each combination of age and income brackets, is displayed in the following two figures. Income is expressed in constant 2006 dollars. Key observations include the following:

Change in Households in RMA by Age and Income, 2000 – 2006



Source: Claritas, S.B. Friedman & Company

Change in Households in RMA by Age and Income, 2006 – 2011



Source: Claritas, S.B. Friedman & Company

- Residential market area household growth, compounded annually, is projected to remain relatively flat (0.88%) through 2011, after having grown 1.23% between 2000 and 2006. The 35 to 54 age group has historically comprised a majority of householders in the residential market area (51% in 2000), but is projected to decline to 44% of market area householders by 2011. The key age cohorts projected to grow are householders 55 and older—projected to increase from 26% of total households in 2000 to 37% through 2011.

- Through 2011, the fastest growing individual age/income group is projected to be households headed by people over age 65 and earning less than \$50,000, followed by households in the same income bracket but between the ages of 55 and 64. This may suggest a pattern of aging heads of households transitioning from wage/salary income to fixed retirement income such as Social Security and pensions. This pattern may not necessarily indicate that these households have insufficient resources to purchase for-sale housing, since these households may have significant amounts of equity in existing homes. U.S. Census American Housing Survey 2003 data for the Chicago Metropolitan Region indicates that households over the age of 65 had on average 50% as much outstanding mortgage debt (and therefore twice as much equity as a percentage of home value) as all households in the region.
- Households headed by 55 to 64 year olds earning between \$50,000 and \$99,999, a key market segment for multi-family for-sale products, comprise the second largest growth segment between 2006 and 2011. These groups are projected to grow at a compound annual growth rate of 5.2%. In addition, this segment is projected to comprise 36% of total household growth through 2011. Regionally and nationally, these “empty-nester” cohorts have indicated some preference for “downsizing” from larger detached single-family housing to a somewhat smaller, usually attached, housing unit with maintenance handled through common association dues.
- Households headed by individuals younger than 35 years old are projected to decline slightly overall, led by declines in households earning \$50,000 to \$150,000. Growth in this age segment is projected to occur in the less than \$50,000 and more than \$150,000 income brackets.

In general, the projected household trends in the RMA indicate an aging population, with the most growth in empty nester and senior cohorts. This suggests relatively good demographic support for attached for-sale product. The flat population trends in the middle and upper income brackets under age 35 suggest that townhome units, which can sometimes appeal to young professionals, should be designed to accommodate the aging population as well. One such physical characteristic could be units with ground-level entrances to minimize the number of stairs.

The growth in older demographic groups in the less than \$50,000 income bracket suggests it may be appropriate to consider as part of the overall product mix in the Study Area an income-restricted, moderate income senior for-sale development. These projects typically make units available only to households below a certain fixed income and cap the growth in the resale price to keep the units affordable.

MOBILITY/DEMAND ANALYSIS

To estimate the potential future demand for for-sale multi-family housing within the RMA, *SBFCo* analyzed the growth and propensity to move within the income cohorts most likely to be

able to afford new for-sale multi-family housing. The initial pool of “eligible” households in the RMA for a townhome was assumed to be households earning \$75,000 or more, and \$50,000 or more for a condominium.

This analysis arrives at an estimate of overall demand within the RMA for new multi-family for-sale housing by the following sequence of calculations:

- Projected number of households moving each year for five years within the RMA plus projected net new households over five years equals total five-year estimated housing demand
- The portion of the above demand pool that is likely to own rather than rent equals total estimated for-sale housing demand
- The portion of the total estimated for sale housing demand pool that is likely to buy multi-family or single-family attached products equals total estimated multi-family/attached for-sale housing demand
- The portion of the above demand pool that is likely to buy new as opposed to resale housing equals the total demand pool for new multi-family for-sale housing.

To estimate the number of households moving annually to new or resale homes within the RMA, *SBFCo* relied on US Census data regarding the propensity of households to move by age and income.

To determine the homeownership rate in the RMA, the percentage of housing units that are owned versus rented was derived from Census Tenure by Household Income data.

The number of those moving households likely to purchase a condominium or townhome, as opposed to a single-family detached unit, was estimated using historical purchase data from the Multiple Listing Service (MLS) of Northern Illinois for listings within the RMA. MLS resale data was analyzed for the 12-month period ending August 2006 for those units affordable to households earning \$50,000 or greater (for condominiums) and \$75,000 or greater (for townhomes). Analysis shows that approximately 14% of homes purchased annually in this price range in the RMA communities are townhomes. The proportion of those moving households likely to purchase a condominium was estimated to be approximately 9%. These buying ratios can reasonably be assumed to continue to apply to future buyers, and may represent a conservative estimate given the general trend of increasing popularity of multi-family for-sale products.

The tables on the following two pages show the projected total demand for condominiums and townhomes based on this projection methodology.

Based on the projected number of households in each age/income cohort, their propensity to move, and their propensity to buy condominiums and townhomes, it is estimated that approximately 1,380 buyers in the RMA would choose condominiums and approximately 1,290 buyers would choose townhomes, for a total of about 2,670 potential buyers per year.

Warrenville Residential Market Area

Estimated Condominium Demand Based on Household Mobility

Income Eligibility: \$50,000 +

Market Area (MA) Eligible Households [1]								
Age Groups	2006	2011	% Change	5-Year Change	Annual Change	% Moving Annually	2006 Moves	2011 Moves
<25	1,006	1,073	6.66%	67	13	30.7%	309	329
25-34	7,416	7,011	-5.46%	(405)	(81)	17.1%	1,271	1,201
35-44	11,528	9,704	-15.82%	(1,824)	(365)	8.6%	986	830
45-64	20,710	22,138	6.90%	1,428	286	4.2%	877	938
65+	4,443	5,272	18.65%	829	166	2.4%	108	129
TOTALS	45,103	45,197	0.21%	94	19		3,551	3,427
Annual Demand in The MA 2006							3,570	
Estimated Five Year Demand from the MA							17,850	
Homeownership Rate in MA for Households Earning \$50,000							85.7%	
Estimated Homeowners							15,289	
Percent Buying Condominiums in MA							9%	
Estimated Five Year Demand for Condominiums from the MA							1,376	
Less Estimated Five Year Condominium Demand in the Market Area Met by Resale of Existing Housing Units							485	
Estimated Five Year Demand in the Market Area for NEW Condo Units							891	

Source: US Census, Claritas, Multiple Listing Service, and S. B. Friedman & Company

[1] Eligibility is defined as households with incomes of \$50,000+

Warrenville Residential Market Area

Estimated Townhome Demand Based on Household Mobility

Income Eligibility: \$75,000 +

Market Area (MA) Eligible Households [1]								
Age Groups	2006	2011	% Change	5-Year Change	Annual Change	% Moving Annually	2006 Moves	2011 Moves
<25	510	556	9.02%	46	9	26.6%	136	148
25-34	4,409	4,150	-5.87%	(259)	(52)	15.8%	698	657
35-44	8,378	6,777	-19.11%	(1601)	(320)	8.4%	700	566
45-64	16,137	16,785	4.02%	648	130	4.1%	658	684
65+	2,613	3,195	22.28%	582	116	2.3%	61	75
TOTALS	32,047	31,464	-1.82%	(583)	(117)		2,253	2,131
Average Annual Demand in The MA 2006-2011							2,137	
Estimated Five Year Demand from the MA							10,684	
Homeownership Rate in MA for Households Earning \$75,000 +							86.1%	
Estimated Homeowners							9,199	
Percent Buying Townhomes in MA							14%	
Estimated Demand for Townhomes from the MA							1,288	
Less Estimated Five Year Condominium Demand in the Market Area Met by Resale of Existing Housing Units							585	
Estimated Five Year Demand in the Market Area for NEW Condo Units							703	

Source: US Census, Claritas, Multiple Listing Service, and *S. B. Friedman & Company*

[1] Eligibility is defined as households with incomes of \$75,000+

Total demand for condominiums and townhomes will be met through a combination of the resale of existing properties and the sale of newly constructed units. To estimate the amount of resale activity that is likely to occur, MLS data was analyzed for condominium and townhome sales in the RMA between August 2005 and August 2006. This analysis indicates that during the one-year period examined, 97 condominium units were sold in a price range that is affordable to households with an income of more than \$50,000. It also indicates that 117 townhomes were sold in a price range that is affordable to households with incomes more than \$75,000. Multiplying these totals by five approximates five years' worth of resale activity, or 485 condos and 585 townhomes assumed to be resold.

Subtracting these figures from the total demand for condominium and townhome units in the RMA, *SBFCo* estimates that there is demand for approximately 179 new condominiums per year (891 over five years) and 141 new townhomes per year (703 over five years). This represents the approximate projected total demand pool for new attached for-sale housing within the RMA for which residential development in the Study Area might compete.

RECONCILING SUPPLY AND DEMAND

Some portion of the projected five-year demand for new multi-family for-sale products in the Study Area is likely to be met by projects that are either already active or in the planning stages. *SBFCo* identified a number of such projects in the competitive project survey summarized earlier in this chapter. The table below summarizes these components of supply and demand for both the condominium and townhome markets. This analysis examines how many units are unsold in each project and the degree to which each project is likely to compete with potential new development in the Study Area.

Market Area For-Sale Multi-Family Housing Supply and Demand, 2006 - 2011

Estimate of Five-Year:	Condominiums	Townhomes
Total Demand	1,376	1,288
Supply Met via Resale of Existing Units	485	585
Demand for New Units	891	703
Supply Met via Known Stock of New/Planned Units	496	422
5-Year Supply Gap to be Filled by New Projects	395	281

Source: *S.B. Friedman & Company*

Based on this analysis, new and planned developments in the market leave a supply shortfall of approximately 395 and 281 units, respectively, during the next five years. This indicates that the units currently “in the pipeline” within the RMA are not likely to meet the full five-year market demand for new multi-family for-sale housing. New development within the Study Area could be introduced to fill this supply gap, and would also presumably compete directly with currently known active and planning projects for the total demand for new units in the Market Area. In general, the size of the five-year supply gap suggests that the five-year market is not over-saturated with multi-family for-sale product—a relatively favorable condition for new development.

Study Area Capture and Potential Development Program

Overall, market conditions for housing appear favorable in Warrentville and surrounding communities. Demographic trends and market data indicate that substantial demand exists for multi-family units in the Study Area. To arrive at a targeted number of condominium and townhome units that could feasibly be developed in the Study Area during a five-year period, *SBFCo* analyzed the relationship between residential supply and demand under the set of assumptions that follow.

CONDOMINIUM CAPTURE

Currently, there are approximately 496 condominium units planned or in active development in surrounding communities, not including any proposed developments for which data may not yet be available. These units are primarily grouped in three clusters: Naperville, Wheaton, and Winfield.

Viewing Warrentville, as a whole, as a potential fourth competitive cluster in the regional condominium market, and assuming it will compete on equal footing with other clusters, the City could capture roughly 25% of the five-year demand for new units. Given a five-year demand for 890 new units, this equates to roughly 180 units during the next five years (or 36 units annually) for the aggregate Study Area. Assuming that the Study Area may be the primary portion of Warrentville accommodating condominium development, it could be expected to capture 15-25% of the overall RMA demand. This equates to 130 to 220 condo units during a five year period, or about 26 to 44 units per year.

These calculations assume that supply conditions remain somewhat similar to those known today, and that no significant directly competitive projects are introduced in close proximity to the Study Area. Furthermore, capture rates are dependent on the introduction of new products, which must be physically accommodated within the area for which capture is calculated.

TOWNHOME CAPTURE

There are approximately 421 townhome units planned or in active development in surrounding communities. Following the same process as for condominiums, one can view these units as primarily grouped into roughly three competitive clusters:

- Winfield: approximately 200 units in Shelbourne Farms and 30 units in Lee Station
- Wheaton: estimated 50 remaining townhomes in Courthouse Square
- Northern Naperville and Aurora: two projects south of market area, but no planned projects within or near market area boundaries

Viewing Warrentville as the fourth competitive cluster in the regional townhome market, it could capture up to 25% of the five-year demand for new units. This equates to about 175 units over the next five years (or 35 units annually) for the aggregate Study Area. However, based on

SBFCo's understanding of development patterns and active proposals in Warrenville, it appears possible that other portions of Warrenville may also be made available for townhome development, and thus absorb a portion of Warrenville's overall potential capture. *SBFCo* therefore assumed that the Study Area may absorb only a portion of the estimated total for Warrenville. Assuming the Study Area captures 15-20% of the total RMA demand (as opposed to the full 25% allocated Warrenville as a whole), this range translates to 105 to 140 units during a five year period, or 21 to 28 units per year.

SUMMARY CONCLUSIONS

The above analyses define the likely range of market potential for condo products, which appears to be between 130 and 220 units during a five year period, and potentially more beyond that time frame. The same methodology yields a range between 130 and 180 units of townhome absorption potential. A summary of the potential program parameters is outlined in the table below.

Potential Residential Development Program for Study Area

Residential Type	Share of Total Market	No. of Units		Typical SF Range	Typical Price/SF	Typical Price/Unit
		5-Year Total (if sites available)	Annual			
Condominiums	15-25%	130 - 220	26 - 44	900 to 1,600	\$205	\$185,000 - \$330,000
Townhomes	15-20%	105 - 140	21 - 28	1,700 to 2,700	\$175	\$300,000 - \$475,000

Source: *S. B. Friedman & Co.*

Although it lacks Metra service (an amenity present in competing clusters such as Wheaton and Winfield), the Study Area enjoys other potential advantages as a site for multi-family for-sale housing, including:

1. Proximity to I-88 and adjacent employment clusters
2. Amenities such as the Prairie Path and DuPage River
3. Walking proximity to parks and civic/recreational uses such as the Community Building, Library, and Recreation Center

Although statistical and anecdotal evidence suggests ongoing demand for multi-family for-sale units in the Market Area, the absorption rates observed among competitive condominium and townhome projects are only moderate. Based on a typical development industry rule of thumb that residential redevelopment projects should target sellout over a one-year marketing period, the observed average absorption rates suggest optimal project sizes of about 18 units for a townhome project and about 25 units for a condo project—a relatively modest scale. A comparison to the annual capture potential discussed above suggests that one to two projects of this size range for each product type could potentially run concurrently within the Study Area

while achieving typical market absorption rates. However, it would be important for these projects to be differentiated, by unit size, pricing, or configuration, to capture somewhat differing market segments. For example, a mid-rise condo flat project could run concurrently with a mixed-use residential over retail and loft-style units.

Finally, to expand the array of housing types available to meet the needs of the population, the City may want to consider fostering the further study and potential development of an income-restricted for-sale development targeted at moderate-income seniors. This concept would need to be studied in greater depth, but could address the fast-growing cohort of households over the age of 65 with incomes of less than \$50,000 per year.

3. Retail Market Assessment

S. B. Friedman & Company (SBFCo) conducted a market study to arrive at an understanding of the specific types of uses that might be most appropriate for the downtown Warrenville market, comprised of the following components:

- Analysis of demographic trends in a defined Retail Market Area most likely to generate day-to-day visitors to retail in the Study Area
- Inventory of competitive retail destinations in Warrenville and surrounding communities
- Inventory of commercial, residential, and other uses in the Study Area
- Analysis of the Study Area's business mix, as compared to other suburban downtowns and neighborhood- and community-level shopping destinations
- Evaluation of uses that generate significant levels of activity in the Study Area

Based on the above analyses, *SBFCo* constructed a hypothetical retail program for the Study Area in an effort to define the character and scale of the proposed district that could be developed in conjunction with a revitalized downtown.

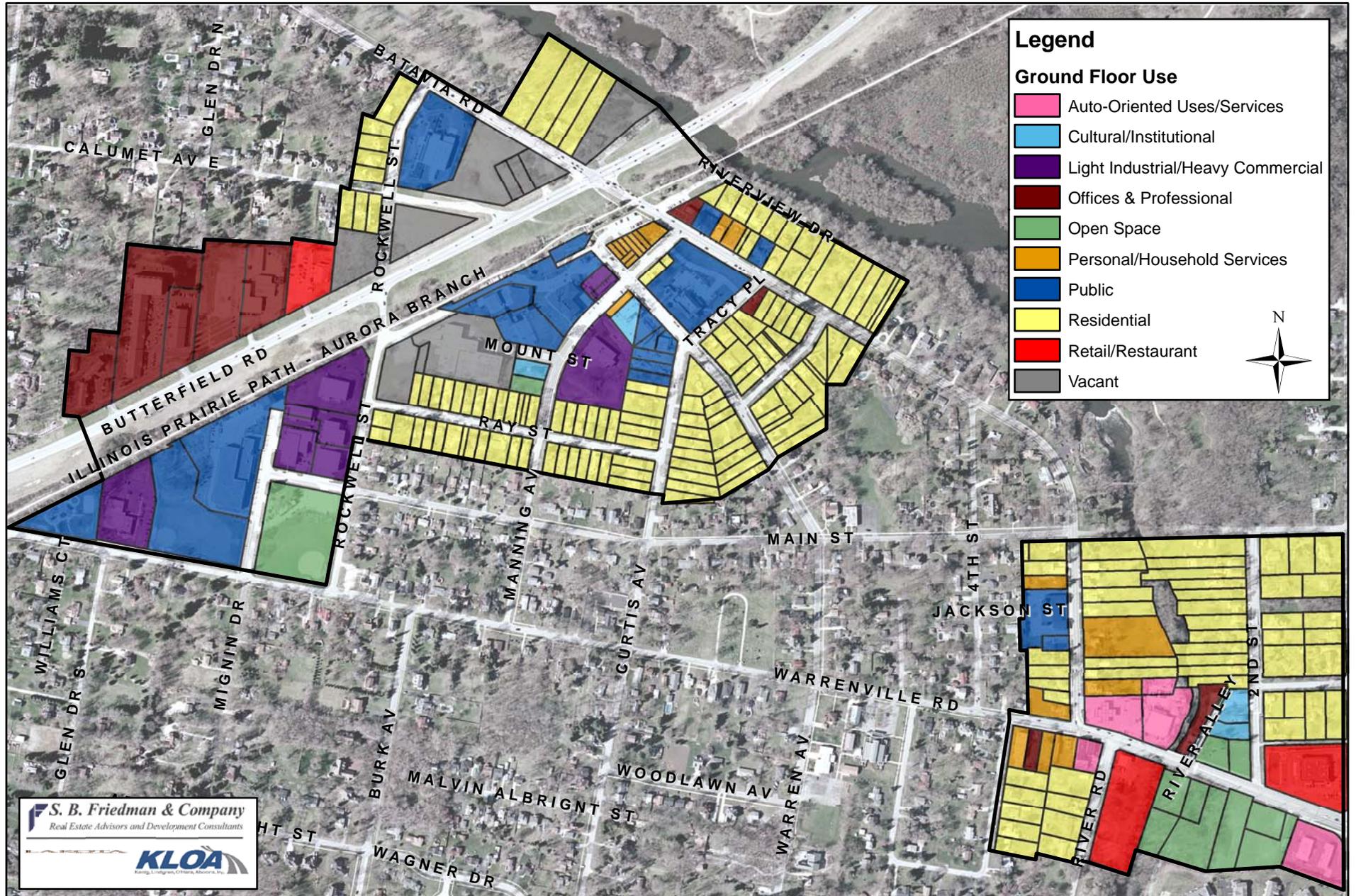
Existing Business District Character

SBFCo examined the character and existing mix of uses within the Old Town and Civic Center districts within the Study Area. The map on the following page shows the layout and categorization of ground floor building uses within these areas. Old Town and Civic Center currently function as two smaller nodes within the Study Area. The Old Town business district, centered along Warrenville Road, is diffuse and neighborhood-oriented in character, with a mix of auto-oriented commercial uses along Winfield Road and a group of older, independent businesses close to the intersection of Warrenville, River, and Batavia roads. Existing Old Town businesses include Al's Pizza/Town Tap, multiple auto service uses, and a small antique shop.

Civic Center is localized near the intersection of Butterfield and Batavia roads, and primarily contains a mix of service and professional uses. Currently, it does not appear to function as a unified business district within which customers can attend to multiple errands or move from activity to activity. As described in Chapter 1, Civic Center also contains a strong cluster of public uses that offer potential to serve as traffic generators for additional businesses.

Based on initial reconnaissance, existing land uses, existing zoning, and community input, it appears that the potential future footprint of retail uses within either Old Town or Civic Center is relatively small. Low-density residential uses and natural and man-made edges surround both districts, effectively limiting the area within which new retail could develop.

City of Warrentville: Old Town and Civic Center Subarea Plan Ground Floor Uses



The strongest retail potential appears to be localized near the intersection of Butterfield and Batavia. Total traffic volumes appear to be more than 26,000 vehicles per day with 16,000 vehicles daily on Butterfield and 10,200 on Batavia. Additionally, the proximity to civic anchors and the Prairie Path creates potential synergy in this area. The frontages along Batavia Road leading south from Butterfield to Tracy Place, as well as the area immediately surrounding the intersection of Stafford and Warren, offer good visibility from Butterfield Road, but are still located within Civic Center core. Sites on the north/west side of Butterfield Road in this area may also offer potential, but may be more difficult to link to a main street-style, mixed-use retail district in the Civic Center.

Secondarily, the area surrounding the Warrenton, Batavia, and River Road intersection appears to have some physical potential for additional commercial development. However, this potential appears somewhat limited by:

- The offset configuration of River and Batavia roads and the resulting access difficulties to sites immediately surrounding the intersection
- The close proximity of low-density residential uses to the south, north, and west
- Floodplain areas surrounding the DuPage River
- Lower daily traffic volumes (about 13,000 to 15,000 vehicles per day) than at Batavia and Butterfield

Demographic Overview

The Retail Market Area (RMA) is shown in the Retail Market Area and Competitive Projects figure within the following pages. Generally, the RMA extends from Roosevelt and Manchester Road on the north to I-88 on the south (including Cantera Commons south of I-88), and is bounded approximately by Eola Road and Fermilab on the west and the western boundary of the City of Wheaton and Herrick Road on the east. This boundary generally reflects the area from which the bulk of retail expenditure in the Study Area would likely be drawn. It appears that this area is fairly limited in geographic extent for several reasons:

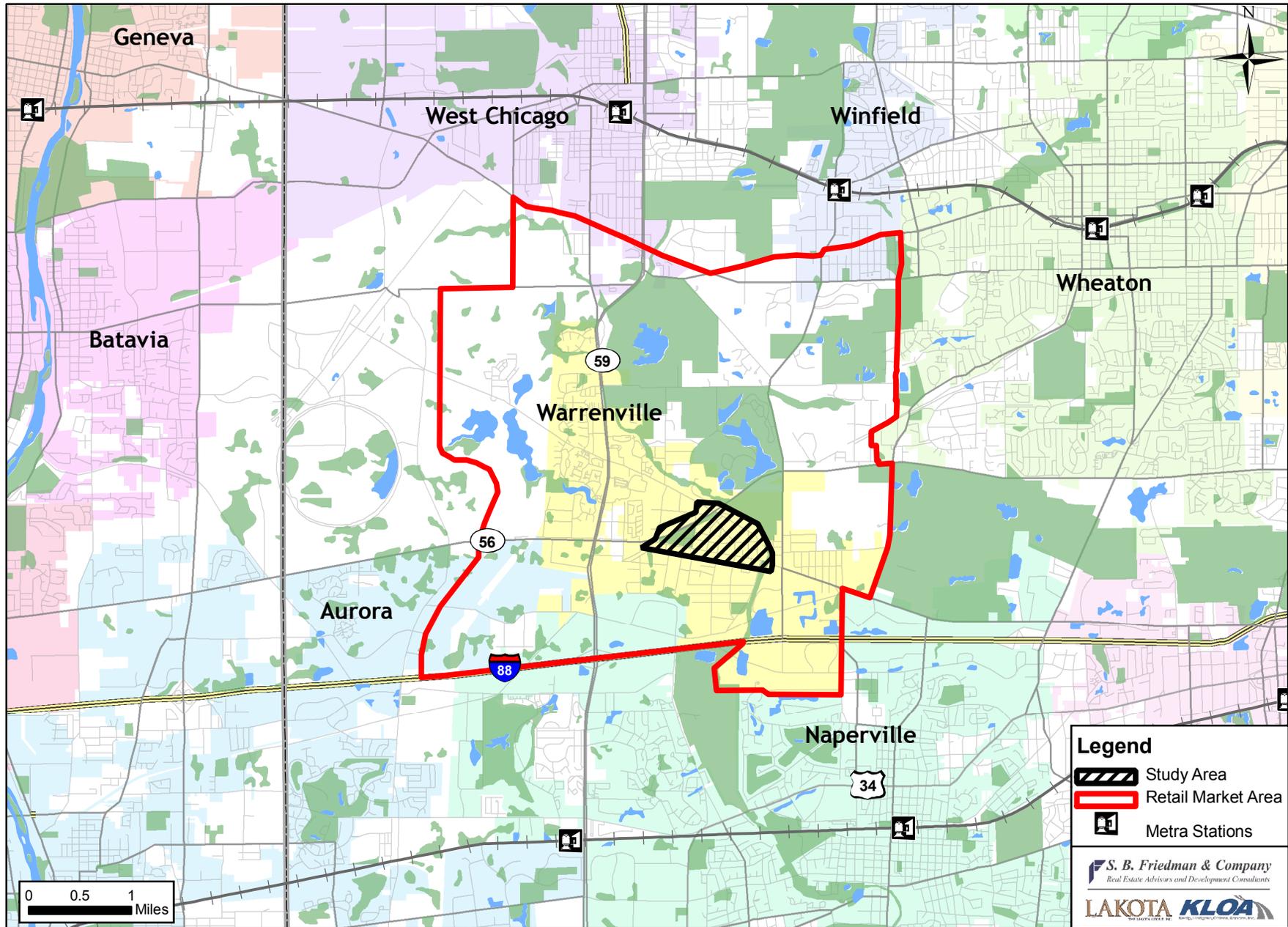
- The presence of Fermilab to the west and extensive Forest Preserve land to the east and northeast limits the number of households within easy travel distance of the Study Area. This factor is often considered by retailers, particularly larger-scale national tenants who require certain numbers of “rooftops” within one-, three-, or five-mile radii.
- Interstate 88 appears to create a psychological and logistical barrier for potential patrons of the Study Area from the south.
- Extensive competition exists for day-to-day and larger-ticket shopping, particularly in Wheaton to the east (Danada area) and the Fox Valley Mall area to the south. Also, the established downtown districts of Wheaton and Glen Ellyn to the northeast create competition for specialty shopping, restaurants, and other main street-style shopping.

The Team obtained demographic data for the RMA from the U.S. Census. The team also obtained estimates and projections of demographic trends from Claritas, a nationally recognized demographic data provider. A demographic profile of the RMA is shown in Retail Market Area

Demographic Data within the following pages (the City of Warrenville alone is also included for reference) and discussed below.

- **Population.** From 2000 to 2006, the population of the RMA grew at a modest compound annual rate of 0.75% per year, from 19,731 in 2000 to 21,393 in the year 2006 (Claritas estimate). From 2006 to 2011 growth is projected to slow in the RMA to a 0.60% annual rate. In comparison, between 2000 and 2006, population in Warrenville grew from 13,363 to 13,664 at a compound annual rate of 0.37%, a rate approximately one half of the RMA's rate. The population growth rate is projected to remain steady for the 2006 to 2011 period at 0.33% annually. It is possible that this projected growth rate in Warrenville is based in part on limited land availability and historical rates of annexation and infill development.
- **Households.** The RMA gained about 347 households between 2000 and 2006 (an increase of about 0.81% a year). Through 2011, households are projected to increase 0.63% annually. Between 2000 and 2006, the City of Warrenville gained approximately 150 households, an increase of about 0.50% per year, and is projected to increase 0.42% annually through 2011. The household growth rate in the RMA and Warrenville exceeded the population growth rate, indicating a decrease in the average household size during this time period.
- **Median Household Income.** Median household income in the RMA in 2006 is about \$71,400, an increase of about 1.15% per year since 2000. Median household incomes in Warrenville increased at a similar rate of 1.09% per year between 2000 and 2006 to \$69,331. Median household income in both the RMA and Warrenville is projected to grow at an annual rate of 0.87% through 2011 to \$75,214 and \$73,031, respectively.
- **Education and Occupation.** According to Claritas data, in the RMA, about 39% of the population over 25 has a bachelor's degree or higher, compared to 40% in the City of Warrenville. The industry groups which employ the largest portion of RMA residents appear to be manufacturing, followed closely by those classified as professional/scientific/technical/administrative, healthcare/social assistance, and retail trade. These same industry groups are also the most prominent in the City of Warrenville.

City of Warrenville: Old Town/Civic Center Subarea Plan Retail Market Area



Retail Market Area Demographic Data

	Old Town/Civic Center Retail Market Area		City of Warrenville	
Population				
2000 Total	19,731		13,363	
2006 Total	20,640		13,664	
2011 Total	21,393		13,936	
% Change 2000 to 2006	4.61%		2.25%	
% Change 2006 to 2011	3.65%		1.99%	
Compound Annual Growth Rate 2000-2006	0.75%		0.37%	
Compound Annual Growth Rate 2006-2011	0.60%		0.33%	
Households				
2000 Total	6,990		4,931	
2006 Total	7,337		5,081	
2011 Total	7,618		5,209	
% Change 2000 to 2006	5.0%		3.0%	
% Change 2006 to 2011	3.8%		2.5%	
Compound Annual Growth Rate 2000-2006	0.81%		0.50%	
Compound Annual Growth Rate 2006-2011	0.63%		0.42%	
Median HH Income				
2000	\$ 66,671		\$64,949	
2006	\$ 71,393		\$69,331	
2011	\$ 75,214		\$73,031	
% Change 2000 to 2006 (Constant 2006 Dollars)	7.08%		6.75%	
% Change 2006 to 2011	5.35%		5.34%	
Compound Annual Growth Rate 2000-2006	1.15%		1.09%	
Compound Annual Growth Rate 2006-2011	0.87%		0.87%	
Education Attainment for Population 25+ Years				
Less than 9th grade:	788	5.9%	216	2.4%
9th to 12th Grade, No Diploma	694	5.2%	410	4.6%
High School Grad (inc Equivalency)	2,686	20.3%	1,845	20.9%
Some College (No degree)	3,117	23.5%	2,265	25.7%
Associate Degree	788	5.9%	561	6.4%
Bachelor Degree	3,589	27.1%	2,524	28.6%
Master's Degree	1,088	8.2%	706	8.0%
Professional School Degree	253	1.9%	164	1.9%
Doctorate Degree	247	1.9%	134	1.5%
Total:	13,250	100.0%	8,825	100.0%

Source: Claritas and S.B. Friedman & Company

Retail Market Area Employment by Industry

Industry	Old Town/Civic Center Retail Market Area		City of Warrentville	
	Count	Percentage	Count	Percentage
Agr/Forest/Fish	36	0.3%	15	0.2%
Mining	9	0.1%	9	0.1%
Construction	1,030	8.6%	719	8.8%
Total Manufacturing	1,704	14.3%	1,189	14.5%
Wholesale Trade	565	4.7%	333	4.1%
Retail Trade	1,159	9.7%	770	9.4%
Transport/Warehouse	412	3.4%	245	3.0%
Utilities	69	0.6%	54	0.7%
Information	516	4.3%	417	5.1%
Finance/Insurance	734	6.1%	580	7.1%
Real Estate	252	2.1%	149	1.8%
Prof/Sci/Tech/Admin	1,299	10.9%	925	11.3%
Mgmt of Companies	1	0.0%	1	0.0%
Admin/Spprt/Waste Mgmt	586	4.9%	347	4.2%
Educational Svcs	694	5.8%	480	5.8%
Health Care/Soc Asst	1,204	10.1%	882	10.7%
Entertainment/Rec Svcs	137	1.1%	86	1.0%
Accommdtn/Food Svcs	632	5.3%	354	4.3%
Oth Svcs, Not Pub Admin	577	4.8%	357	4.4%
Public Administration	327	2.7%	294	3.6%
Total:	11,943	100.0%	8,206	100.0%

Source: Claritas and *S.B. Friedman & Company*

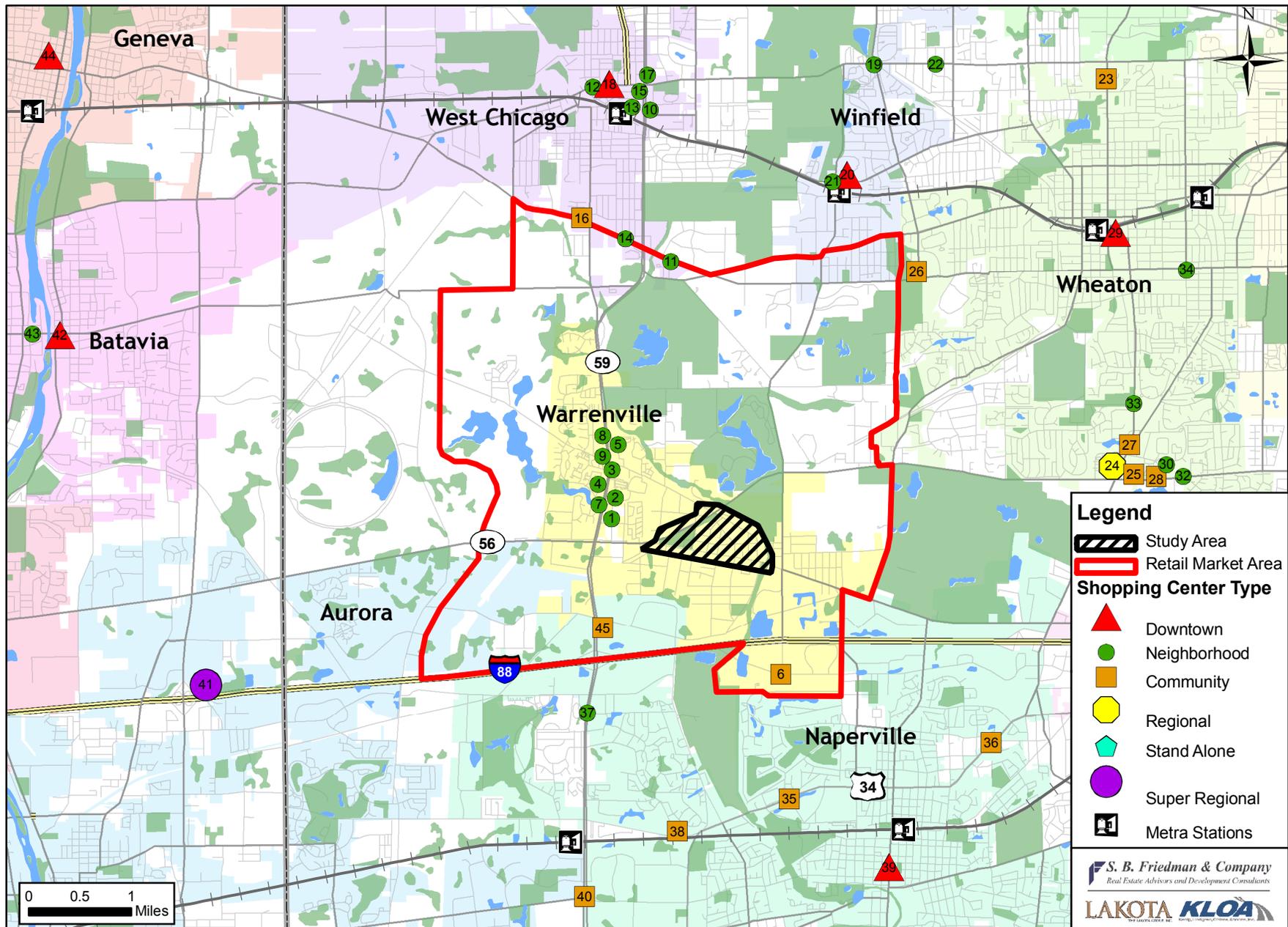
Competitive Retail Inventory

SBFCo inventoried competitive retail clusters within, and within close proximity to, the defined Retail Market Area. This inventory includes the town centers of surrounding communities. This inventory is summarized in the Competitive Retail Inventory tables and map on the following pages. Key attributes of the competitive retail environment are summarized below.

NEIGHBORHOOD LEVEL SHOPPING

Neighborhood-level retail and convenience shopping clusters are those where customers purchase everyday goods (e.g., grocery and pharmacy items) and take care of basic service needs (e.g., dry cleaning and personal care services). This type of retail competes largely on location and accessibility, as customers tend to patronize those businesses located the shortest distance from their homes or places of business. Thus, any new neighborhood and convenience retail located in the Study Area would compete directly with other nearby locations offering a similar mix of businesses.

City of Warrenville: Old Town/Civic Center Subarea Plan Retail Market Area and Competitive Projects



**City of Warrenville: Old Town/Civic Center Subarea Plan
Competitive Shopping Center Inventory**

Map ID	Community	Shopping Center Name	Type	Total GLA	Total Vacant	Occupancy Rate [1]	Year Opened	Taxes & CAM	Low Lease Rate	High Lease Rate	Rent Structure	Average Lease Rate	Major Tenants (Anchors)
1	Warrenville	Ferry Creek Center	N	27,000		100%							
2	Warrenville	Ferry Creek Place	N	16,227	2,500	85%	1989	\$ 5.78	\$ 9.22	\$ 10.22	Gross	\$ 9.72	Hometown Pantry Convenience Store
3	Warrenville	Warrenville Court	N										Carpet Distributor
4	Warrenville	Warrenville Plaza	N		0								White Hen, Edward Jones
5	Warrenville	Warrenville Commons	N										Family Foods, Ace Hardware
6	Warrenville	Cantera Commons	C	218,533	1,634	99%	2004	\$ 7.85	\$ 27.00	\$ 43.00	NNN	\$ 35.00	Super Target, AMC 30, Starbucks
7	Warrenville	Meadow Glen	N	16,800	0	100%	N/A	\$ 5.00	\$ 14.00	\$ 15.00	NNN	\$ 14.50	Dairy Queen; Sports Bar
8	Warrenville	Unnamed Shopping Center (tobacco)	N	5,488	0	100%			\$ 10.00	\$ 15.00	NNN	\$ 12.50	Tobacco, Cleaners, Taco Shop
9	Warrenville	Sutton Square	N	33,745	8,077	76%	1990	\$ 7.07	\$ 12.00	\$ 21.50	NNN	\$ 16.75	Sports Bar (6,600 sq ft)
10	West Chicago	Neltnor Center	N	27,000		100%	1979		n/a			n/a	
11	West Chicago	Lorlyn Plaza	N	30,640	1,654	95%	1972	\$ 3.50	\$ 11.95	\$ 11.95	NNN	\$ 11.95	Dollar General, Cortez Bakeries, Pal Joey's
12	West Chicago	Franciscan Plaza	N	n/a		55%	n/a		\$ 12.00	\$ 25.00		\$ 18.50	
13	West Chicago	Gateway Centre	N	9,620		85%	2002	\$ 4.25	\$ 18.50	\$ 19.50	NNN	\$ 19.00	
14	West Chicago	440 E Roosevelt Road	N	13,740	7,470	46%	2005		\$ 18.00	\$ 18.00		\$ 18.00	Pal Joey's Pizza
15	West Chicago	Depot Shoppes	N	4,832	4,832	new	2006	\$ 5.00	\$ 23.00	\$ 23.00	NNN	\$ 23.00	
16	West Chicago	Jewel (w/ tenants)	C	n/a		100%	n/a					n/a	Jewel
17	West Chicago	Walgreen's Anchored Shopping Center	N	42,689		100%							Walgreens
18	West Chicago	Downtown West Chicago	DT										
19	Winfield	Winfield Pointe	N	20,270									Daycare,
20	Winfield	Downtown Winfield	DT										
21	Winfield	Winfield Town Center	N	12,000	1,700	86%	2003	\$ 5.00	\$ 20.00	\$ 20.00	NNN	\$ 20.00	Caliando's Restaurant, ATI Therapy, Heidi's Deli
22	Winfield	Winfield Commons	N	10,500	10,251	98%	2006		\$ 22.00	\$ 22.00	NNN	\$ 22.00	
23	Wheaton	Main Street Plaza	C	118,898									
24	Wheaton	Danada Square West	R	316,821		93%	1987		\$ 17.00	\$ 25.00		\$ 21.00	
25	Wheaton	Danada Square East	C	202,355									
26	Wheaton	Target & Kohl's (38 and County Farm Rd)	C	270,000	0								Target, Kohl's, Cub Foods
27	Wheaton	Town Square Wheaton	C	164,290		93%	1992		\$ 35.00	\$ 45.00		\$ 40.00	
28	Wheaton	Rice Lake Square	C	249,377		99%	1989						
29	Wheaton	Downtown Wheaton	DT										
30	Wheaton	Wheaton Retail Center	N	29,400		74%	2001						Oberweis, Chipotle
31	Wheaton	Convenient Shopping Center	N	9,450			1966						
32	Wheaton	First National Plaza	N	78,000		100%	1971						
33	Wheaton	Hawthorne Center	N	62,000			1959						
34	Wheaton	Wheaton Shopping Center	N	24,000		100%							
35	Naperville	Cress Creek Square	C	145,399		100%	1986		\$ 15.00	\$ 18.00		\$ 16.50	
36	Naperville	Iroquois Center	C	140,981		72%	1983						
37	Naperville	Pebblewood Plaza	N	65,000	18,428	72%	1988		\$ 14.00	\$ 14.00	NNN	\$ 14.00	Great American Bagel, Subway, Danny's Pub
38	Naperville	Riverbrook Shopping Center	C	125,851			1996						
39	Naperville	Downtown Naperville	DT										
40	Aurora	Meridian Retail Center	C	159,000									
41	North Aurora	Unnamed Shopping Center		n/a		new	n/a					n/a	Ann Taylor Factory Store, Nike, Liz Claibourne, Polo
42	North Aurora	Chicago Premium Outlets	R	440,000		100%	n/a					n/a	Ralph Lauren, Red Star Tavern, Mikasa
43	Batavia	Downtown Batavia	DT										
44	Geneva	Downtown Geneva	DT										
45	Naperville	Calamos Town Centre	C	160,000									Planned Development

Source: LoopNet; ULI Shopping Center Directory; Individual Centers; S.B. Friedman & Company

The Team's business inventory identified a number of neighborhood-level shopping centers and convenience retail clusters primarily clustered along Route 59 between Batavia Road and Route 56, directly west of the Study Area. Retail development in the vicinity of the Study Area is limited by the Forest Preserve to the east and north, and Fermilab directly west of Route 59. Virtually no retail exists in these areas. Customers are unlikely to cross these significant physical barriers to visit a neighborhood-level shopping center, suggesting that neighborhood and convenience retail located in the Study Area would be competing primarily with those types of centers located along Route 59.

In terms of basic shopping needs, the nearest full-service grocery store is the Family Foods in the Warrenville Commons shopping center on the northeast corner of Route 59 and Butterfield, about 1.25 miles northwest of the Study Area, and a Jewel store approximately three miles north in West Chicago. The nearest drug store is the Walgreens at the northwest corner of Winfield and Warrenville Road, just east of the Study Area. An additional Walgreens is planned at the southeast intersection of Batavia and Route 59. A number of convenience stores, fast-food restaurants, local bank branches, and miscellaneous store types are located among the neighborhood clusters to the west of the Study Area on Route 59. Residents of the north side of Warrenville are within a mile of a cluster of neighborhood-level shopping in West Chicago.

DESTINATION SHOPPING

Shopping centers that provide a broader variety of store types or specialized goods tend to draw customers from a wider geographic area than neighborhood-serving retail. In addition to some of the stores found at neighborhood retail centers, community, regional, and super regional shopping centers may include stores that offer apparel, home furnishings, general merchandise, and a broader range of services and specialty items. The following is a summary of competitive clusters impacting the retail market area:

- **Super-Regional Shopping Centers.** Two super-regional shopping centers are likely to be patronized by customers also patronizing the Study Area: Charlestowne Mall to the north and Fox Valley Mall to the southwest. Each of these shopping centers is comprised of several department stores and a diverse mix of smaller retail tenants, including some that may not be found elsewhere in the region.
- **Warrenville.** Directly south of the Study Area is Cantera Commons, a 219,000-square-foot community shopping center anchored by Super Target, Lifetime Fitness, and AMC 30. Cantera Commons also features a number of national chain restaurants including Chipotle, Red Robin, Max & Erma's, Starbucks, and California Pizza Kitchen.
- **Wheaton.** Four miles directly east of the Study Area at the intersection of Roosevelt and Naperville roads is a cluster of four community shopping centers comprising nearly one million square feet of retail, collectively equating to the typical size of a regional shopping center: Danada Square East, Danada Square West, Rice Lake Square, and Town Square Wheaton. Tenants in this cluster include Old Navy, TJ Maxx, Jewel, Dominick's, Pet Smart, Borders, Whole Foods, Barnes and Noble, Linens 'n Things, and Pier 1 Imports.

- **Winfield:** A “big-box” retail center serving the broader retail market area lies within approximately three miles of the Study Area along Roosevelt Road at Country Farm Road. Tenants include Target, Kohl’s, and Cub Foods.
- **Aurora:** Approximately four miles to the south in the Fox Valley Mall cluster are a number of shopping centers which include Target, Marshalls, Burlington Coat Factory, Wal-Mart, Meijer, Dominick’s, and Cubs Food.
- **Naperville:** Just beyond the Warrenville city limits (1.5 miles southwest of the Study Area) at Ferry Road and Route 59 in Naperville is the proposed Calamos Town Centre. Calamos Real Estate LLC is planning to develop a 979,500-square-foot mixed use retail/restaurant, office, hotel, and performing arts venue on nearly 19 acres. Retail and restaurant uses comprise 137,500 of the plan. The road network and building arrangement as proposed is designed in a “main street” fashion. The development includes office use with first-floor retail, a hotel, and a performing arts center. Preliminary plans do not include residential development. The site plan also includes pedestrian walkways and plazas. If developed, this project may create additional competition for potential restaurant and amenity-driven retail in the Study Area.
- **Established Downtown Retail Districts.** In addition to conventional shopping centers, nearby suburban downtowns may also attract retail consumers for which Downtown Warrenville would compete if it grew as a destination shopping district. Among town center competition, the locations that are most competitive with the Warrenville Study Area include Wheaton, Winfield, and West Chicago. These town centers are all within approximately four miles of the Study Area. The retail mix of businesses includes full-service and fast-food dining, cafés, men’s and women’s apparel, salon and spa services, banking, dry cleaning, and assorted specialty retail.

RENT AND OCCUPANCY TRENDS

SBFCo identified 45 competing retail developments/clusters in and around the Study Area, relying on a combination of field observation and published data sources to obtain information on rents, tenants, vacancy rates, and gross leasable areas. In some cases, information was not available. Occupancy levels ranged from 46 to 100 percent, and the average occupancy rate of the surveyed centers was 89 percent. In the competitive shopping centers for which there were data, rent levels depend on location and type of shopping center.

The largest of centers with national retail representation serving the Study Area achieved rents ranging from \$26 to \$38 per square foot. Town Square Wheaton, a lifestyle center with upscale national retail tenants, reported rents in the range of \$34 to \$45 per square foot. Cantera Commons in Warrenville, primarily comprised of national restaurant chains and smaller national inline retailers, reported rents in the range of \$27 to \$43 per square foot. Within Warrenville, in neighborhood shopping centers just west of the Study Area on Route 59, net rents averaged approximately \$11.50 to \$15.50 per square foot. However, these centers are generally older and smaller than the higher-rent centers surveyed.

Two new downtown-oriented mixed-use developments in Winfield and West Chicago exhibit design characteristics, uses, and rental structures which are perhaps indicative of the type of retail development achievable in a mixed-use format in the Study Area.

- **Winfield Town Center.** Winfield Town Center, located in downtown Winfield, is a two-story brick building which wraps around the southwest corner of Winfield and High Lake Road. It is pedestrian-oriented with little setback from the sidewalk, large windows with awnings, and parking provided at rear of the building. Recently completed, the building features a total of 24,000 square feet of space split between two floors. Street level space is leased to retail and restaurant uses, while the second floor is office use. More than 10,000 square feet of the first floor retail space has been leased (86 percent occupancy rate) by three users: Caliendo's (formerly Winfield House Restaurant), ATI Physical Therapy, and Heidi's Deli. A single 1,700-square-foot retail space remains vacant. Triple net rents are in the range of \$20 per square foot, with taxes and common area maintenance approximately \$5.00 per square foot. Based on interviews with the local real estate brokers, the second floor is leased by Central DuPage Hospital, which recently announced it will not be occupying the space in the near term.
- **Gateway Center.** Located in West Chicago, Gateway Center is a mixed-use development featuring a total of 9,600 square feet of retail on the first floor, topped with 15 residential units. The development is located just west of the Route 59 and Main Street intersection adjacent to the West Chicago Metra Station. Parking for the retail uses is located in the front of the building, with the building set back approximately 85 feet from the street. Tenants include typical neighborhood-serving retailers and service providers including a hair salon, bakery, dentist, pizza, and a credit union. Based on a recent field visit and follow up conversation with the leasing agent, two spaces totaling 1,400 square feet are available for a vacancy rate of approximately 15 percent. Reported rents range from \$18.50 to \$19.50 per square foot, triple net, and \$4.25 per square foot for taxes and common area maintenance.

Based on this information, it appears that newly-developed retail space in the Study Area may achieve an average of about \$20 per square foot on a net basis (2006 dollars), with the potential for key high-traffic, high-visibility locations to command a slightly higher rate.

Retail Mix Analysis and Potential Study Area Retail Program

To identify retail categories that may be well suited to occupy newly developed retail space in the Study Area, *SBFCo* studied the presence/absence of retail store types in the Study Area versus lists of the most common tenants and anchors found in neighborhood- and community-level shopping centers found in Urban Land Institute's *Dollars and Cents of Shopping Centers*. Additionally, *SBFCo* conducted site visits to nearby community downtowns, including Glen Ellyn, Wheaton, Winfield, and West Chicago. The Firm noted the existing retail mix for reference purposes. Finally, *SBFCo* compared demographic, location, and traffic requirements of certain categories of retailers found in Retail LeaseTrac, an online subscription database of retailers, against prevailing conditions in the Study Area.

This analysis highlights some specific uses that are not present in the Study Area, but are found in other neighborhood- and community-level shopping centers and potentially analogous downtown areas. Some of the common uses currently absent from the Study Area include a coffee shop/café, ice cream/candy shop, bakery, photography studio, antiques, bike shop/outfitter, gallery, and florist. The complete analysis of nearby downtown businesses is included in Appendix B.

Based on these analyses, *SBFCo* assembled a hypothetical retail development program of uses that may hold potential for the areas most appropriate for retail in the Old Town/Civic Center Study Area. These uses and typical/approximate square footages are summarized in the Potential Retail Development Program table below.

Potential Retail Development Program

Category/Store Type	Sq. Ft. Range		Notes
	Low	High	
<u>Bars & Restaurants</u>			
Bar and Grill	3,300	- 5,200	Wine Bar, Brew Pub
Coffee/Café/Bakery	1,200	- 2,200	Examples: Caribou, Coffee Beanery
Delicatessen	1,400	- 1,600	
Dine-In Restaurant	3,300	- 6,500	Take advantage of potential riverfront location; most likely an independent
Ice Cream/Candy	800	- 1,900	e.g. Ben & Jerry's or Independent
<u>Personal/Household Services</u>			
Caterers	1,800	- 3,000	Traditional catering or alternative such as preparation on premises by customer
Hair Salon / Barber	1,000	- 2,500	national or independent
Optician/Hearing	1,200	- 2,500	
Photography Studio	1,700	- 1,700	
Picture Framing	1,300	- 1,800	Great Frame Up, local establishment
<u>Retail</u>			
Antiques	1,500	- 1,800	
Art Gallery/Prints	1,000	- 3,000	
Beauty Supplies	1,200	- 1,800	e.g. Sally Beauty
Bike Shop/Athletic/Outfitter	2,600	- 3,500	Potentially operated as seasonal concession
Cards/Gifts/Stationery	1,700	- 2,700	e.g. Hallmark
Cellular Phones/Pagers	1,500	- 2,500	
Coop Gallery / Art Center	3,000	- 4,000	Similar to Lill Street Art Center in Chicago
Crafts	1,600	- 3,300	
Decorative Home Accessories, Design	2,600	- 5,800	
Florist	800	- 2,700	
Total New	34,500	- 60,000	

Source: ULI Dollars & Cents, Retail Lease Trac, *S. B. Friedman & Company*

This analysis indicates a total square footage range for the listed uses of between 34,500 and 60,000 square feet, giving some sense of the potential footprint of the ultimate business district(s) within the Study Area. These square footages would presumably be supplemented by existing business uses within the Study Area, as well as complementary professional office and business service uses. Certain uses within this list may be able to function on a relatively independent basis in some locations, particularly close to the relatively high-traffic Butterfield and Batavia intersection. However, the overall potential to develop a healthy mix of retail uses conducive to a vibrant, multi-function business district is dependent upon such factors as:

- The availability/creation of appropriate retail sites and rental space with good visibility, accessibility, and parking.
- Enhancement of the physical environment in the retail nodes within the Study Area. Amenities such as parks, plazas, streetscape, river access, and special events help to create a pleasant setting that may attract frequent visits and allow customers to linger and “multi-task.”
- Independent entrepreneurial interest, particularly for uses such as restaurants and a bike shop/athletic/outfitter.

Overall, potential appears to exist for some additional retail space within the Study Area, particularly in the Civic Center area. However, based on the rent and occupancy analysis above, the economics of new retail space in this location appear somewhat marginal for redevelopment, which tends to be more costly and risk-prone than greenfield development. Mixed-use development, with the added value of upper-floor residential, may be more financially viable. Alternatively, the City may need to consider assisting one or more key catalytic retail projects with site assembly, demolition, and site preparation. These financial feasibility issues will be addressed further in the Economic Prototypes Analysis, to be performed later in the planning process.

4. Transportation Conditions and Opportunities

KLOA, Inc. collected and analyzed detailed data regarding existing transportation conditions within the Study Area. Key findings of the analysis are summarized in this chapter, as are key opportunities for improvement of the look, feel, and functionality of the Old Town/Civic Center transportation system.

Traffic

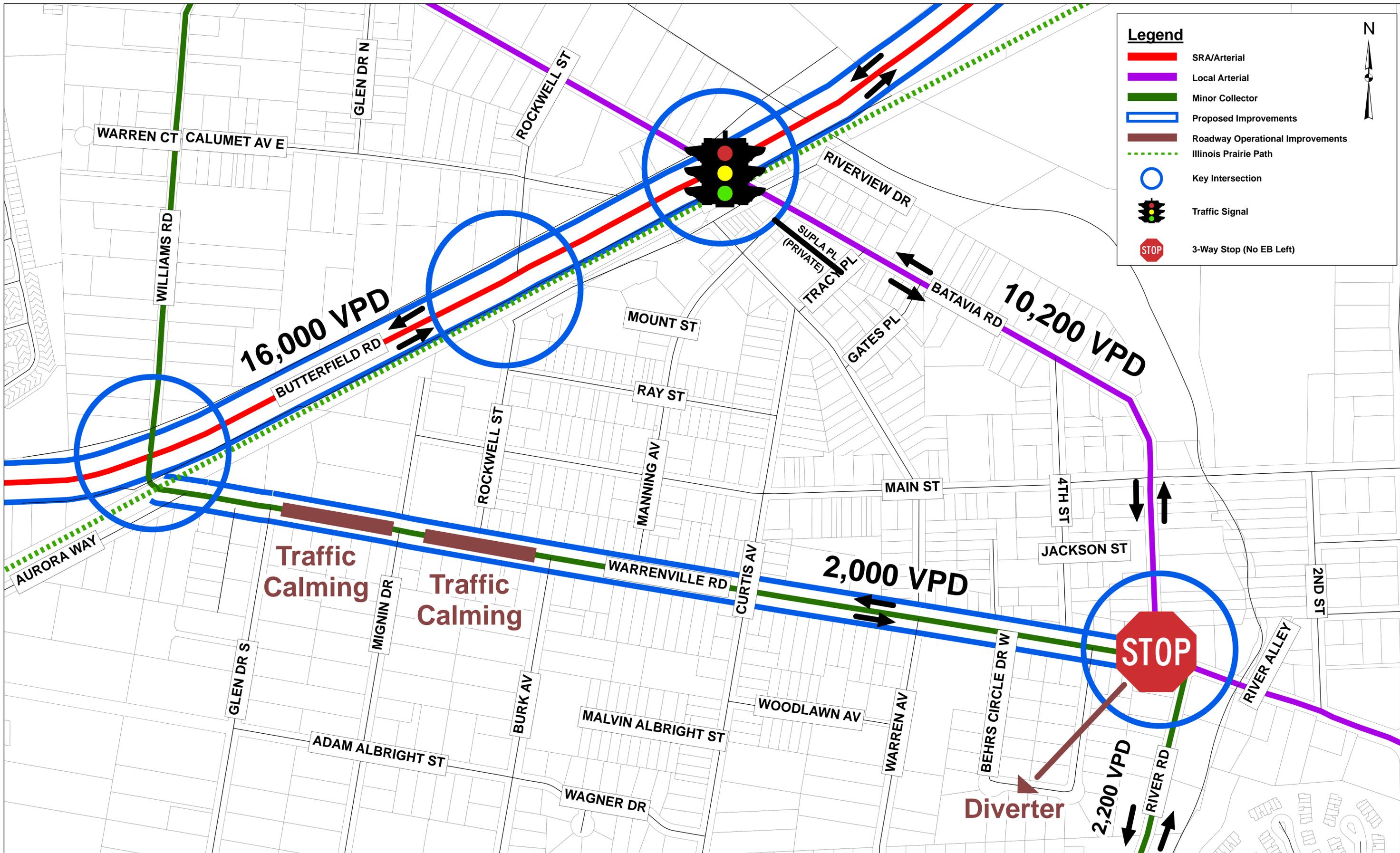
The Study Area is generally defined by the triangle formed by three main roads: Butterfield, Batavia, and Warrenville roads. From a regional perspective, it is situated amongst a complex of interstate and arterial roadways that connect the rapidly growing cities and villages of western DuPage and Kane counties with key employment areas within the I-88 Naperville-Lisle corridor. This dynamic is anticipated to cause a general increase in through traffic in the future. Because of this growth in traffic and future travel patterns, local jurisdictions have planned substantial improvements to the nearby roadway systems such as Butterfield Road. These changes will affect the City and its quality of life.

Additionally, the finer-grained network of local streets within the Study Area may require reconfiguration to properly serve proposed improvements within the Old Town/Civic Center Subarea. Furthermore, the configuration of future roads can assist the Study Area in capturing the potential customer and visitor base created by traffic while protecting the neighborhoods surrounding Old Town/Civic Center from cut-through movements and increased volumes of cars.

EXISTING NETWORK

The Old Town/Civic Center area is currently served by a good network of arterial, collector, and residential streets. A general description of the roadways is included below and shown in the Existing Traffic Conditions map on the following page. Appendix C includes a full schematic diagram showing existing network characteristics.

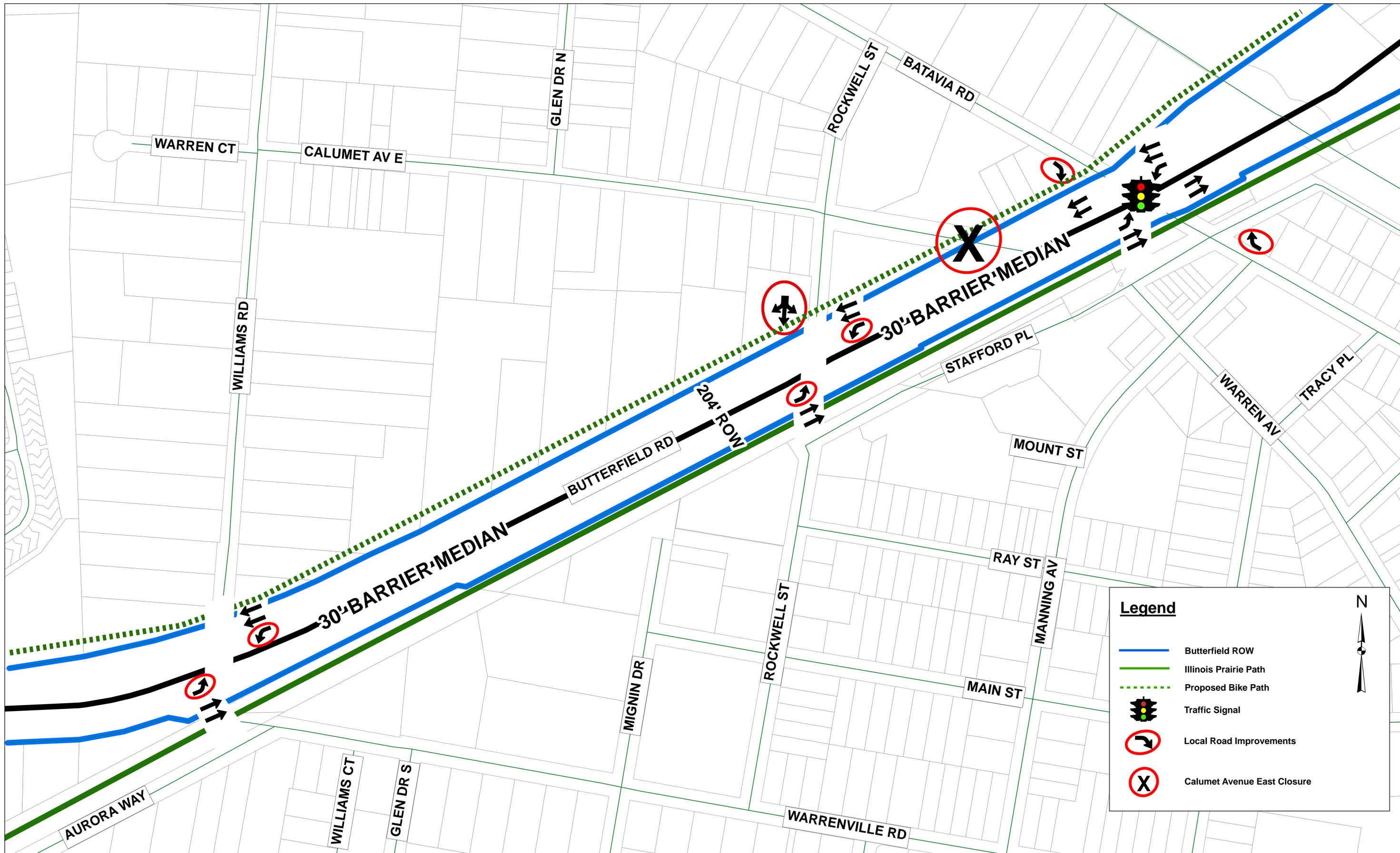
- **Butterfield Road (IL 56)** is an east-west strategic regional arterial (SRA) roadway that extends from Elmhurst on the east to Sugar Grove on the west. Accordingly, it provides convenient inter-community travel while also serving as a primary arterial road within the community. In the study area, it has a single travel lane in each direction, with widening at intersections. Butterfield Road carries approximately 16,000 vehicles per day (VPD) and is under the jurisdiction of the Illinois Department of Transportation (IDOT). Plans are to widen the roadway within the existing right-of-way within the next five to seven years (discussed further in this section).



- **Batavia Road** is a north-south local roadway that extends from Warrenville Road to the Fermi Lab as a public road. Farther west, it extends into the Fermilab property as a private roadway. It serves as the main north-south spine road connecting Old Town and Civic Center. It has a single travel lane in each direction and is signalized at its intersection with Butterfield Road. At its intersection with Warrenville Road, traffic movements from westbound to northbound are prohibited by means of a diverter. Movements from the east to north and are “free flow.” All other movements are restricted with a stop sign. Batavia Road carries approximately 10,200 VPD and is under the jurisdiction of the City of Warrenville.
- **Warrenville Road** is an east-west minor collector roadway serving the commercial and residential areas near the historic district. It extends from its westerly terminus at Butterfield Road, through the office corridor of Warrenville and Lisle to its easterly terminus at Finley Road. Within the Study Area, it has a single travel lane in each direction and carries approximately 2,000 VPD. It is scheduled to undergo complete reconstruction in 2007 to include major streetscape improvements. This roadway was the subject of an extensive study as to the possible closure of its intersection at Butterfield Road. The resulting evaluation and recommendation by the City was to leave the intersection open as an important network link. The roadway is under the jurisdiction of the City of Warrenville. Within the Study Area, it currently includes “speed tables” as a mechanism to discourage cut-through traffic between Butterfield Road and points to the south and east. These mechanisms appear to be generally successful, as evidenced by the current low daily traffic volumes.
- **River Road** is a north-south minor collector roadway traveling between Warrenville and Ferry roads. As such, it provides a key north-south connection to the higher volume roadways of Ferry Road and IL 59. At its intersection with Warrenville Road, it is offset to the east. River Road is under the jurisdiction of the DuPage County Highway Department and carries approximately 2,200 VPD.
- **Civic Center Access Streets.** The most significant facilities within this network are Manning and Warren avenues, Stafford Place, Tracy Place, and Rockwell Street. These low volume, two-lane local streets are the primary modes of accessing the public facilities clustered in the Civic Center.

PLANNED BUTTERFIELD ROAD WIDENING

IDOT intends to widen Butterfield Road (IL 56) within the existing approximate 200-foot right-of-way. Currently, proposed plans include a four lane cross-section (two lanes in each direction) and a 30-foot wide barrier median in the middle. The Proposed Butterfield Road Improvements graphic on the following page illustrates these potential changes.



Legend

-  Butterfield ROW
-  Illinois Prairie Path
-  Proposed Bike Path
-  Traffic Signal
-  Local Road Improvements
-  Calumet Avenue East Closure



WARRENVILLE OLD TOWN/
CIVIC CENTER SUBAREA PLAN

PROPOSED BUTTERFIELD ROAD IMPROVEMENTS

The proposed Butterfield Road right-of-way and design would accommodate additional subsequent improvements such as an additional through lane in each direction and/or dual left turn lanes if warranted by future traffic volumes. The City has successfully negotiated certain design issues regarding paved shoulders, curbs, and a landscape buffer. A new bike path will be constructed along the north side of the roadway. Intersection spacing (east-west) is planned as follows: Batavia Road (full/signalized); Rockwell Street (full); Warrenville Road/Williams Road (full). This spacing appears adequate to serve the Civic Center/commercial areas both in their existing condition and when the roads are improved.

Pedestrian Conditions

Pedestrian activity is a critical part of any successful mixed-use downtown environment. KLOA observed pedestrian conditions in the Study Area through field study of key street segments and intersections. In general, although participants in public forums held during this planning process have indicated that they frequently walk to destinations within the Study Area, the overall existing volumes of pedestrians appear small. This appears primarily due to the relatively low density of residential development and commercial destinations currently found in the Study Area. Pedestrian issues to be addressed as part of proposed improvements to the Old Town/Civic Center Subarea fall into three main categories:

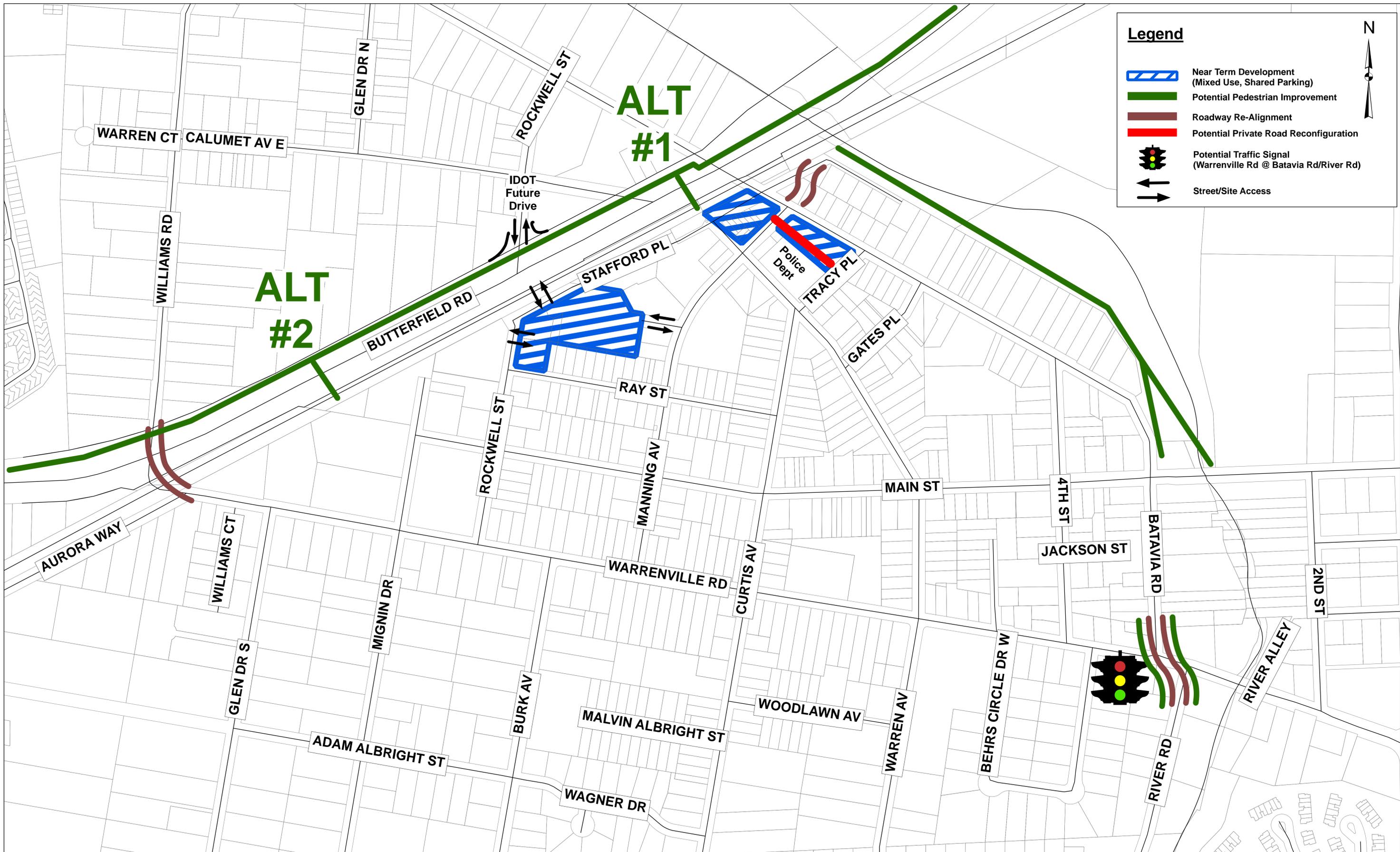
- **Sidewalk Facilities.** Several street segments within the Study Area lack sidewalks. Some notable examples in the Civic Center area include sections of Manning Avenue (due to brief areas of perpendicular parking); portions of Warren Avenue (due to older lot configurations and developments); and along Stafford Place west of the Civic Center in the light industrial area. Residential streets within the Study Area surrounding the Civic Center also lack sidewalks, including Ray Street, Fourth Street, and Gates Place. Other streets, such as Batavia Road and Warren Avenue, have sidewalks on only one side. Participants in the August 31, 2006, community workshop indicated a desire for improved pedestrian connections, particularly between the Civic Center and Old Town districts.
- **Warrenville/River/Batavia Intersection.** The current configuration of this intersection creates difficulties for pedestrians due to the free-flow movement of traffic west from Warrenville Road onto Batavia Road. The intersection also lacks crosswalks, and adjacent uses have wide, extensive curb cuts, further degrading pedestrian conditions. Participants at the August 31, 2006, community workshop indicated concern over aesthetics, function, and safety of this area for pedestrians. A significant review of options has been performed by Benes Associates for the City. The report evaluated a number of alternatives to deal primarily with the current offset of River Road, which complicates both traffic and pedestrian movements. The current design appears to move traffic efficiently, but does not meet the standards for good pedestrian movement.
- **Butterfield Road.** An additional challenge is crossing the high-traffic volume Butterfield Road. Other than the signal at Batavia Road, there are no controlled crossings in the Study Area. The City has studied two options for grade separated crossings as part of the

“Illinois Route 56-Pedestrian Crossing Feasibility Study.” The first option (Option 1) was proposed at a point approximately 700 feet west of Batavia Road, with an estimated cost of approximately \$1.6 million. The second option (Option 2) is shown approximately 500 feet east of Williams Road. The cost for this option was estimated at \$1.3 million. It is important to consider, as part of proposed improvements to the Civic Center district, the potential for “taming” the Butterfield/Batavia intersection sufficiently to allow pedestrians to move between the south and north sides of Butterfield Road at grade.

Transportation Opportunities

As the Study Area is improved and revitalized, opportunities exist to serve and enhance these activities through strategic transportation-related investments. These opportunities are summarized in the table below and shown on the Transportation Opportunities map on the following page.

Opportunity	Status/Comment
Reconstruction of Warrenville Road	Planned for 2007, the improvement will provide an improved road, streetscape, and traffic calming.
Butterfield Road Expansion	Planned and currently in Phase 1. The City has negotiated setback and streetscape items. Will enhance access to Civic Center via Rockwell. Some ability may exist to further adjust IDOT plans to improve pedestrian conditions and aesthetics
Geometric changes at Warrenville/Batavia/River Road intersection.	Potential improvement. New alignment, signalization, or a roundabout would improve traffic flow and pedestrian circulation
Alignment of Manning Avenue and Riverview Drive	Potential improvement. Would provide enhanced river access and potentially allow further improvements within land currently occupied by Stafford Place/Riverview Drive right-of-way
Vacation of Stafford Place between Batavia Road and Warren Avenue	Potential improvement. Would enhance development opportunity on adjacent block
Mount Street Extension	Potential improvement. As the adjacent Musselman Lumber site is considered for revitalization, Mount Street can be extended through the site to create development blocks and allow access
Butterfield Road Pedestrian Improvement	Potential improvement. The City has considered pedestrian underpasses



5. Zoning Analysis

The City of Warrenville Zoning Code currently contains 16 zoning districts, of which nine are found in the Study Area:

- R-2: Medium-Low-Density Single-Family Residential
- R-3: Medium-Density Single-Family Residential
- R-4: Medium-High-Density Single-Family Residential
- R-5: High-Density Single-Family Residential
- B-2: Community Retail District
- B-4: Motorist Service District
- O-1: Limited Office District
- T-O: Transitional Office
- M-1: Light Manufacturing District

The following section describes and analyzes the key districts found in the Zoning Code.

Residential Districts

Warrenville has a variety of single-family residential districts in its Zoning Code, and many residents take pride in the City's residential character and "small town" feel. To this end, the City has designated several single-family residential zones in the Study Area. The code also contains a multi-family zoning designation, but the City has not yet applied it in the Study Area.

SINGLE-FAMILY DISTRICTS

- **R-2: Medium-Low-Density Single-Family.** The Medium-Low-Density Single-Family District is designed to allow for single-family homes on medium-sized lots. This zoning designation is applied at the edges of the Study Area, mostly northeast of Batavia Road and south of Warrenville Road.
- **R-3: Medium-Density Single-Family.** The Medium-Density Single-Family District is designed to allow for single-family homes on medium-sized lots with slightly higher densities than the R-2 zone. This zoning designation is found at the edges the Study Area, including the north side of Batavia Road between Butterfield Road and the Forest Preserve parking lot, along Warrenville Road between Warren Avenue and Butterfield Road, and along Calumet Avenue and Batavia Road west of Rockwell Street.
- **R-4: Medium-High-Density Single-Family.** The Medium-High-Density Single-Family District is designed to allow for single-family homes on lots that are at least 10,000-square-feet in size, with a maximum density of approximately 4.4 units per acre. This zoning designation is found at the far western edge of the Study Area along Williams Road and south of Warrenville Road between Warren Avenue and the River.

- **R-5: High-Density Single-Family.** The High-Density Single-Family district is designed to allow for smaller-lot single-family residential development in the core of the Study Area near the Civic Center and Old Town. It allows 7,000-square-foot lots. The zone is predominant in the residential portions of the Study Area, mostly located north of Warrenville Road, east of Butterfield Road, and south and west of Batavia Road.
- **Permitted Uses.** All of the above-referenced districts permit single-family detached homes, churches, parks, some public uses, and some agricultural uses
- **Special Uses.** All of the above districts allow special uses such as civic, cultural, and religious institutions, as well as clustered residential subdivisions
- **Maximum Density** in these single-family districts ranges from 2.4 dwelling units per acre in R-2 to 6.22 dwelling units per acre in R-5.
- **Parking.** All of the aforementioned districts call for three parking spaces for a two-bedroom home and four spaces for homes with three or more bedrooms.
- **Setbacks.** Minimum setbacks range from 30 feet in R-5 to 40 feet in R-2.
- **Minimum Lot Sizes** for the aforementioned districts range from 7,000 square feet with a 50-foot minimum width in R-5 to 18,000 square feet with a 90 foot minimum width in R-2.

Overall, the bulk and density regulations in the single-family districts appear appropriate. The districts appear tailored to help Warrenville retain its single-family character and will assist in retaining the “small-town” feel valued by many Warrenville residents.

In some portions of the Study Area closer to the Civic Center and Old Town nodes, higher densities may be appropriate because the areas are close to transportation routes and shopping opportunities. Specifically, higher density single-family or multi-family zoning could be considered for the following areas:

- Along Calumet Avenue and Batavia Road between Glen Drive and Butterfield Road.
- Along Batavia Road between Butterfield Road and the Tracy Place near the Civic Center.
- Along Batavia Road between Warrenville Road and Main Street.
- Along Warrenville Road between Fourth Street and the River.

At some of the above locations, the R-5 district may be appropriate. In other locations with greater proximity to transportation corridors and shopping opportunities, a multi-family designation to support rowhomes, townhomes, condominiums, and/or mixed-use buildings may be appropriate.

Parking requirements in the single-family districts, a minimum of four spaces per three-bedroom home, appear too high for smaller lots near the Civic Center or Old Town.

MULTI-FAMILY DISTRICTS

The R-6: Multi-Family District is not currently included within the Study Area. If the City considers new multi-family zones as part of the Old Town/Civic Center Subarea Plan, this zoning designation, as it currently is or in a modified form, may be applicable for certain blocks or parcels.

- **Permitted Uses.** R-6 permits single-family detached homes, duplexes, multi-family dwellings, rowhomes, townhomes, churches, and parks
- **Special Uses.** R-6 allows as special uses certain civic and cultural institutions, as well as clustered residential subdivisions
- **Maximum Density.** Density does not appear to be directly regulated in the R-6 district, but appears to be at the lower end of the spectrum for newly developed multi-family structures in the Chicago region.
- **Parking** requirements are not differentiated between multi-family and single-family districts. Therefore, one-bedroom and efficiency units are required to provide two spaces, two-bedroom units are required to have three spaces, and units with three or more bedrooms need four spaces.
- **Setbacks.** Minimum front setbacks are 30 feet.
- **Minimum Lot Sizes** for condominium, townhome, and rowhome developments are 40,000 square feet.
- **Maximum Height** in the R-6 district is 35 feet.

In general, the R-6 district does not appear well matched with the character of multi-family residential development that may be suitable for the Study Area for the following key reasons:

- Although the minimum lot size appears appropriate for most greenfield townhome developments, some infill projects may have difficulty meeting the 40,000-square-foot minimum lot size requirement.
- The parking requirements exceed typical reported market requirements for multi-family projects in the Chicago region. A more typical ratio would be, at most, one space per bedroom.

- The minimum setback of 30 feet does not allow for development to create a “street wall” effect that is more typical of, and can be more desirable in, downtown districts. It may also preclude successful or appropriate redevelopment of smaller sites.

The City should consider separate districts for townhomes and condominiums. This would assist in designating appropriate locations for each type of housing and regulate the height, bulk, and design of each housing type in a more precise manner, including appropriate setbacks and landscape buffers between such uses and single-family residential uses. If one zone remains, more specific height and bulk requirements could be included for each housing type.

COMMERCIAL DISTRICTS

- **B-2: Community Retail.** The Community Retail District is designed to meet the general retail and service needs of Warrentville residents. It is found in the Civic Center area, generally in locations with existing civic or institutional uses, along Batavia Road near Old Town between Main Street and Warrentville Road, and at the southeast corner of Rockwell Street and Batavia Road.
- **B-4: Motorist Service.** The Motorist Service District is designed to provide for retail locations along arterial streets that accommodate more intense retail and wholesale uses. These uses may serve more than one neighborhood, require highway sites, and may be less compatible with retail uses in other commercial districts. The B-4 zones are found in the Civic Center and Old Town areas, and along Butterfield Road.
- **O-1 Limited Office.** The Limited Office District is designed to accommodate low-intensity office development suitable for locations adjacent to residential uses. The O-1 District is largely found at the northwest corner of Warrentville Road and Mignin Drive, a location that includes the City’s Public Works facility
- **TO: Transitional Office.** The Transitional Office District is designed to accommodate office uses that serve as a transition between single-family homes and institutional or other non-residential uses. The transitional office uses should have the following characteristics:
 - Small in size with small land area requirements.
 - Low traffic generation.
 - No outdoor storage, sales or operational equipment.
 - No noise, odors, or other nuisances objectionable to nearby residential properties.
 - Maintenance of an appearance and scale compatible with nearby residential properties.
- **Permitted Uses.**
 - **B-2:** Standard “Main Street” Retail Uses (excluding gas stations), Some Civic Uses, Above Ground Floor Dwelling Units.

- **B-4:** Retail Uses (including more intense retail and service uses), Service Stations, Off-Street Parking as Primary Use, Some Civic Uses, Above Ground Floor Dwelling Units
- **O-1:** Banks, Churches, Civic Buildings, Clubs, Professional and Medical Offices, Open Space, Retail in Office Buildings.
- **Special Uses.**
 - **B-2:** Slightly More Intensive Retail Uses, Hospitals, Hotels, Laboratories, Drive-through Facilities, Theaters
 - **B-4:** Truck Stops, Stadiums, Bus Stations, Automobile Repair, Amusement Parks, Animal Hospitals
 - **O-1:** Meeting Halls, Health Clubs, Nursing Homes, Recreation Institutions, Civic Buildings
- **Floor to Area Ratio.** Maximum FAR ranges from 0.5 in B-2 and O-1 to 0.7 in B-4
- **Parking** requirements differ by commercial use, but are generally four spaces per 1,000 square feet of space. Restaurant uses are required to provide 10 to 20 spaces per 1,000 square feet, with 20 spaces required for all sit-down/eat-in restaurants.
- **Setbacks.** Minimum front setbacks are 40 for B-2, B-4, and O-1.
- **Maximum Height** allowable is 30 feet or two stories in B-2 and O-1, and 42 feet or three stories in B-4.

Most of the current or potential locations for retail or mixed-use development in the Civic Center and Old Town areas have B-4 zoning, which has regulations geared toward highway-oriented development. The B-2 and B-4 districts have large 40-foot front-yard setbacks that are not conducive to a pedestrian-oriented shopping environment. B-4 in particular allows auto-oriented uses such as gas stations.

The City may want to consider applying shorter setback requirements to retail development on the Study Area to allow parking behind storefronts and avoid a strip shopping center appearance. The Zoning Code does include a parking setback section, which can be a useful tool for requiring parking behind commercial uses. In general, downtown/main street developments tend to use shorter setbacks to encourage pedestrian-friendly retailing and create a sense of enclosure and visual interest from the sidewalk.

Parking requirements appear fairly typical for most commercial uses. However, the 20 spaces-per-1,000-square-foot requirement for restaurants appears onerous. Restaurants in particular can frequently take advantage of on-street parking and/or sharing of parking between land uses with different peak times of occupancy. Currently, the sole provisions in the Zoning Code regarding shared parking appear to apply to religious institutions.

MANUFACTURING DISTRICTS

- **M-1: Light Manufacturing.** The Light Manufacturing District is designed to allow for light industrial, warehousing, office, and related uses with limited potential for adverse environmental effects on the community. The M-1 District is found on the western edge of the Civic Center south of Butterfield Road between Mignin Drive and Manning Avenue.
- **Permitted Uses:** Adult Uses, Bakery Distribution, Banks, Repair, Less-Intensive Manufacturing, Clinics, Construction Offices, Equipment Rental, Gunsmith Shops, Laboratories, Lumber Yards, Offices, R&D Facilities.
- **Special Uses:** Airports, Animal Farms, B&Bs, Building Material Storage, Drive-through Facilities, Food Manufacture/Processing, Fuel Storage, Micro-brewery, Mini-warehouses, Outdoor Storage, Towers, Recycling Centers, Sales Lot, Truck Repair, Large Woodshops.

The provisions of the M-1 district appear commensurate with typical and appropriate requirements for the uses allowed. However, these uses are generally incompatible with adjacent residential and civic uses (such as the Library and City Hall) and the typical character of a suburban downtown or town center. The City will likely want to consider rezoning M-1 uses in the Study Area to residential, retail, or mixed-use depending on the ultimate recommendations of this Plan.

6. Summary of Public Workshop Input

A public workshop was held on August 31, 2006, to solicit initial input from community residents and stakeholders. The workshop was open to the public and drew approximately 80 participants. This chapter summarizes key themes identified by meeting participants.

Visual Preference Results

At the August 31, 2006, workshop, the Team conducted a Visual Preference slideshow to gauge the community's preferences regarding the visual characteristics of several categories of potential new improvements to the Study Area. Participants were shown groups of images in each of the following categories:

- Townhomes
- Townhome Rear Treatment
- Condominiums
- Retail
- Mixed-use
- Streetscape
- Park/Open Space

Participants provided feedback on each image using a form that allowed for preference ranking and notes regarding specific likes and dislikes about each image. The Team collected the rating forms and tabulated the results (see Appendix D for results) to determine which types of development were most appealing to workshop participants. In general, participants tended to prefer development with the following characteristics:

TOWNHOMES

In general, participants preferred smaller-scale townhomes with some degree of green, landscaped setbacks. They also responded well to more traditional articulated architecture using a mixture of siding and brick. Participants did not favor more brick and stone urban townhomes or more modern or contemporary architecture.



Top-Scoring Townhome Images

TOWNHOME REAR TREATMENT

On average, participants mostly preferred detached rear garages, separated from the townhomes by yards, or an alley with garages partially tucked under the building with patios and greenery on top of the garages. Townhomes with flush rear garage entrances and “tuck-under” parking were not favored. Of two photos showing this type of unit, participants preferred an example that showed more of a green buffer and a large enough patio to include greenery.



Top-Scoring Townhome Rear Images



CONDOMINIUMS

Although participants reacted negatively to most single-use (i.e., no retail on the ground floor) condominium developments shown in the presentation, the single image that received a neutral score included large setbacks and greenery, ample architectural articulation, and a height of three stories. Typical comments were that the condominiums shown were “too tall,” “too big,” or “too dense.” Based on further comments from attendees at the August 31, 2006, workshop, many participants appeared willing to accept condominiums in certain limited portions of the Study Area. The survey results indicate that the location and character of the developments will be particularly important.



Top-Scoring Condo Image

RETAIL

A brick, “Old World” feel was preferred by participants for retail developments, and many indicated a desire to avoid “strip malls” in the Study Area. Participants preferred images with quality materials such as brick and ample articulation. They reacted negatively to “modern” or “funky” architecture.



Top-Scoring Retail Images

MIXED-USE BUILDINGS

Participants reacted positively to two- to three-story developments with extensive articulation, pitched roofs, landscaping, and a mix of building materials. Smaller structures or single structures giving the appearance of multiple buildings appeared to score well. The three top-scoring mixed-use images were zero-setback structures with a “street wall” defined by retail space. This suggests that in appropriate locations, workshop participants are prepared to accept shorter setbacks to create a pedestrian retail district feel.

Developments over three stories in height and/or with flatter facades generally received lower scores.



Top-Scoring Mixed-Use Images

STREETSCAPE

Most streetscape images were rated highly, and those with larger parkways and landscaping in front of storefronts received the highest scores. Images of raised planters in the parkway, pedestrian cut-throughs with decorative metalwork, and large landscaped setbacks were favored. The following two photographs received low scores: an image that showed a wider sidewalk with only trees in tree grates, and another that showed a “dark” pedestrian cut-through in a building.



Low Scoring Streetscape Images



Top-Scoring Streetscape Images

PARK/OPEN SPACE

Park and open space examples received mostly positive responses, and many comments displayed a preference for natural, “soft” open spaces over “hard” surfaces. In particular, it appears that a naturalized treatment for the riverfront may be preferred. Plazas with pavers still received positive marks when they included more greenery and flowers, suggesting that small “pocket parks” with a mixture of hardscape and plantings may be appropriate for retail areas.



Top-Scoring Park Image With No Hardscape



Top-Scoring Park Image With Hardscape

Breakout Table Input

As a lead-in to the final portion of the August 31, 2006, workshop, the Team presented its initial analysis of opportunities and constraints, including opportunity sites that may be most appropriate for change (See Chapter 7 of this Memo).

Participants were then grouped into 11 breakout tables. Each table was provided with a blank map of the Study Area (without The Team’s site susceptibility classifications) and asked to select the five sites they believed to be most susceptible to change. Groups were also asked to identify what changes they would like to see occur on those sites, as well as any other issues that already exist or may arise if change occurs. Each table reported its results to the entire workshop group, and ideas and concerns were recorded by the Team.

Additionally, the table copies were collected at the end of the night to help provide further insight.

The table below summarizes the input provided by the entire workshop group by representatives from each breakout table. All responses supplied by more than one table are included.

Breakout Table Input Summary

Recommendation	Number of Tables (11 total)
Piano Store site at northeast corner of Batavia and Butterfield -- redevelop, particularly with a restaurant use	9
Musselman Lumber site west of Library -- redevelop (mixed-density residential, mixed-use)	8
Create a riverwalk along the west side of DuPage River (connecting Old Town and Civic Center)	6
Control density and height (generally, maximum of three stories, but only appropriate in some locations)	6
Don't force out existing businesses or residents -- make change voluntary	4
Improve Warrenville/River/Batavia intersection (pedestrian and gateway improvements)	3
Small shops/boutiques in the Manning/Warren area	3
Grade-separated pedestrian crossing of Butterfield Road	3
No strip mall-type development	3
Improvements to Batavia/Riverview area (generally, more river access, mixed-use development, kayak facility, street connections)	3
Residential or mixed-use development (up to three stories) on the north side of Butterfield near Rockwell	3
Prairie-style architecture	2
Residential development at the northwest corner of Batavia and Butterfield	2
Mixed-use development at the northeast corner of Warrenville and Batavia	2
Sidewalk & Pedestrian Improvements (Butterfield Road, Cerny Park, Bower School)	2

Overall, most participants appeared to be in favor of active measures to improve the Old Town/Civic Center Subarea, including redevelopment of certain key sites. Specific themes, such as leveraging the presence of the DuPage River and making redevelopment of sites a voluntary process, also emerged. Participants appeared generally cautious about density, with the table comments providing a nuanced message:

- When a maximum acceptable height was referenced, it was generally three stories,
- Three-story heights were generally perceived to be acceptable only in certain locations, such as larger sites (e.g. Musselman Lumber), adjacent to Butterfield Road, and setback from single family transition.
- Participants acknowledged that a range of housing types and added housing in general are beneficial to serve an aging population and activate retail areas.
- Despite a desire for lower density, strip mall-style development is not desired, suggesting a village character rather than conventional suburban development.

7. Development Constraints and Opportunities Summary

In addition to the analysis of the development potential of the Downtown based on market conditions, each site/block was reviewed in the field regarding its land use context, size, location, access, and visibility. Input regarding site constraints and potential was also gathered from City officials and participants at the August 31, 2006, community workshop.

Several locations within the Study Area can be considered susceptible to change because of property owner interest in development, sub-optimal land uses, deteriorating or outdated buildings, vacant or underutilized properties, and prominent location. Certain sites represent opportunities to achieve key public goals for the Study Area.

The Team's analysis of physical, market, and transportation conditions has also identified some development constraints that will necessarily shape recommendations for the Study Area. This chapter summarizes the constraints and opportunities to be considered in the development of site concepts for key locations in the Study Area.

Constraints and Opportunities

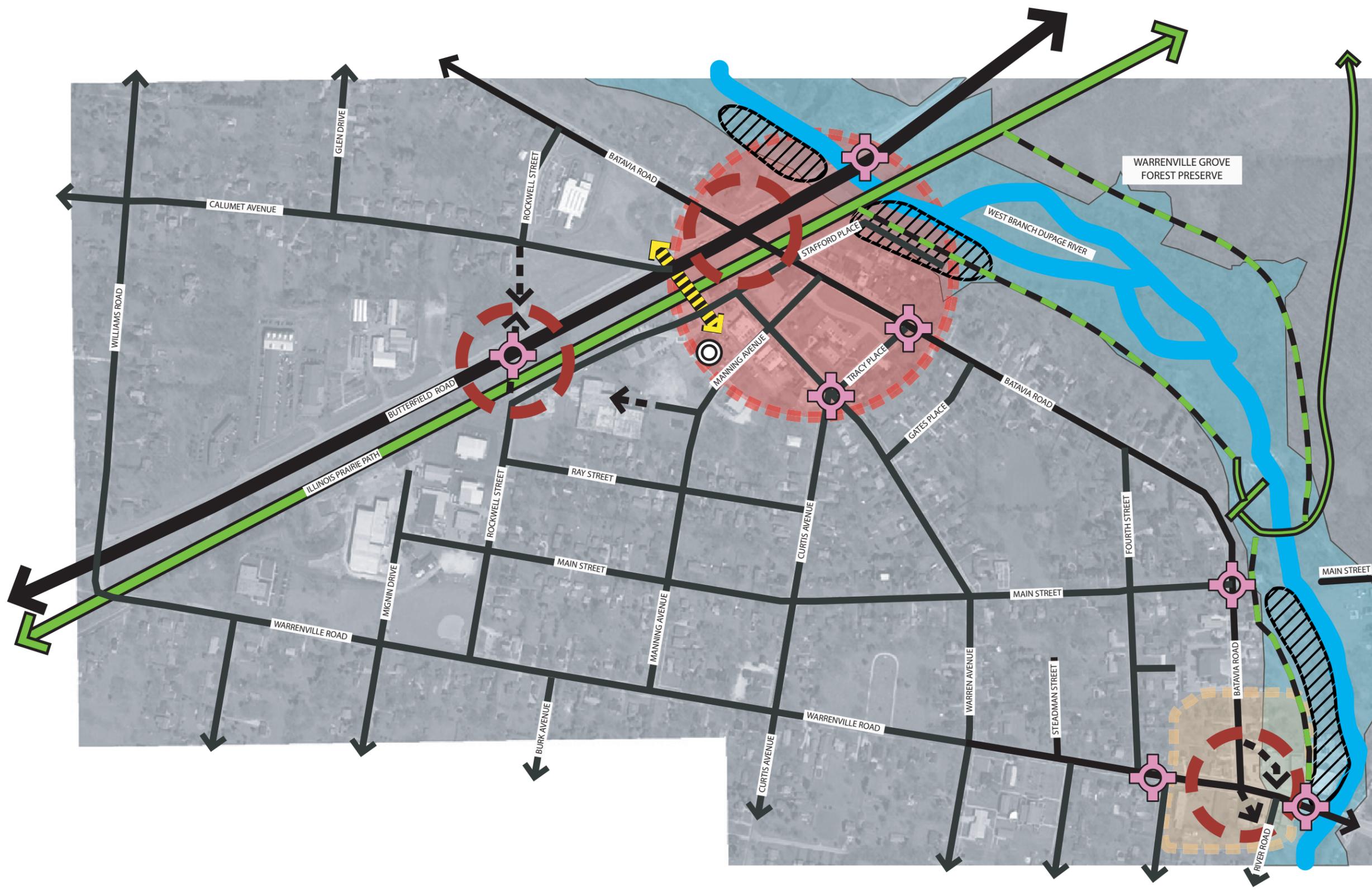
Some of the key physical and strategic constraints and opportunities identified to date are shown in the Constraints and Opportunities summary map on the following page. These include the following:

KEY CONSTRAINTS

- **Lack of Retail Base.** The Study Area currently does not have a substantial base of commercial activity. This may limit the overall scope of retailing opportunity and/or increase the time frame and cost of implementing key retail projects that achieve the desired pedestrian-friendly village character.
- **Floodplain.** Floodplain challenges exist in areas proximate to the DuPage River. This may increase the cost and/or limit the scope of certain redevelopment initiatives.
- **Butterfield Cross-Section.** The proposed improvements to Butterfield Road, in combination with the existing layout of the Prairie Path and high-tension power lines, limit access and visibility for retail uses from this high-traffic arterial.
- **Limited Density.** The adjacency of low-density residential to many portions of the Old Town and Civic Center districts, as well as the preference for low-scale (three stories or fewer) buildings expressed by participants at the August 31, 2006, workshop, suggest relatively low-intensity redevelopment. This can create financial challenges for prospective developers.

City of Warrenville
Constraints + Opportunities

- Legend**
-  City Hall
 -  Primary Road
 -  Secondary Road
 -  Trail
 -  Potential Vehicular Connection
 -  Potential Pedestrian Connection
 -  Potential Trail
 -  100 - Year Floodplain
 -  Key Intersection
 -  Develop Historic Gateway Node
 -  Enhance/Create Downtown Retail Node
 -  Potential Enhanced River Access
 -  Potential District Gateway/ Entrance



City of Warrenville, Illinois
Warrenville Old Town/Civic Center Subarea Plan

Constraints & Opportunities

- **Transportation Network.** The transportation infrastructure serving the Study Area is not yet fully reflective of a downtown character, as evidenced by the lack of sidewalks in some portions of the Study Area and the pedestrian-unfriendly nature of the Warrenville/Batavia/River intersection.

OPPORTUNITIES

- **Activity Generators.** The strong cluster of civic uses and other public activity generators in the Civic Center core create a solid base upon which to diversify retailing opportunities.
- **Traffic Volumes.** The traffic volumes at the Butterfield/Batavia intersection create opportunity to capture certain retailers that depend on capturing drive-by traffic. These retailers can expand and diversify a retail mix that includes main street-style uses.
- **Vacant Redevelopment Sites.** Several vacant sites, including Musselman Lumber, the former piano store site at the northeast corner of Butterfield and Batavia, and vacant land at the northwest corner of Butterfield and Batavia, present substantial opportunities for redevelopment and revitalization.
- **DuPage River and Prairie Path.** The DuPage River is a potential natural asset that can enhance the character of the Study Area and serve as a significant amenity. The current Forest Preserve District initiatives to clean up contamination and reconfigure the river channel can be integrated into efforts to improve public access and visibility. In addition, sufficient land area appears to exist for a riverwalk/trail on the west bank of the river without causing undue disruption to the adjoining residences. Furthermore, the Prairie Path attracts extensive usage (approximately 700 users on Saturdays per a DuPage County study) and brings people into the Civic Center without creating additional traffic and parking load.
- **Potential Arts Focus.** Steering Committee members and workshop participants have referenced a number of artists who currently live in the Warrenville community. At the August 31, 2006, workshop, participants responded favorably on to the idea of creating an arts cluster/center in the Study Area, particularly in the Civic Center. This could serve as an additional activity generator and potentially enhance the civic and leisure/recreation focus in this area.
- **Historic Resources/Gateway.** The Warrenville Museum, Warren Tavern, and other older buildings in the vicinity of Warrenville/River/Batavia form a historic cluster which could be enhanced with river access and/or other public park improvements. This could help to form a distinctive gateway into the Study Area.

Key Opportunity Sites

Based on input from the City and workshop attendees, physical reconnaissance, and a review of constraints and opportunities, the Team has identified several opportunity sites that should be considered for future improvements (See Opportunity Sites map on following page). In the next project phase, the Team anticipates presenting a range of development and public improvement concepts and options for these sites for public input and comment.

City of Warrenville
Opportunity Sites

Legend

- ⊙ City Hall
- ▬ Primary Road
- ▬ Secondary Road
- ↔ Trail
- ▭ Opportunity Sites



City of Warrenville, Illinois
Warrenville Old Town/Civic Center Subarea Plan

Opportunity Sites

Appendix A: Residential Market Analysis Tables

Warrenville Residential Market Area

Households By Age & Income - Constant 2006 Dollars

2000 HHs by Age and Income of Householder							
	<25	25-34	35-44	45-54	55-64	65+	Total
<\$25,000	559	683	738	525	504	1,937	4,946
\$25,000 to \$50,000	727	2,082	1,963	1,439	1,203	2,196	9,609
\$50,000 to \$74,999	476	2,666	3,047	2,180	1,190	1,469	11,028
\$75,000 to \$99,999	269	2,245	3,034	2,243	1,046	983	9,819
\$100,000 to \$149,000	205	2,402	4,362	3,610	1,650	960	13,188
\$150,000 to \$199,000	26	559	1,336	1,729	645	282	4,577
\$200,000 and over	10	402	1,822	2,204	1,045	314	5,796
Total	2,272	11,040	16,302	13,929	7,283	8,139	58,964

2006 HHs by Age and Income of Householder							
	<25	25-34	35-44	45-54	55-64	65+	Total
<\$25,000	637	762	784	686	786	2,219	5,874
\$25,000 to \$50,000	922	2,348	2,154	2,017	1,828	2,423	11,692
\$50,000 to \$74,999	496	3,007	3,150	2,772	1,801	1,830	13,056
\$75,000 to \$99,999	262	2,024	2,902	2,630	1,680	1,000	10,498
\$100,000 to \$149,000	207	1,765	3,284	3,814	2,305	982	12,357
\$150,000 to \$199,000	19	367	1,028	1,777	851	283	4,325
\$200,000 and over	22	253	1,164	1,849	1,231	348	4,867
Total	2,565	10,526	14,466	15,545	10,482	9,085	62,669

2011 HHs by Age and Income of Householder							
	<25	25-34	35-44	45-54	55-64	65+	Total
<\$25,000	720	854	798	803	1,090	2,748	7,013
\$25,000 to \$50,000	902	2,437	2,134	2,335	2,393	3,062	13,262
\$50,000 to \$74,999	517	2,861	2,927	2,994	2,359	2,076	13,733
\$75,000 to \$99,999	307	1,934	2,483	2,773	2,129	1,219	10,844
\$100,000 to \$149,000	190	1,556	2,484	3,555	2,517	1,130	11,432
\$150,000 to \$199,000	18	318	670	1,262	768	299	3,333
\$200,000 and over	41	342	1,141	2,150	1,633	548	5,855
Total	2,695	10,301	12,635	15,870	12,888	11,082	65,473

City of Warrenville

HHs by Age and Income of Householder

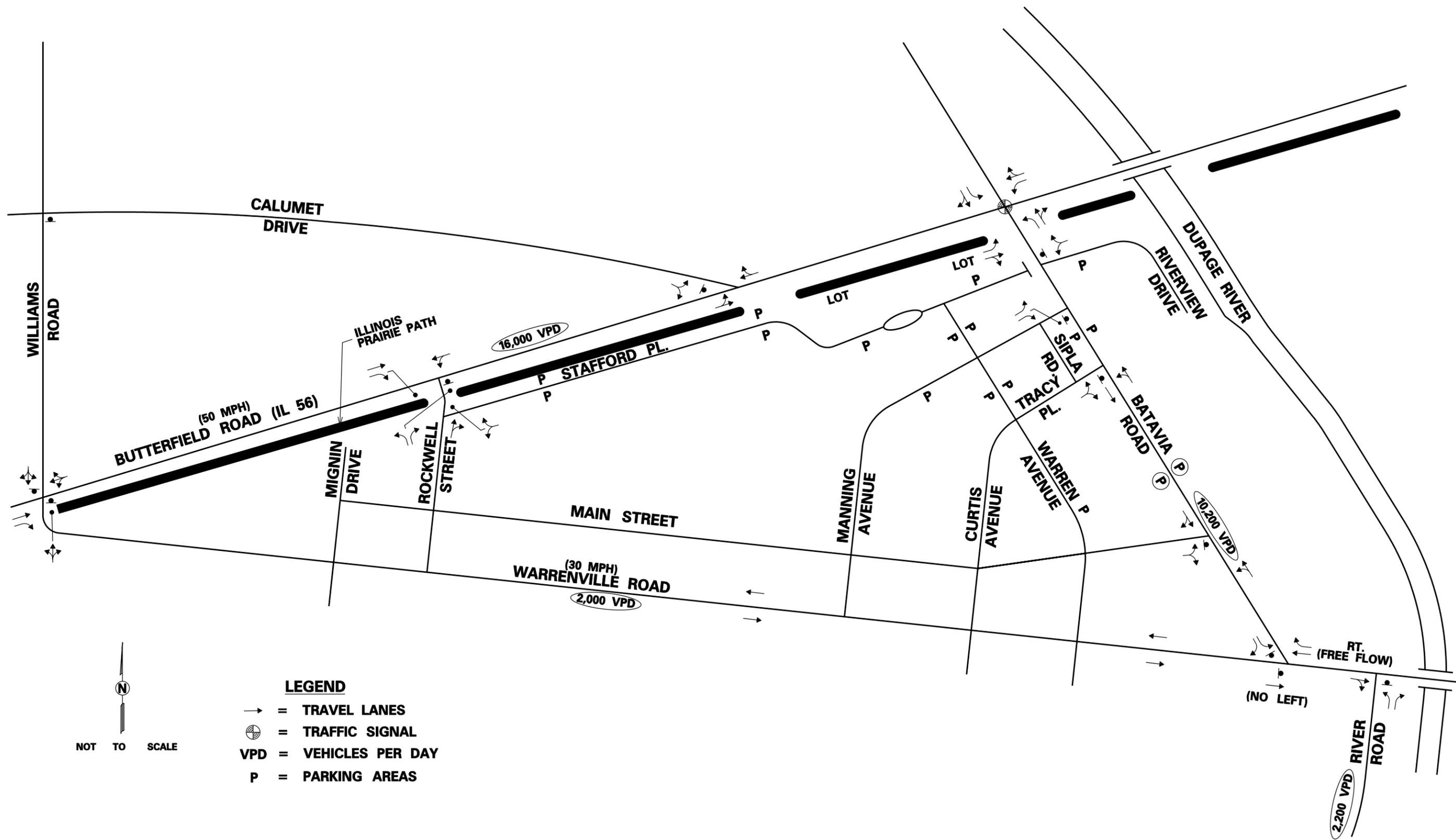
Change 2000-2006							
	<25	25-34	35-44	45-54	55-64	65+	Total
<\$25,000	78	79	46	161	282	282	928
\$25,000 to \$50,000	195	266	191	578	625	227	2,083
\$50,000 to \$74,999	20	341	103	592	611	361	2,028
\$75,000 to \$99,999	(7)	(221)	(132)	387	634	17	679
\$100,000 to \$149,000	2	(637)	(1,078)	204	655	22	(831)
\$150,000 to \$199,000	(7)	(192)	(308)	48	206	1	(252)
\$200,000 and over	12	(149)	(658)	(355)	186	34	(929)
Total	293	(514)	(1,836)	1,616	3,199	946	3,705

Change 2006-2011							
	<25	25-34	35-44	45-54	55-64	65+	Total
<\$25,000	83	92	14	117	304	529	1,139
\$25,000 to \$50,000	(20)	89	(20)	318	565	639	1,570
\$50,000 to \$74,999	21	(146)	(223)	222	558	246	677
\$75,000 to \$99,999	45	(90)	(419)	143	449	219	346
\$100,000 to \$149,000	(17)	(209)	(800)	(259)	212	148	(925)
\$150,000 to \$199,000	(1)	(49)	(358)	(515)	(83)	16	(992)
\$200,000 and over	19	89	(23)	301	402	200	988
Total	130	(225)	(1,831)	325	2,406	1,997	2,804

Source: Claritas and S. B. Friedman & Company

Appendix B: Retail Market Analysis Tables

Appendix C: Existing Road Network



NOT TO SCALE

- LEGEND**
- = TRAVEL LANES
 - ⊗ = TRAFFIC SIGNAL
 - VPD = VEHICLES PER DAY
 - P = PARKING AREAS

PROJECT:
WARRENVILLE TOWN CENTER
WARRENVILLE, ILLINOIS

TITLE:
EXISTING CONDITIONS
KEY ROADWAYS

PROJECT NO: 06-165



FIGURE NO: A

Appendix D: Visual Preference Results Summary

Warrenville Old Town/Civic Center Subarea Plan Visual Preference Survey Results Summary

TOWNHOMES (T)

T-1



SCORE:
+0.48

COMMENTS:

- Attractive brick & frame, roof peaks.

T-2



SCORE:
-0.86

COMMENTS:

- Not enough character.
- Too urban for Warrenville.
- Can't picture it here.

T-3



SCORE:
-0.35

COMMENTS:

- Ugly.

T-4



SCORE:
-0.07

COMMENTS:

- Too "blocky" and has no character.
- A bit too imposing.

T-5



SCORE:
-0.48

COMMENTS:

- Not enough setback.

T-6



SCORE:
-0.20

COMMENTS:
■ Too high.

T-7



SCORE:
+0.28

COMMENTS:
■ Good setback.

T-8



SCORE:
-0.02

COMMENTS:
■ Too urban!
■ Too modern to fit existing area.
■ Looks like an old factory.

T-9



SCORE:
+0.56

COMMENTS:
■ Best of the townhouse examples.
■ Looks like a single-family house. Fits local character.

TOWNHOME REAR TREATMENT EXAMPLES (TR)

TR-1



SCORE:
+0.37

COMMENTS:
■ Like small yard and alley
■ Like private yards

TR-2



SCORE:
+0.19

COMMENTS:

- Like the alley look with patios.

TR-3



SCORE:
-0.79

COMMENTS:

- Needs more green to soften.
- We already have too many developments like this.

TR-4



SCORE:
-0.06

COMMENTS:

- Balconies overlook pavement.
- Small decks; dense.

CONDOMINIUM EXAMPLES (C)

C-1



SCORE:
-0.33

COMMENTS:

- Does not fit existing character.

C-2



SCORE:
-1.03

COMMENTS:

- Too tall.

C-3



SCORE:
0.00

COMMENTS:

- Nice wrap-around..
- Maybe good for entranceway..
- “Old World” architecture, but big.

C-4



SCORE:
-1.06

COMMENTS:

- Look like cheap apartments.

C-5



SCORE:
-0.46

COMMENTS:

- Too high.

C-6



SCORE:
-1.25

COMMENTS:

- Too stark and too dense!
- Seems sterile.

C-7



SCORE:
-0.89

COMMENTS:

- No! Looks like Chicago.
- Not enough character.

C-8



SCORE:
-0.33

COMMENTS:

- Parking underneath is great, but the building is ugly.
- Looks like a vacation condo.

RETAIL EXAMPLES (R)

R-1

SCORE:

-0.59

COMMENTS:

- Too upscale and funky for Warrenville.



R-2

SCORE:

+0.72

COMMENTS:

- Good design and use of materials.



R-3

SCORE:

-0.21

COMMENTS:

- Too modern in appearance.



R-4

SCORE:

+0.35

COMMENTS:

- Looks very Warrenville.
- Fits better with existing residential.



R-5

SCORE:

+0.87

COMMENTS:

- Like multi-brick/stone, canopies.
- Great "Old World" feel.



R-6



SCORE:
-0.50

COMMENTS:

- Looks like a strip mall.
- Uninteresting.

R-7



SCORE:
+0.35

COMMENTS:

- Love it! Looks like different buildings.
- Nice architectural breakouts.

MIXED-USE EXAMPLES (MU)

MU-1



SCORE:
+0.70

COMMENTS:

- Good green space.

MU-2



SCORE:
-0.86

COMMENTS:

- Like better if only 3 stories.
- Way out of character.

MU-3



SCORE:
+0.11

COMMENTS:

- Good fit with existing scale.
- Bland architecture.
- Good.

MU-4



SCORE:
+0.63

COMMENTS:

- Gentle look and nice character.
- Fits older fabric of area.
- Feels like home.

MU-5



SCORE:
+0.70

COMMENTS:

- Nice mixture of architecture.

MU-6



SCORE:
-0.74

COMMENTS:

- Too urban.
- Too close to the street.
- Too Oak Park.

MU-7



SCORE:
+0.35

COMMENTS:

- Good architectural detail.
- Appropriate for both areas of Warrenville.

MU-8



SCORE:
+0.50

COMMENTS:

- Nice.

MU-9



SCORE:
-0.43

COMMENTS:

- Boring! Looks like a warehouse.

MU-10



SCORE:
-0.70

COMMENTS:
■ Not attractive and confusing.

STREETSCAPE EXAMPLES (S)

S-1



SCORE:
+0.92

COMMENTS:
■ Like the lights and signs.
■ Love the country feel.

S-2



SCORE:
+1.18

COMMENTS:
■ “Old World” feel.
■ Too fancy for Warrentville.

S-3



SCORE:
+0.93

COMMENTS:
■ Reminds me of a nice street in Chicago.

S-4



SCORE:
-0.32

COMMENTS:
■ Too exclusive looking.
■ Seemed dark and uninviting.

S-5



SCORE:
+1.10

COMMENTS:
■ Like greenery next to storefront.

S-6



SCORE:
-0.43

COMMENTS:
■ Needs more green.

S-7



SCORE:
+0.77

COMMENTS:
■ Not shopper “friendly”.

S-8



SCORE:
+1.22

COMMENTS:
■ Pavers are warm and inviting.

S-9



SCORE:
+1.17

COMMENTS:
■ Like setback and residential feel.

PARK/OPEN SPACE EXAMPLES (P)

P-1



SCORE:
+1.03

COMMENTS:
■ Great with ice cream!

P-2



SCORE:
+0.78

COMMENTS:
■ Leave the River natural.

P-3



SCORE:
-0.36

COMMENTS:
■ Skate park is good, but the fencing is bad.

P-4



SCORE:
+1.07

COMMENTS:
■ Great.

P-5



SCORE:
+1.48

COMMENTS:
■ This is the ticket!

P-6



SCORE:
+0.02

COMMENTS:
■ Too many hard surfaces.

P-7



SCORE:
+1.09

COMMENTS:
■ Natural plantings.

P-8



SCORE:
+0.17

COMMENTS:
■ Would like better if sidewalks not next to water.

P-9



SCORE:
+0.35

COMMENTS:
■ Scenic and attractive.

P-10



SCORE:
+1.12

COMMENTS:
■ Very attractive park.