

## 2006 COMPREHENSIVE PLAN SUB-AREAS

The eight sub-areas described here have been delineated based upon an understanding of which areas of the Village have the most potential to experience a change in development and/or circulation patterns during the time frame of the Plan. For this reason, they were given special attention by the Steering Committee, Village staff and the consulting team during the planning process. Planning policies developed for the remainder of the community are intended to reinforce and enhance the existing pattern of development. The unique planning issues and recommended policies related to each of the sub-areas are summarized below. Upon reaching consensus on the future land use framework, key implementation strategies will be developed for each sub-area.

### 1. SEVEN BRIDGES AREA

This sub-area encompasses the commercial and multi-family residential portions of the existing Seven Bridges area, along with the Belcore property to the north and the Hobson Valley Business Park and commercial frontage along IL Route 53 extending south to Hobson Road.

The sub-area land use plan indicates mixed uses over the entire area. This is not intended to suggest that recently developed areas within the existing Seven Bridges development may be subject to change, but instead reinforces the notion that various uses in the area should be coordinated and mutually supportive.

The following planning issues and opportunities have been identified for this sub-area:

1. There is an opportunity to create logical extensions of the mixed use development pattern already established for Seven Bridges, in a coordinated and visually consistent manner.
2. The large parcel to the north and a potentially large consolidated parcel to the south offer unique opportunities to incorporate larger scale commercial uses into the Seven Bridges area.
3. Current uses within the Hobson Valley Industrial Park remain viable; therefore, redevelopment of this area is viewed as a long term possibility.
4. Additional curb cuts onto IL Route 53 will need to be carefully controlled and minimized.
5. The visibility at the busy IL Route 53 / Hobson Road intersection would be a significant benefit for development at this intersection and could draw greater attention to Seven Bridges.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. Mixed uses, potentially to include residential, commercial or institutional uses, are preferred in the sub-area. Mixed use development can entail mixed residential/nonresidential within the same building (i.e. "vertical mixed use) or within an integrated development, but in separate buildings (i.e. "horizontal" mixed use). This does not preclude the possibility of commercial uses without a residential component on some parcels, if master planned to integrate with the development as a whole.
2. Existing Seven Bridges uses are expected to remain; new development areas should be well-integrated into the circulation pattern of the existing development.
3. If redevelopment occurs on the Belcore property, maintain a landscape buffer and pedestrian/bikeway connection adjacent to the waterway to the west.

4. If redevelopment occurs at the south end of the sub-area, it should occur through property assembly and consolidation, preferably as one redevelopment project.
5. Internal access should be provided to minimize impacts on IL Route 53 and Hobson Road.
6. New development areas should be visually related to Seven Bridges through the use of consistent and high quality urban design elements and architecture.

## 2. JANES AVENUE CORRIDOR

This sub-area encompasses the commercial, multi-family residential and vacant properties that are accessible from Janes Avenue, from 83<sup>rd</sup> Street on the south end to 71<sup>st</sup> Street on the north end.

The sub-area land use plan indicates a general land use pattern similar to what currently exists, though redevelopment of some areas may occur and in-fill may occur where isolated areas remain undeveloped.

The following planning issues and opportunities have been identified for this sub-area:

1. Vacant land remains available adjoining the shopping center on the northwest corner of Janes Avenue and 83<sup>rd</sup> Street.
2. Vacant tenant spaces and underutilized land exist in the shopping center at the northeast corner of Janes Avenue and 83<sup>rd</sup> Street.
3. The Janes Avenue multi-family area has perceived issues related to public safety, density, and property maintenance, however, the Village has been successfully working with property owners to enforce property maintenance codes and leverage significant building, management and site improvements.
4. Utilizing tax increment financing (TIF) funds, the Village recently completed new streetscape improvements at Janes and 83<sup>rd</sup> Street which have improved the appearance and function of this area.
5. There is a potential for redevelopment of some multi-family properties in the sub-area, particularly for senior housing. Existing amenities in this area would be desirable to seniors, including parks, public transportation and medical facilities.
6. Some vacant sites still remain in the predominantly office and business park area of Janes Avenue, north of 75<sup>th</sup> Street.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. Opportunities for redevelopment of multi-family residential areas to better serve the housing needs of older residents should be explored. A mix of multi-family housing types is preferred.
2. Development north of 75<sup>th</sup> Street should be comprised of office or business park uses adjacent to Janes Avenue and 71<sup>st</sup> Street, with light industrial uses concealed at the rear of the sites, to the extent practical.
3. Any redevelopment along the corridor should not encroach upon single family residential or public/institutional areas.
4. Redevelopment along the corridor should minimize curb cuts onto Janes Avenue.
5. Recent streetscape improvement efforts along Janes Avenue near 83<sup>rd</sup> Street should be extended farther along the corridor, utilizing consistent and high quality urban design elements.
6. Strong management and maintenance practices should be utilized in multi-family developments, along with the inclusion of high quality landscaping and resident amenities.
7. The Village should continue to strictly apply municipal codes and the multi-family licensing program, and encourage reinvestment in the area.

**3. NORTH LEMONT ROAD / 75<sup>TH</sup> STREET**

This sub-area encompasses the Zigfield Troy Golf Course, commercial uses east and west of the Lemont Road intersection, a portion of the Fox Hollow East Forest Preserve, and residential, light industrial and vacant land uses fronting onto Lemont Road extending south to 83<sup>rd</sup> Street.

The sub-area land use plan indicates an increase in commercial uses along 75<sup>th</sup> Street, and the transitioning of frontage properties along Lemont Road for office, research and light industrial uses with some small scale commercial uses at the south end of the sub-area along 83<sup>rd</sup> Street.

The following planning issues and opportunities have been identified for this sub-area:

1. The underlying zoning of parcels fronting onto Lemont Road in this sub-area is ORI. The Plan Update continues to support the potential to redevelop this underutilized residential area for employment-generating uses.
2. There is an opportunity for neighborhood-serving commercial uses at the south end of the sub-area, accessed from limited curb cuts on 83<sup>rd</sup> Street.
3. The Zigfield Troy Golf Course is privately owned, and represents a key opportunity within the 75<sup>th</sup> Street Corridor to accommodate large scale commercial uses, should the current owners choose to sell and/or redevelop the site.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. Redevelopment along Lemont Road should be comprised of consolidated and master planned areas, relying on an internal road for access and minimizing curb cuts onto Lemont Road.
2. Any redevelopment along the corridor should require significant landscaping and other buffering techniques in areas adjacent to residential properties.
3. Commercial, office, research and light industrial uses along 75<sup>th</sup> and 83<sup>rd</sup> Streets should establish a consistent and high quality design character, with limited access points and significant landscape buffering and site improvements.

**4. WOODWARD AVENUE**

This sub-area encompasses properties within the Village's planning area that are located between I-355 and Woodward Avenue, extending from 83<sup>rd</sup> Street on the north end to I-55 on the south end.

The sub-area land use plan indicates medium density multi-family residential at the north end of the sub-area. This development is buffered from commercial uses at the Boughton Road intersection by a significant open space / wetland. New office development extends to I-55 south of the existing townhouse development located south of Boughton Road.

The following planning issues and opportunities have been identified for this sub-area:

1. These properties serve as buffer uses between the expressway and existing single family residential neighborhoods east of Woodward Avenue.
2. Increased traffic traveling north along Woodward Avenue could negatively impact residential areas.

3. Truck access to the properties immediately north of I-55 is difficult from nearby expressways, even though there is good visibility, and prohibitions are in place for certain types of truck traffic on Woodward Avenue.
4. The area surrounding the Boughton/Woodward intersection is a key location for commercial development due to its good access and visibility to I-355.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. The Village would consider commercial uses in the southern portion of the sub-area, with a preference for office uses, provided it generates minimal truck traffic.
2. Take advantage of good existing access to I-355 at Boughton Road by encouraging the development of large scale commercial uses at the intersection with Woodward Avenue, in cooperation with Bolingbrook.
3. Single-family or low to medium density senior housing is the Village's preference at the north end of the corridor, extending from 83<sup>rd</sup> Street south to the existing wetland to remain (in the area indicated as medium density multi-family residential).
4. Maintain mature tree stands and other high quality natural features when development occurs.
5. Design the northeast corner of I-355 and I-55 as a high quality community gateway when redevelopment occurs.
6. Maintain and enhance the high quality character of Woodward Avenue with generous planted parkways and off-street pathways.
7. Work with Bolingbrook to minimize negative impacts created by existing and proposed developments within Bolingbrook's jurisdiction.

#### 5. WOODCREST / TIMBER TRAILS

This sub-area encompasses existing single family residential properties within the Village's planning area west of Lemont Road, extending from approximately 87<sup>th</sup> Street on the north end to the North Waterfall Glen business park on the south end.

The sub-area land use plan indicates estate residential for the majority of the area, allowing for one dwelling unit per acre, to reflect existing land use patterns. Nearly all of the lots within the existing subdivision exceed one acre in size.

The following planning issues and opportunities have been identified for this sub-area:

1. Existing land use patterns are considered desirable in this area.
2. Additional curb cuts along Lemont Road could exacerbate traffic congestion and traffic safety concerns.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. If redevelopment occurs in this area, it should follow the established pattern of one dwelling unit per acre, with no subdivision of properties into lots smaller than one acre in size.
2. As redevelopment occurs, no additional curb cuts should be allowed along Lemont Road; and as opportunities arise curb cuts should be reduced in the future.

## 6. SOUTH LEMONT ROAD

This sub-area encompasses existing single family residential properties located east and west of Lemont Road, extending from approximately Deerpath Lane on the north end to 109<sup>th</sup> Street on the south end.

The sub-area land use plan indicates single family residential (R-3) east of Lemont Road and west of Lemont Road south of the planned Davey Road extension, with commercial, light industrial and office uses on the west side of Lemont Road north of the planned Davey Road extension.

The following planning issues and opportunities have been identified for this sub-area:

1. It is expected that Davey Road will be extended east to Lemont Road, and that the intersection will be signalized, improving safety and traffic flow in this area.
2. It is expected that single family residential uses will be proposed east of Lemont Road, tied into existing subdivision roadway patterns.
3. Commercial, office, research and light industrial (ORI) and retail uses are proposed north of the planned Davey Road extension, as a logical extension of Internationale Centre.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. Provide neighborhood-serving commercial uses in conjunction with office-research development north of the Davey Road extension when it occurs.
2. Master planned subdivisions are preferred for single family residential areas, with internal access tied to the Davey Road extension.
3. Limit curb cuts along Lemont Road as redevelopment occurs.
4. A northerly extension of Internationale Estates Park is desired.
5. Provide a consistent landscape treatment fronting Lemont Road along the rear lot lines of single family homes.
6. Encourage Darien to have any additional residential development on the east side of Lemont Road access an extension to Woodmere Drive to limit curb cuts on to Lemont Road.

## 7. JOLIET / BLUFF / DAVEY ROADS

This sub-area encompasses single family residential, commercial, light industrial and vacant properties that are located between Joliet Road on the west and I-355 on the east.

The sub-area land use plan indicates office, research and light industrial uses for properties accessed from Joliet Road. Business park uses are proposed for properties accessed from Davey Road or from Bluff Road, only where there are industrial uses to the south. Single family estate residential will be located along Bluff Road opposite the existing Forest Preserve (on the south side of Bluff Road).

The following planning issues and opportunities have been identified for this sub-area:

1. The existing development pattern along Joliet Road within the sub-area is a mixture of obsolete and generally deteriorated uses.
2. Ongoing industrial development south of Bluff Road is not within the Village's jurisdiction or control.

3. The Forest Preserve located south of Bluff Road and east of Joliet Road is expected to remain as open space in perpetuity.
4. Low density single family residential uses on the large lots located across from the Forest Preserve are unique and high in quality.
5. Topography issues east along Bluff Road, opposite the Forest Preserve, would make redevelopment in this area challenging.
6. Office, research and light industrial uses are under development on the south side of Davey Road, immediately west of the I-355 extension, as part of the Park 355 development.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. Business park uses along Bluff Road should be limited to areas where industrial uses exist along the south side of Bluff Road.
2. Single family residential uses should remain in the area immediately north of the Forest Preserve located south of Bluff Road.
3. Unified development along Joliet Road is preferred to parcel-by parcel redevelopment.
4. The Forest Preserve District could consider acquiring the Illinois State Toll Highway Authority property to the Village for future open space use.
5. Minimize curb cuts along Joliet and Bluff Roads.
6. Provide a landscape buffer between commercial and residential uses.
7. Encourage the use of attractive site design and landscaping along Joliet Road, as this serves as a community gateway.
8. Provide a major community gateway feature in conjunction with redevelopment of properties along Joliet Road.

#### 8. TOWN CENTRE

This sub-area encompasses the area primarily located south of Center Drive between Janes Avenue to the east and Woodridge Drive to the west. The area is planned almost exclusively for publicly oriented land uses. It is the site of the Village Hall, Public Library, Police/Public Works facility, Park District Community Center and offices, U.S. Post Office, and Jefferson Junior High School. Public open spaces within the area include the High School District 99 property, Hawthorn Hill Park, Memorial Park, Lake Carleton, and Lake Harriet.

The future land use plan indicates the existing land use pattern for the area, with neighborhood commercial, public and institutional uses along Woodridge Drive north of 75<sup>th</sup> Street, and existing public facilities and open space along Center Avenue.

The following planning issues and opportunities have been identified for this sub-area:

1. The Town Centre will represent the Village's civic activity center and community gathering space.
2. The Town Centre will establish a strong physical and functional identity for the Village and will fulfill the need of a community center. Its physical qualities will be its unified theme and high quality planned environment. Its functional identity will include a highly active core of key community public service and institutional uses.

The following planning policies will be utilized to plan and manage development / redevelopment in this sub-area:

1. Land use in the Town Centre should emphasize a public and civic orientation.
2. Improvements should occur only in a planned and overall coordinated manner.
3. Site improvements should emphasize community character and quality.
4. Sound land use relationships with surrounding areas should be considered.
5. A bicycle and pedestrian system, or “spine,” should be maintained as a key element in access, site design and building orientation.
6. Include a central and formal public gathering space in the Town Centre.
7. Focal design features should be oriented and sensitive to the formal gathering location and pedestrian spine.
8. Civic, institutional, cultural, recreational, and open spaces uses should be integrated into the Centre.

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