



Big Woods/Marmion Neighborhood Action Plan

Aurora Neighborhood Planning Initiative

City of Aurora, IL

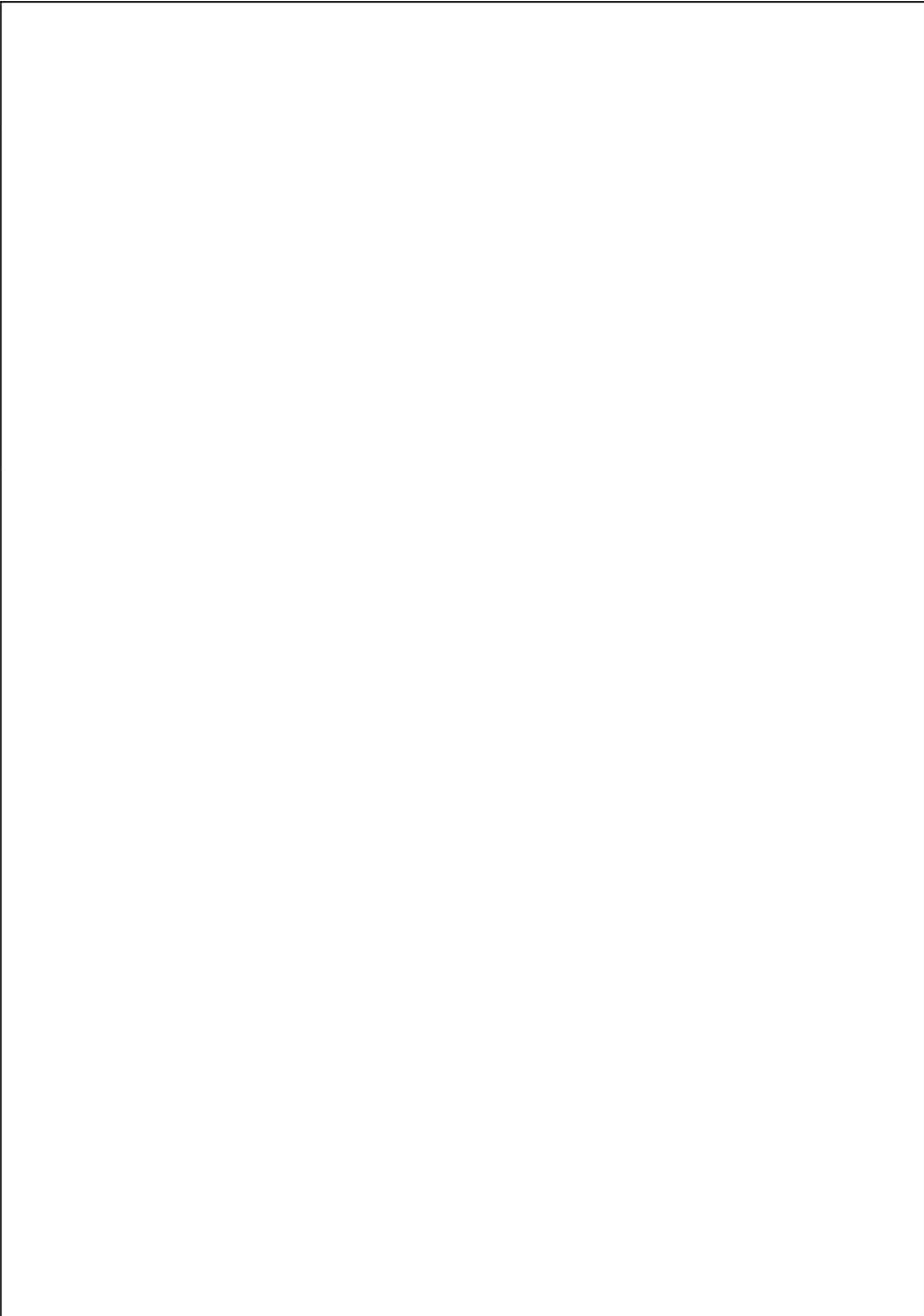


Adopted March 2005



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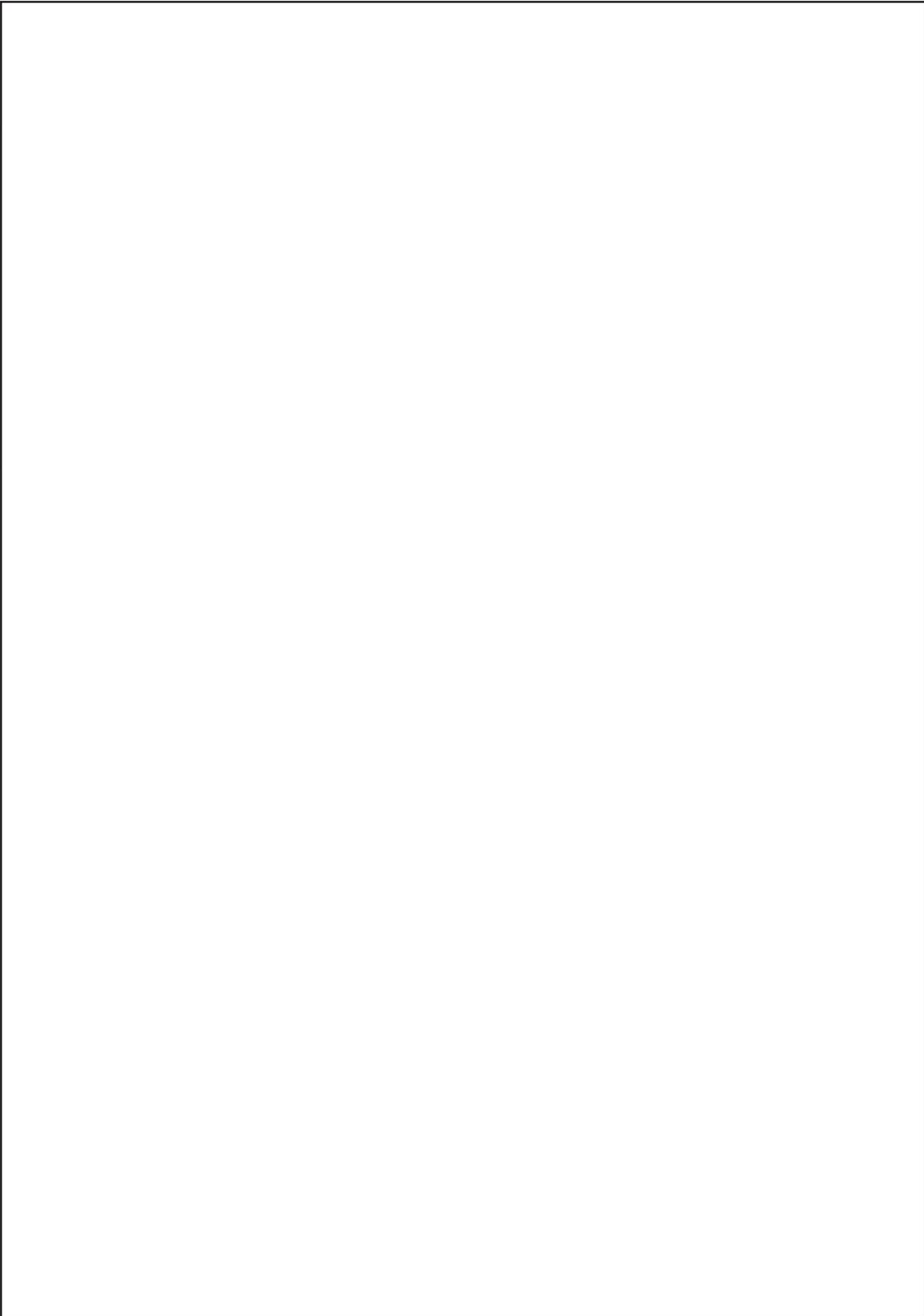
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Section 7: Executive Summary

Executive Summary

The Aurora Neighborhood Planning Initiative (ANPI) is designed to help residents and other neighborhood stakeholders shape the way their neighborhood will grow and change over the next 20 years and beyond. The **Big Woods/Marmion Neighborhood**, located in the northeast section of the City between I-88 and Butterfield Road, is the second neighborhood to complete the ANPI process. There were many active participants throughout the planning process, without which the initiative would not have been such a success. The **Big Woods/Marmion Neighborhood Planning Team** was comprised of City staff, the volunteer Leadership Team, consultants, and, most importantly, residents and local stakeholders who participated in the planning process. A series of neighborhood meetings were organized to gather input and ideas from residents, business owners, and other stakeholders, in addition to numerous leadership team meetings and planning activities. The ANPI, Planning Team, and overall neighborhood planning process are described in more detail in Section 2. In addition, a neighborhood profile is provided in Section 3.

The initial phases of the neighborhood planning process were designed to determine the most pressing issues facing the neighborhood. The Planning Team identified the **five neighborhood priority issues** listed in the figure to the right. The five neighborhood priority issues are described in more detail in Section 4.

Neighborhood Priority Issues

- 1 Communication
- 2 Pedestrian Accessibility
- 3 Traffic
- 4 Visual Character
- 5 Sub-Area Issues

In order to effectively address these neighborhood priority issues, a **framework for neighborhood improvement** was designed. Generally, the most efficient process to enact change includes clearly defined action items addressing each priority issue and a framework through which those actions can be implemented. **The two critical components of the framework for neighborhood improvement are the physical framework and the organizational framework.** As

a relatively new neighborhood that is continually growing and developing, the planning process for the Big Woods/Marmion Neighborhood focused on both physical (e.g. traffic and visual character) and non-physical (e.g. communication) growth and development priorities. Aptly named, the physical framework focuses on physical growth and development priorities. On the other hand, the organizational framework addresses both physical and non-physical priorities.

The neighborhood and City can use the **physical framework** to understand the key relationships between the different physical components in the Big Woods/Marmion area, which are listed in the figure to the left. By understanding these relationships, one can begin to envision an investment strategy with phasing

Physical Framework Components

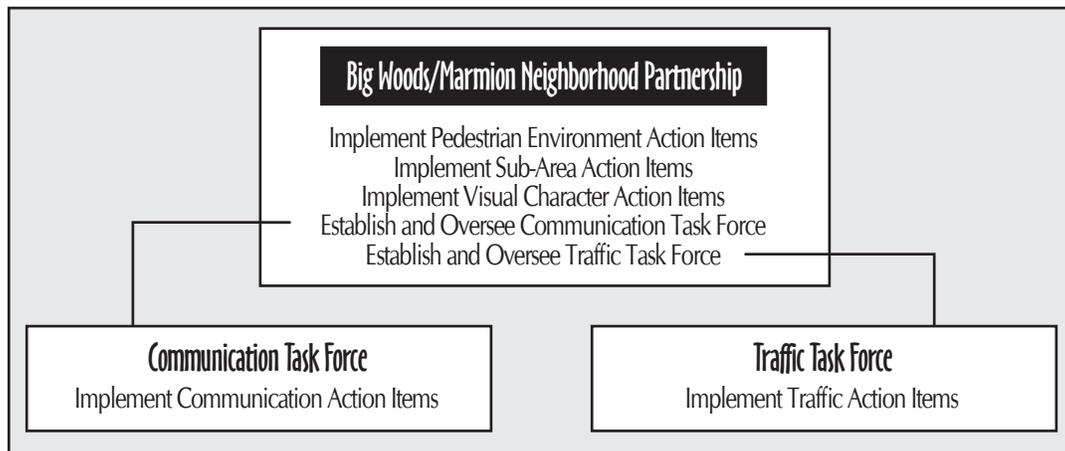
- Residential Areas
- Neighborhood Center
- Commercial Services
- Office/Research/Industrial
- Open Spaces
- Growth Pressure Area
- Primary Transportation Corridor
- Secondary Transportation Corridor
- Illinois Prairie Path
- DuPage Technology Corridor Trail



that is closely aligned with a physical plan for the neighborhood. A more detailed description of the physical framework is provided in Section 5.

The **organizational framework** was designed to allow the neighborhood and City to work together to effectively and efficiently address the neighborhood's priority issues as well as any new issues that may arise in the future. The creation of a **Big Woods/Marmion Neighborhood Partnership** will provide all residents, business owners, employees, and landowners with a strong unified voice at all levels of government. In addition to instilling a sense of responsibility and sense of ownership in the minds of neighborhood stakeholders, the Neighborhood Partnership will also create an overall entity that can coordinate efforts and resources between the neighborhood and City. A more detailed description of the organizational framework is provided in Section 5.

In order to appropriately allocate neighborhood resources to adequately address each of the five priority issues, **three levels of participation** were identified and formulated so that they could be applied to each priority issue. Based on community input, the neighborhood felt that the Communication and Traffic priority issues would be best addressed using a **Proactive Neighborhood Leadership** participation strategy, in which the neighborhood relies on a very high level of community participation and activism to develop and implement a strategy. As for the Pedestrian Environment, Visual Character, and Sub-Area priority issues, the neighborhood believed that these issues would best be addressed using a **City-Neighborhood Partnership** strategy, in which the neighborhood takes an intermediate level of community participation and activism and works together with the City to develop new ways to approach different issues. Feeling that the first two levels of participation were adequate and most appropriate, the neighborhood did not see the need to use the third level of participation, **Utilization of City Resources**, in which the neighborhood took a low level of community participation and activism and depended more on informing the City of the issues and works within the existing system of programs and resources offered by the City. The **neighborhood partnership structure**, shown in the figure below, indicates how the Big Woods/Marmion Neighborhood Partnership will address the action items for the five neighborhood priority issues. A more detailed description of the neighborhood partnership structure is provided in Section 5. The action plans for the five neighborhood priority issues are described in Section 6 along with **implementation worksheets for each of the action items**.



Overview of the Aurora Neighborhood Planning Initiative (ANPI)

The City of Aurora initiated one of the first comprehensive neighborhood planning efforts in the region in 2002. The Aurora Neighborhood Planning Initiative (ANPI) is being implemented to help residents and other stakeholders shape the way their neighborhoods will grow and change over the next 20 years and beyond.

Since February 2000, the City of Aurora has taken a proactive stance in working with its neighborhoods to identify common problems and develop solutions. The Neighborhood Revitalization Team (NRT), comprised of neighborhood representatives and City staff, spent several months identifying common issues confronting Aurora's established neighborhoods. At the conclusion of their work, the group had formulated a number of recommendations that included sponsorship of two neighborhood-oriented programs.



Mayor Stover speaks at the kick-off meeting for the Aurora Neighborhood Planning Initiative.



Neighborhood residents, business owners, and other local stakeholders are provided opportunities to actively participate in the neighborhood planning process.

The first program would allow ongoing City-neighborhood dialogue to address a variety of issues. The implementation of this recommendation was the formation of the Aurora Neighborhood Council (ANC), a type of "one-stop shop" for neighborhoods to access City services. The ANC is made up of neighborhood representatives and is served by representatives of each City department.

The second NRT program was based on the acknowledgment that each of Aurora's neighborhoods has its own character, its own unique set of issues, and, perhaps, its own priorities for improving its quality of life. As such, the NRT proposed a process for ensuring long-term, neighborhood-by-neighborhood planning. The goal of this proposal was to assure that the distinct needs of various neighborhoods are ad-

ressed and that revitalization is an ongoing, joint effort of both residents and City government. The ANPI was started to provide a forum for neighborhoods to collaborate with the City in addressing neighborhood issues through long-range planning. The objectives of the program are to:

- Identify and involve stakeholders;
- Help community stakeholders identify key goals for their neighborhoods;
- Involve stakeholders in determining the best ways to achieve neighborhood AND City goals; and
- Create a collaborative and inclusive environment that will foster community building in each neighborhood.

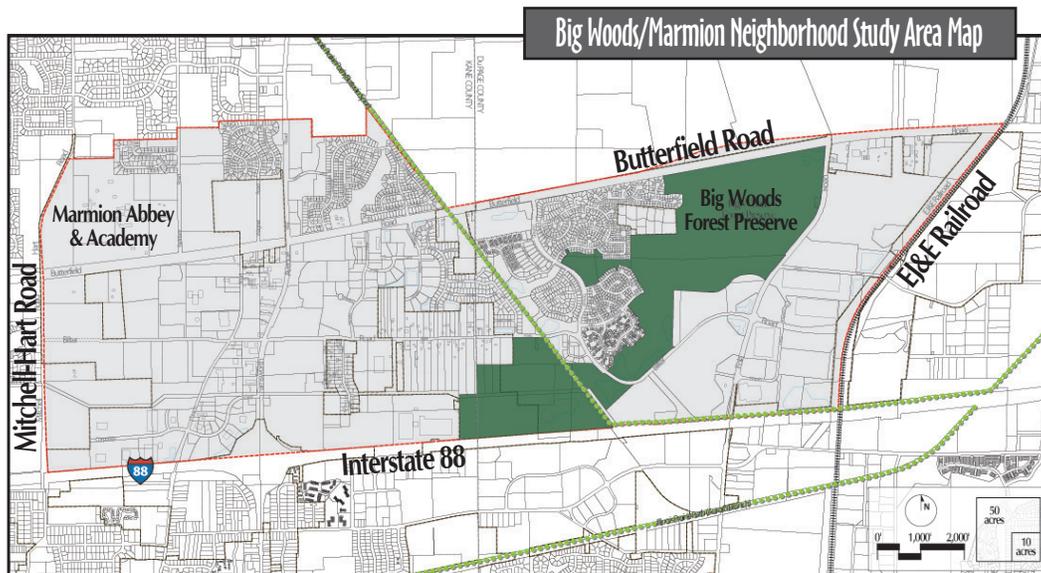
Big Woods/Marmion Neighborhood Study Area

The Big Woods/Marmion Neighborhood is located in the northeast section of the City just south of the Fermi National Accelerator Laboratory along Butterfield Road. The study area is named after the Big Woods Forest Preserve and Marmion Abbey and Academy, both local assets to the surrounding community.

As shown in the map below, the general boundaries of the Big Woods/Marmion Neighborhood study area are: the City of Aurora City Limits on the north, the E&E Railroad on the east, I-88 on the south, and Mitchell-Hart Road on the west.



Marmion Abbey and Academy, located in the northwest section of the study area, is an asset to the neighborhood as well as nearby communities.



The map above illustrates the general boundaries of the Big Woods/Marmion Neighborhood Study Area. Although a study area was defined, the study area boundary is not exclusive to those living or working within the boundary. Residents from outside the study area were welcome to participate in the planning process due to their proximity to the neighborhood. The "Tell Us Where You Live/Work" Map on page 11 and attendance lists from neighborhood meetings indicate that meeting participants came from both within and beyond the study area boundaries.

Big Woods/Marmion Neighborhood Planning Team

The Big Woods/Marmion Neighborhood Planning Team was comprised of City staff, consultants, and, most importantly, residents and other neighborhood stakeholders who participated in the process, including those on the volunteer Leadership Team. Stakeholders are those individuals who have a vested interest in the changing conditions of the neighborhood, including property owners, business operators, employees, and residents. The diagram to the right depicts the members of the Planning Team and summarizes the general responsibilities of each team component. The primary objectives of the Planning Team are to:

- Help community stakeholders identify key goals for the neighborhood;
- Involve stakeholders in determining the best ways to achieve neighborhood and City goals; and
- Create a collaborative and inclusive environment that will foster community building in each neighborhood.

The Leadership Team was comprised of a diverse group of local residents and stakeholders that focused on the outcomes of neighborhood meetings and input from residents. Working with City staff and consultants, the Leadership Team was instrumental in ensuring that the planning process reflected the community's needs and desires. Among its various assignments, the Leadership Team was responsible for initiating work on the following:

- Prioritization of neighborhood issues/areas of focus;
- Prioritize action items for the Big Woods/Marmion Neighborhood's areas of focus; and
- Implementation program for the priority action items.



Neighborhood Plan Participants

- Attend/participate in meetings
- Communicate concerns, experiences & ideas
- Review consultant ideas in order to shape plan



Neighborhood Leadership Team

- Promote meetings
- Accept responsibility for assignments between meetings
- Make sure recommendations reflect neighborhood's desires



Consultants

- Facilitate discussions
- Design and advise on activities
- Translate meeting findings into planning document

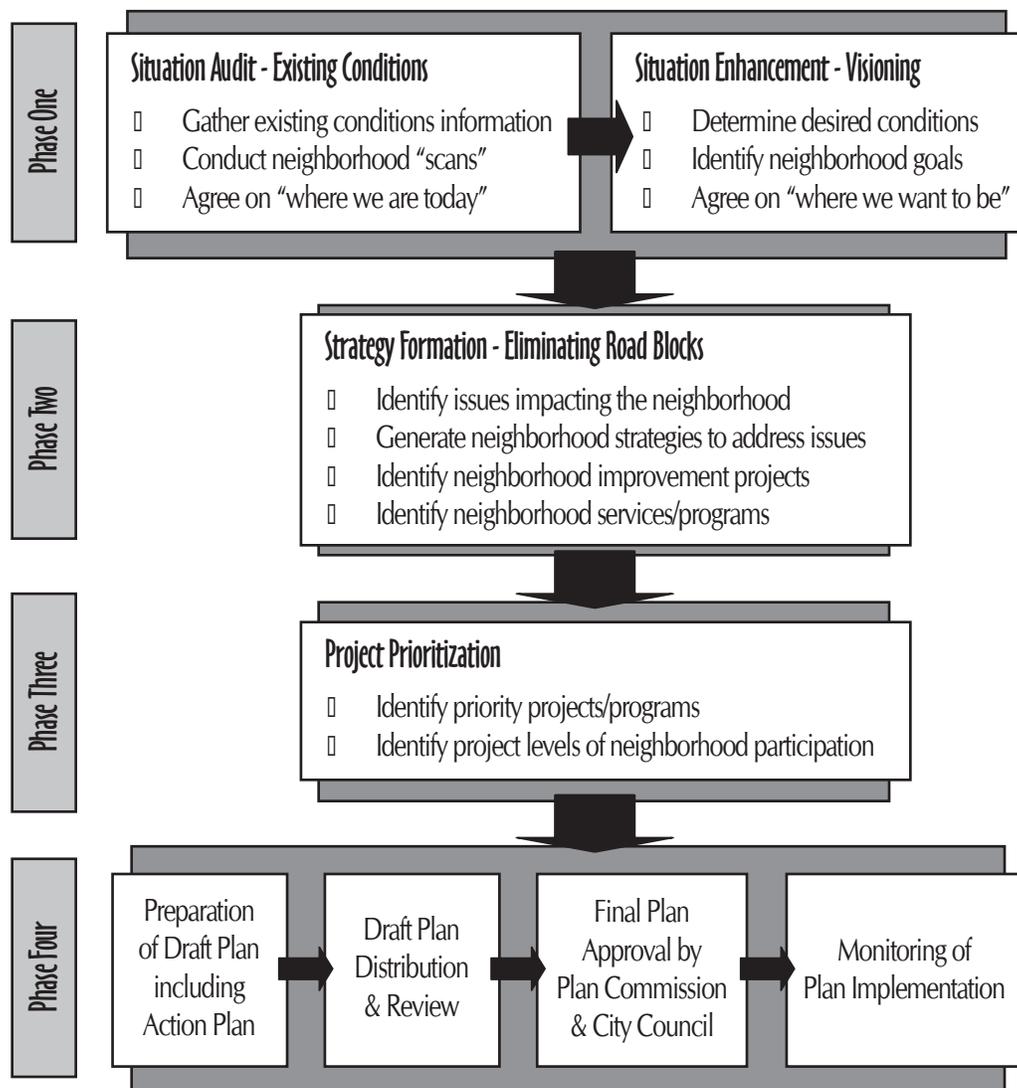


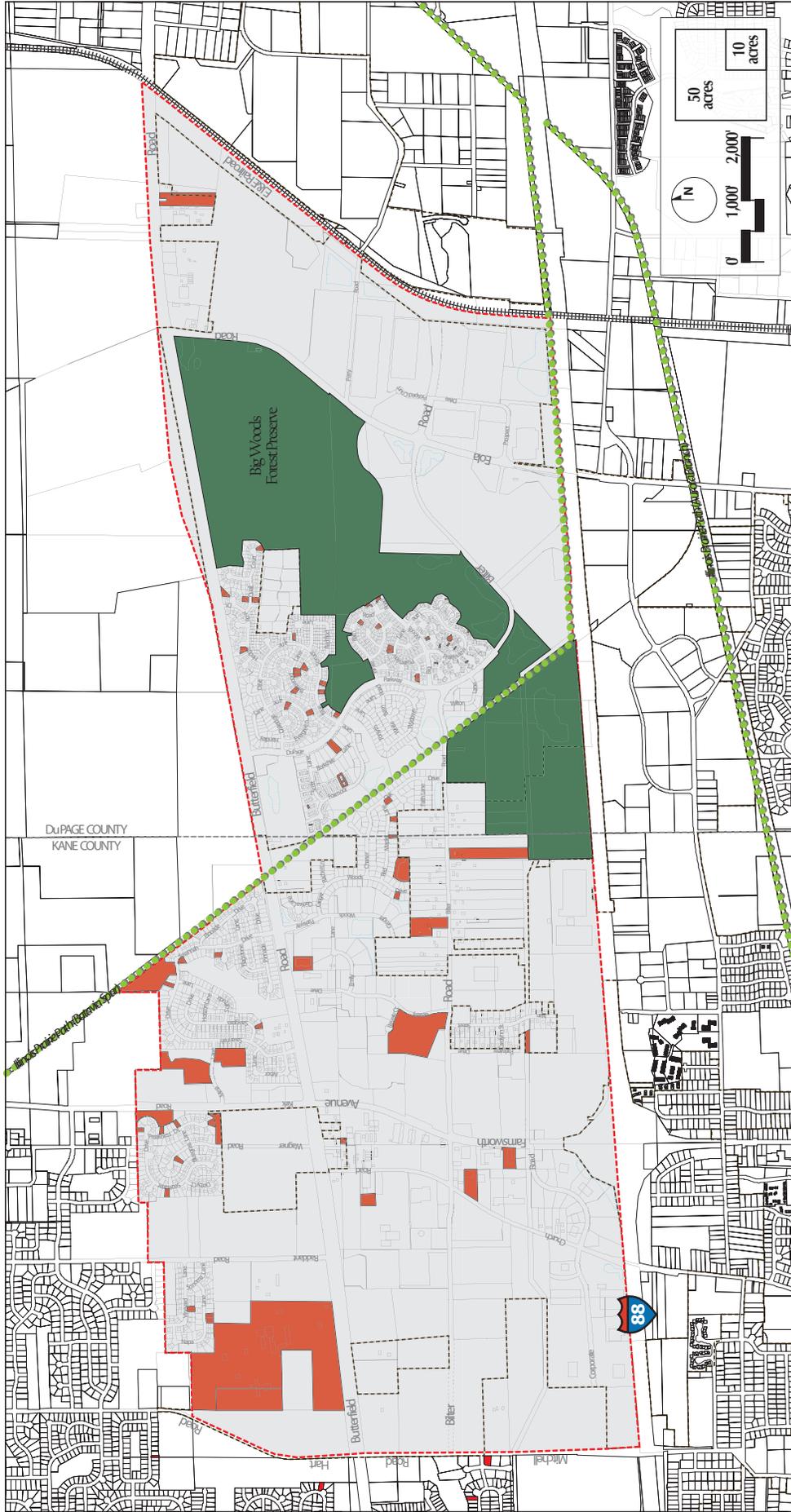
City Staff

- Attend and help plan meetings
- Bring in additional resources and information as necessary
- Distribute information throughout the process

Neighborhood Planning Process

Throughout the planning process, four neighborhood meetings were held to give residents, local business owners, and other Big Woods/Marmion Neighborhood stakeholders the opportunity to participate in the planning of their neighborhood. The map on the next page shows the geographic distribution of the residents and stakeholders who participated in the neighborhood meetings. The neighborhood planning process was primarily comprised of three phases, which are summarized in the diagram below. The objectives of each phase were covered in a series of neighborhood meetings. The final (fourth) meeting was used for presentation of the draft Action Plan.





Tell Us Where You Live/Work'
 At each neighborhood meeting, residents, business owners, and other local stakeholders were asked to label the location of their residences or places of work on a neighborhood map. This is a compilation of these labels.

- Legend**
- City of Aurora Municipal Boundary
 - Study Area Boundary
 - Residences/Work/Places of Plan Participants

Big Woods/Marrion Neighborhood "Tell Us Where You Live/Work"

Aurora Neighborhood Planning Initiative

Exhibit 1





Section 3: Neighborhood Profile

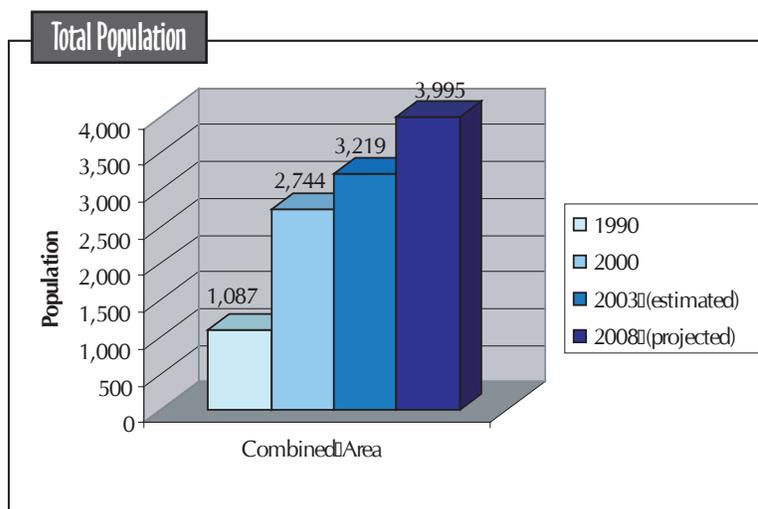
The neighborhood profile provides insight into the demographic composition and character of the Big Woods/Marmion Neighborhood based on an analysis of U.S. Census data. In addition to describing the general population and housing characteristics of the Big Woods/Marmion Neighborhood, analysis of Census data also substantiates the character of the neighborhood as being a high growth area. The neighborhood profile is also characterized by the neighborhood's existing and proposed developments, zoning districts, and transportation network.

Census Data

For individual communities, U.S. Census data is broken down to smaller geographic areas by tracts, block groups, and blocks. The boundaries for each of these components is determined by the U.S. Census, and unfortunately do not correspond with the boundaries of the Big Woods/Marmion Neighborhood study area. However, very detailed information exists from third party companies. Experian/Applied Geographic Solutions begins with 2000 U.S. Census data and provides both historic, current and projected data for general areas. This company has provided population, housing, and economic data for two geographic areas within the Big Woods/Marmion Neighborhood, including a ¼-mile radius from the Butterfield Road/Farnsworth Avenue intersection and a ½-mile radius from the DuPage Parkway/Bilter Road intersection. These two geographic areas most closely approximate the Big Woods/Marmion Neighborhood study area and provide projections regarding future growth which could not be provided by the U.S. Census.



New residential developments such as The Reserve of Kirkland Crossing will contribute to additional population growth in the next several years.



Source: Experian/Applied Geographic Solutions.

Total Population

Based on the 2000 Census, the Big Woods/Marmion area had a population of 2,744, representing approximately 2% of the City's total population of 142,990. From 1990 to 2000, the neighborhood experienced a population growth of 152.4%, increasing from 1,087 to 2,744. The area's substantial population growth from 1990-2000 can be attributed to the rapid development of residential properties within the Big Woods/Marmion Neighborhood during that time frame.

From 2000 to 2003, the population of the neighborhood increased by an additional 17.3%, to 3,219 persons. Population projections for for the next five years anticipate continued



growth, an additional 45.6%, producing a population of 3,995 by 2008. A lower population growth rate since the 152% of the 1990's is expected since much of the developable land within the Big Woods/Marmion Neighborhood has already been developed. In addition, a significant portion of the neighborhood has been developed or planned for non-residential uses, including commercial businesses, and a wide variety of office/research/industrial uses. As a result, the decreasing amount of vacant land available for residential development will see the eventual build-out of housing units in the area.

Population by Age & Gender

Based on the age composition of the neighborhood's total population, the Big Woods/Marmion Neighborhood can generally be viewed as a place where families make their home. The 35-44 age group is the largest adult group with a 23.3% composition in 2000. In addition, school age children, under the age of 18, comprise 33.7% of the population. The large percentage of these family groups is related both to the age of the housing stock (less than 20 years) and the predominance of single family homes with private yards. Characteristics traditionally very appealing to young families.

Population by Age				
	1990 Census	2000 Census	2003 Estimated	2008 Projected
0 to 4	11.1%	11.2%	9.9%	8.8%
5 to 13	13.5%	17.3%	16.7%	15.4%
14 to 17	5.4%	5.3%	5.2%	5.5%
Sub-Total under age 18	30.1%	33.7%	31.9%	29.7%
18 to 24	6.0%	4.2%	5.6%	6.3%
Sub-Total age 18 to 24	6.0%	4.2%	5.5%	6.3%
25 to 34	25.4%	15.4%	14.0%	12.9%
35 to 44	18.2%	23.3%	21.8%	19.1%
45 to 54	8.6%	14.1%	15.3%	16.5%
55 to 64	5.3%	5.7%	7.3%	9.7%
Sub-Total age 25 to 64	57.5%	58.5%	58.3%	58.2%
65 to 74	3.6%	2.1%	2.6%	3.6%
75 to 84	2.0%	1.1%	1.4%	1.7%
85 +	0.7%	0.6%	0.3%	0.6%
Sub-Total age 65 and older	6.4%	3.8%	4.2%	5.8%

Source: Experian/Applied Geographic Solutions.

The smallest age groups are the college-aged young adults (age 18-24) and senior citizens (age 65 and older) at 4.2% and 3.8% composition, respectively. Population projections for 2008 anticipate the composition of college-aged young adults and senior citizens age cohorts to increase but the under 18 age cohort to decrease. The 25-64 adult age groups are expected to remain steady, however, there will be a shift as those groups over 45 increase. This reflects national trends as the baby-boomer generation ages and approaches retirement.

While there will be a slight increase in the amount of seniors in the neighborhood, the percentage of school age children will remain a significant portion of the population. Traditionally, a high percentage of school age children would result in a significant number of requests for parks, playgrounds and other amenities. While those request will increase, they may be offset by the fact that a significant number of single family homes have substantial private yards that can address these recreational needs, to a degree.



The gender composition of the Big Woods/Marmion Neighborhood is nearly even, with slightly more males (50.3%) than females (49.7%) in 2000. In addition, the gender composition of the neighborhood has remained evenly split since 1990 and is expected to remain steady through 2008.

Household Income

The percentage of households with income higher than \$50,000 increased from 18.7% in 1990 to 27.8% in 2000. That percentage grew to 28.6% in 2003 and is expected to increase to 30.0% by 2008. In 1990, households in the \$50,000-\$74,999 income bracket comprised the highest percentage (13.1%) of all income brackets. By 2000, households earning \$100,000-\$149,999 became the highest earning income bracket and they are expected to maintain that position through 2008.

Households by Income	Combined Area			
	1990 Census	2000 Census	2003 Estimated	2008 Projected
\$0 - \$15,000	2.4%	0.5%	0.6%	0.6%
\$15,000 - \$24,999	1.8%	0.9%	0.8%	0.7%
\$25,000 - \$34,999	2.4%	1.3%	1.7%	1.6%
\$35,000 - \$49,999	9.3%	4.1%	3.1%	1.8%
\$50,000 - \$74,999	13.1%	6.2%	6.0%	5.7%
\$75,000 - \$99,999	4.1%	6.9%	6.2%	5.5%
\$100,000 - \$149,999	1.3%	8.5%	9.2%	9.8%
\$150,000 +	0.2%	6.3%	7.2%	8.9%

Source: Experian/Applied Geographic Solutions.

Corespondingly, the percentage of households with income lower than \$50,000 decreased considerably from 15.8% in 1990 to only 6.8% in 2000. That percentage continued to decrease to 6.1% in 2003 and is expected to decrease to 4.7% by 2008.

Housing Units

The total number of housing units in the Big Woods/Marmion Neighborhood increased by over 151%, from 396 units in 1990 to 997 units in 2000. Total housing units continued to increase to 1,174 units in 2003 and are anticipated to reach 1,461 units by 2008, a growth rate from 1990 of over 268%.

Housing Occupancy	Combined Area			
	1990 Census	2000 Census	2003 Estimated	2008 Projected
Owner Occupied	87.9%	90.7%	91.1%	91.9%
Renter Occupied	7.3%	4.6%	3.8%	2.9%
Vacant	4.6%	4.7%	4.9%	5.1%

Source: Experian/Applied Geographic Solutions.

The percentage of owner-occupied housing units in the Big Woods/Marmion Neighborhood in 2000 (90.7%) was considerably higher than the City as a whole (63.1%). Comparing the percentage of owner- and renter-occupied housing units within the neighborhood, the projected increase in owner-occupied housing over the next five years results in a coresponding decrease in the amount of renter-occupied housing. As owner-occupied housing grows to 91.9% of all housing units, the renter-occupied housing decreases from 7.3% in 1990 to a projected 2.9% in 2008. The lack of growth in available rental housing units leaves very few housing options for some age groups including college age young adults and new families.



Housing Values

The majority (85.1%) of all owner-occupied homes in the Big Woods/Marmion Neighborhood have values within the \$100,000-\$399,999 range. The majority (91.7%) of owner-occupied homes in the entire City have values within the \$50,000-\$299,999 range. In 1990, more owner-occupied homes in the Big Woods/Marmion Neighborhood had values in the \$100,000-\$149,999 range than in any other range. In 2000, more owner-occupied homes had values in the \$200,000-\$249,999 range than in any other range, demonstrating the significant rise in home values during the neighborhood's rapid development in the 1990's.

Housing Values of Owner-Occupied Homes	Combined Area	
	1990 Census	2000 Census
\$0 to \$14,999	0.0%	0.0%
\$15,000 to \$19,999	0.0%	0.2%
\$20,000 to \$29,999	0.0%	0.0%
\$30,000 to \$39,999	0.0%	0.0%
\$40,000 to \$49,999	0.6%	0.0%
\$50,000 to \$99,999	23.0%	4.8%
\$100,000 to \$149,999	42.0%	16.9%
\$150,000 to \$199,999	20.1%	15.9%
\$200,000 to \$299,999	5.5%	33.0%
\$300,000 to \$399,999	0.6%	19.3%
\$400,000 to \$499,999	0.3%	6.2%
\$500,000 or more	0.9%	4.2%

Source: Experian/Applied Geographic Solutions.

The development of large single-family homes, such as the ones in the Ginger Woods (left) and Kirkland Farms (right) residential developments, during the 1990's contributed to the rise in home values in the Big Woods/Marmion Neighborhood over the past several years.





Neighborhood Developments

The Big Woods/Marmion Neighborhood experienced significant growth and development during the 1990's. Today, the percentage of growth and development in the neighborhood isn't as high as it was in the previous decade but the demographic data signifies that the neighborhood continues to experience growth as the remaining vacant land within the study area prepares for development. The neighborhood is comprised of a variety of uses including residential developments, office parks, warehousing and distribution centers, retail businesses, institutional uses, and open spaces. Existing neighborhood developments include:

Single-Family Homes

- The Vineyards
- Butterfield
- Cambridge Countryside
- Kirkland Farms
- Single family homes along Bilter Road
- Single family homes along Nan Street
- Ginger Woods

Apartments & Townhomes

- The Reserve of Kirkland Crossing
- Butterfield Oaks Apartments
- Cinnamon Glen/Country Oaks Townhomes
- Cambridge Countryside Townhomes
- Savannah

Office Parks

- Farnsworth Center for Business
- Fermi Corporate Park (to the north of the area)
- Aurora Corporate Center
- Ginger Woods Business Park
- Butterfield Center for Business & Industry

Warehousing/Distribution Centers

- Aurora Distribution Center
- Pepsi Bottling Plant
- SealMaster
- Butterfield Center for Business & Industry

Retail Businesses

- Kirkland Crossing Retail Center
- Chicago Premium Outlets
- Various retail businesses along Farnsworth Avenue, Butterfield Road & Church Road



Small single-family homes are located along Nan Street and Bilter Road.



The Ginger Woods Business Park is part of a cluster of office parks north of Bilter Road.

Institutional Uses

- Marmion Abbey & Academy
- Ginger Creek Community Church
- Big Woods Church

Open Spaces

- Big Woods Forest Preserve
- Ginger Woods Park
- Butterfield Park
- Fidler Farm Park
- Kane County Forest Preserve wetland & flood-plain mitigation area (located west of outlet mall)



The Aurora Distribution Center intends to expand west towards Mitchell-Hart Road.



The neighborhood is home to many small businesses such as this storage building along Church Road.

In addition to existing developments, the neighborhood has some vacant land to accommodate proposed and potential future development opportunities, including:

- The property located at the northwest corner of Butterfield Road/ Kirk Road is planned for future commercial development.
- The Aurora Distribution Center and the Farnsworth Center for Business both plan to extend their properties westward towards Mitchell-Hart Road.
- Vacant sites within several of the office parks, including the Butterfield Center for Business are still available.
- Butterfield Community Church plans to vacate its property later this year, making the southeast corner of Butterfield Road and Farnsworth Avenue completely undeveloped. This property is planned for future commercial development.

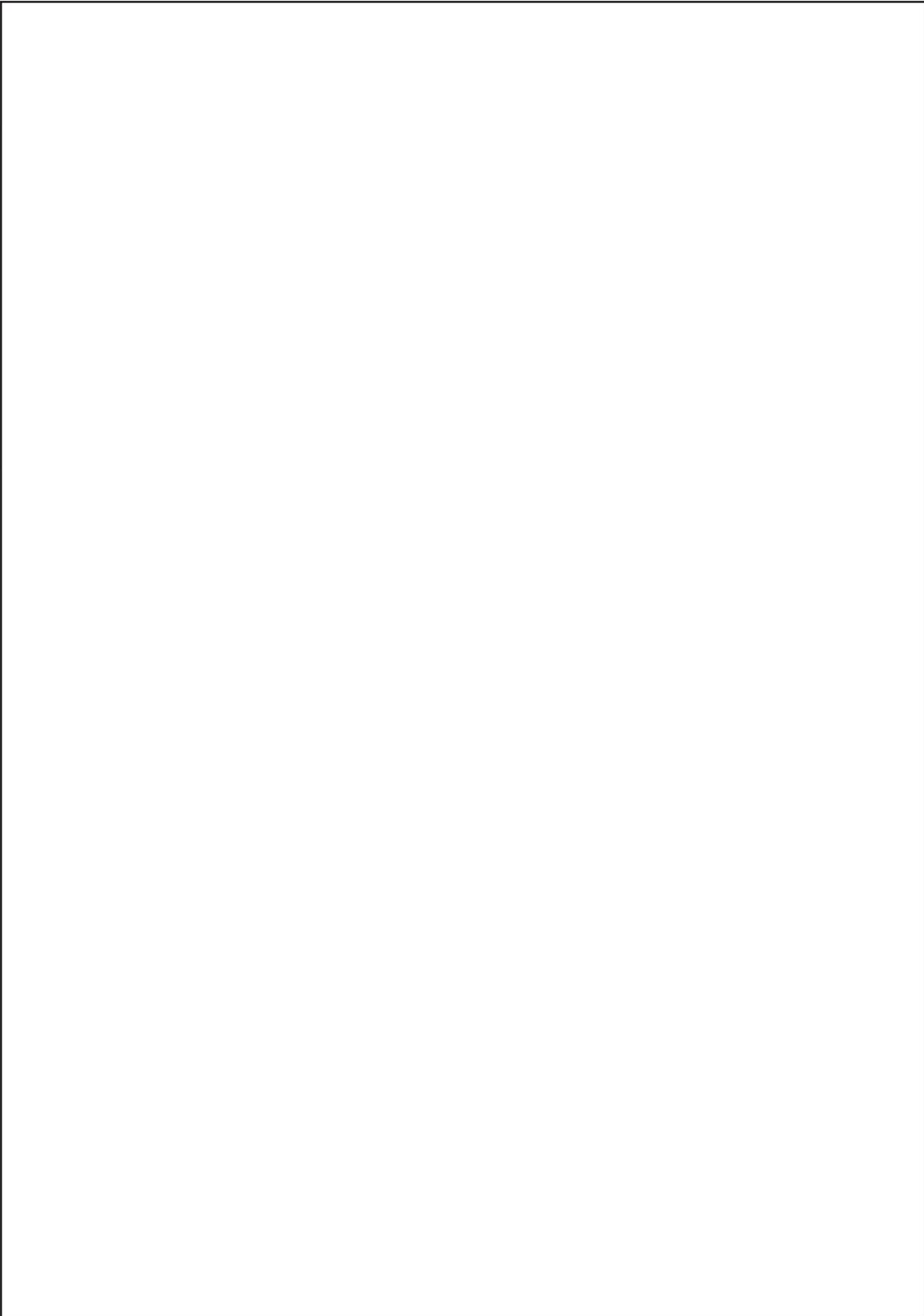
The map on the following page shows the neighborhood's existing and planned developments.



The Chicago Premium Outlet Mall is the most recent addition to the neighborhood with a grand opening in May 2004. In addition to offering a variety of retail shops at the outlet mall, the developers created an adjacent wetland and floodplain mitigation area, offering an open space amenity to the neighborhood.

In addition to a variety of relatively new office parks and distribution centers, the Big Woods/Marmion Neighborhood has been the long-time home for the SealMaster Building and the Pepsi Bottling Plant, both located south of Bilter Road near the new Chicago Premium Outlet Mall.







Zoning Districts

Zoning districts are a general means of classifying land according to uses that are legally permitted by the City.

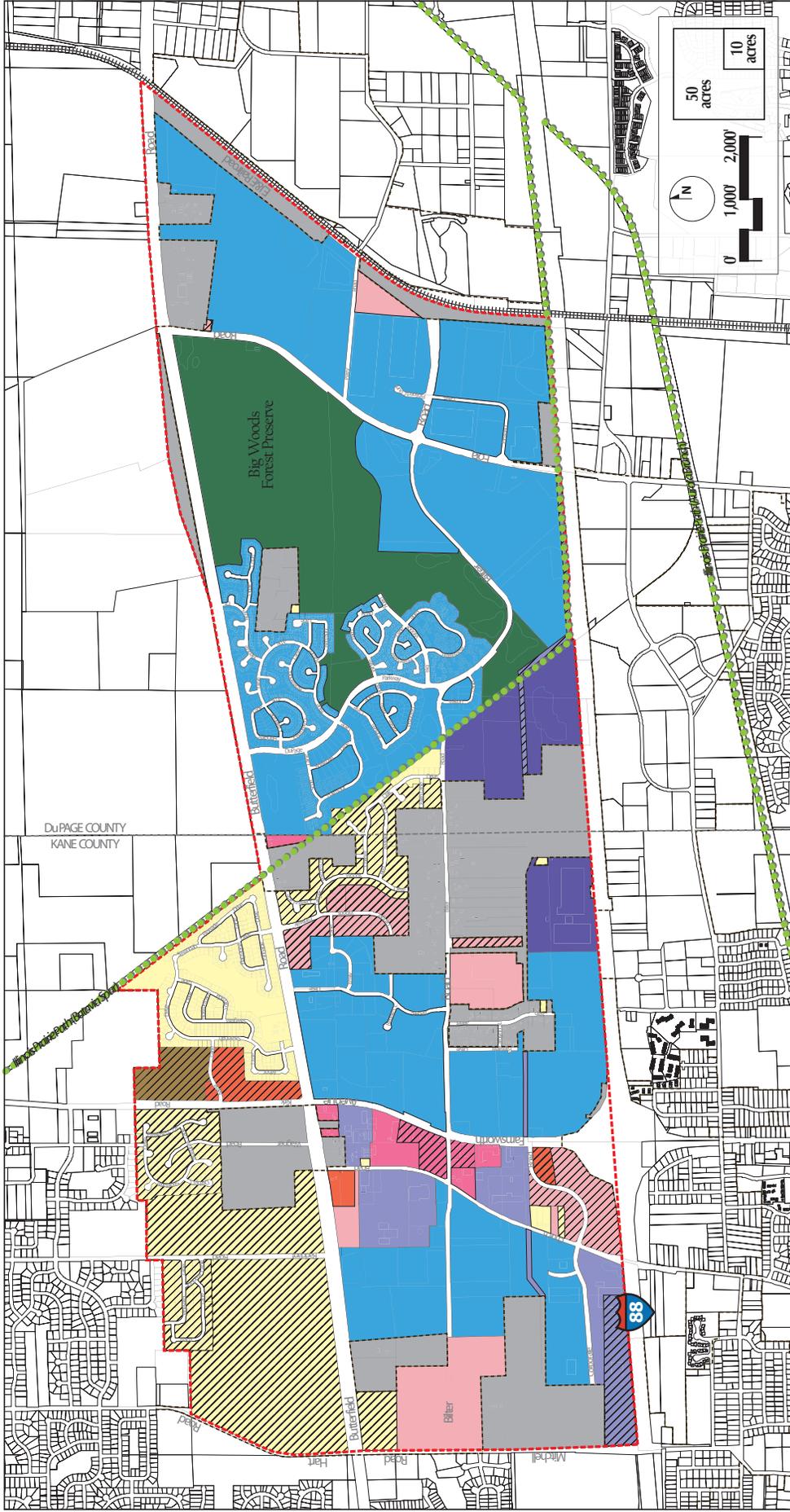
Zoning classifications also specify development approval procedures and identify regulations for site development including lot and building dimensions, parking, and landscaping. The Big Woods/Marmion Neighborhood is comprised of a wide variety of residential and non-residential zoning districts. Below is a brief description of the different zoning districts in the neighborhood as shown in the City's 2002 Zoning Map Book.

- The Big Woods Forest Preserve is designated as a **P (Park/Open Space) zone**.
- Single family residential subdivisions, including the Vineyards, Kirkland Farms, Savannah, and Ginger Woods, are designated as **R-1 (One-Family Dwelling District)**. Other properties that are within the R-1 zoning district include a few small private single family lots, a few vacant lots, the Reserve of Kirkland Crossing, and the Marmion Abbey and Academy campus.
- Properties at the northeast corner of Butterfield Road/Kirk Road, the southwest corner of Corporate Road/Farnsworth Avenue, and the southwest corner of Butterfield Road/Church Road are designated as **B-2 (Business District – General Retail) zoning districts**.
- Several properties along the west side of Farnsworth Avenue are designated as **B-3 (Business & Wholesale District) zoning districts**. Another property along the south side of Butterfield Road at the county line is within a B-3 zoning district.
- Several properties located throughout the study area are designated as **ORI (Office/ Research/Industrial) zoning districts**. These properties include the Ginger Creek Church, the Ginger Woods Business Park, the Pepsi Bottling Plant, a small property east of the Pepsi Bottling Plant, the Plumbers and Pipefitters Union property, the eastern portion of the Farnsworth Center for Business, a small portion south of Perry Road in the Butterfield Center for Business and Industry, and the future western expansion area of the Aurora Distribution Center.
- The western portion of the Farnsworth Center for Business and several other developments along Farnsworth Avenue are within the **M-1 (Manufacturing District – Limited) zoning district**.
- The SealMasters property is designated as an **M-2 (Manufacturing District – General) zoning district**. A few properties located south of Bilter Road along the west side of the Illinois Prairie Path are also designated as an M-2 zoning, but they were recently acquired by the DuPage County Forest Preserve District as a western expansion of the Big Woods Forest Preserve.



- A majority of the properties within the study area are zoned as **PDD (Planned Development District)**. These properties include the Aurora Distribution Center, part of the Farnsworth Center for Business, the Chicago Premium Outlets property and the adjacent wetland/floodplain mitigation area, several properties at the southeast corner of Farnsworth Avenue/Butterfield Road, Butterfield, Cambridge Countryside, Butterfield Oaks Apartments, and the Butterfield Center for Business and Industry.

The map on the next page shows the existing zoning districts in the neighborhood. In addition to having a specified zoning designation, some properties are also designated as Special Use Districts, which are properties that have been granted a Special Use permit. Special Use permits are generally defined as provisions which promote greater land use compatibility by requiring a special use permit as a prerequisite to a particular use or development. These Special Use Districts are indicated on the map. The map also shows currently unincorporated properties that are located within the study area that are not within the regulatory powers of the City.



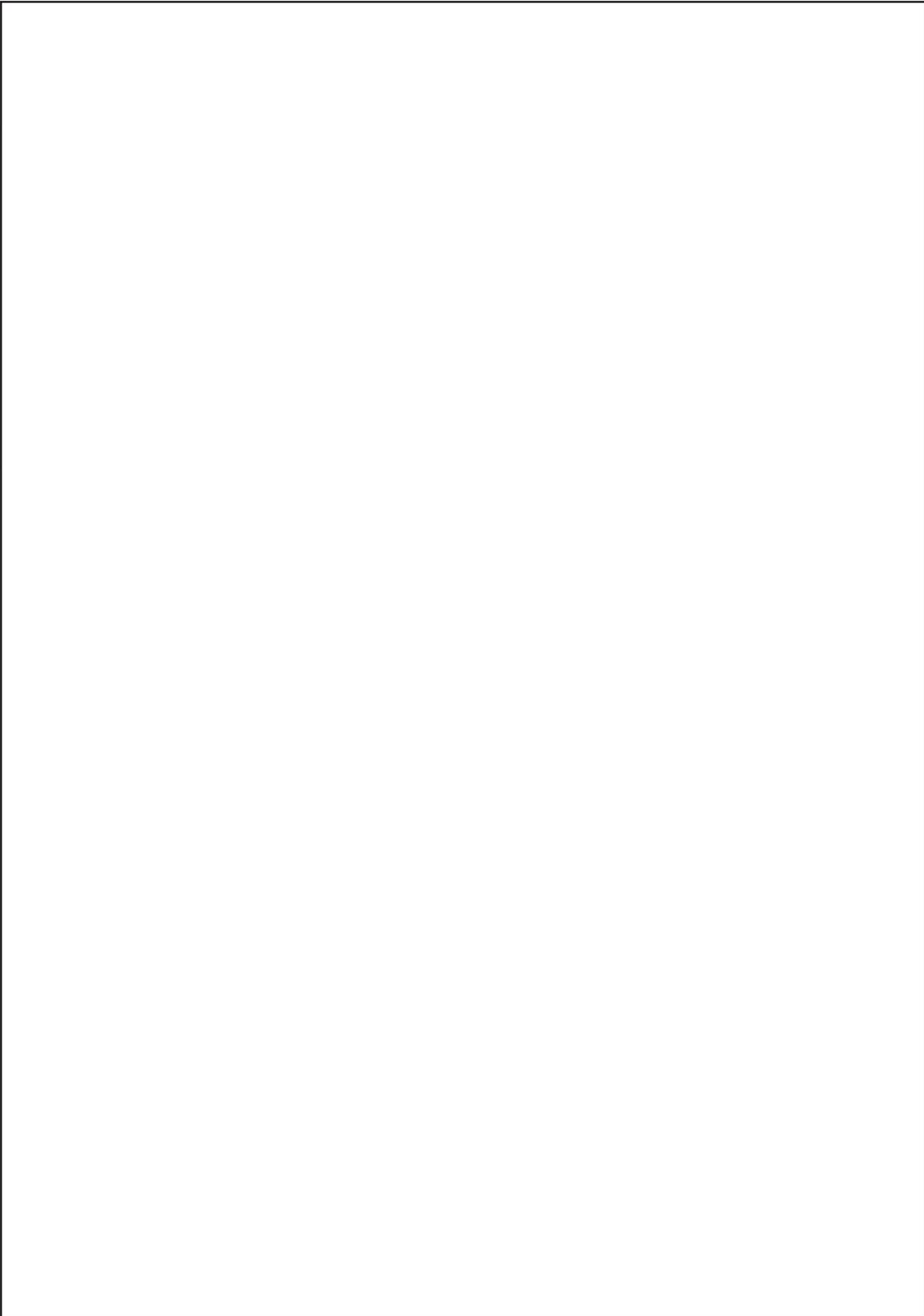
Legend

- R-1 (One-Family Dwelling District)
- B-2 (Business District - General Retail)
- B-3 (Business & Wholesale District)
- ORI (Office/Research/Industrial District)
- M-1 (Manufacturing District - Limited)
- M-2 (Manufacturing District - General)
- PDD (Planned Development District)
- P (Park/Open Space)
- (S) (Special Use District)
- Unincorporated
- City of Aurora Municipal Boundary
- Study Area Boundary

Big Woods/Marrion Neighborhood Zoning Districts

Aurora Neighborhood Planning Initiative







Transportation Network

The proximity of the Big Woods/Marmion Neighborhood to the regional transportation network makes the neighborhood highly accessible to adjacent communities and beyond. In addition to the road network, residents also have access to pedestrian/recreation paths that connect to a larger regional network. The Elgin Joliet and Eastern (E.J.&E) Railroad, which runs along the study area's east boundary, is also an important component of the transportation network for the adjacent businesses.

The map on page 28 shows the pedestrian path and road network for the Big Woods/Marmion Neighborhood. In particular, the map shows how the local pedestrian/recreation paths wind through the neighborhood and relate to the road network. The local pedestrian/recreation paths include:

Pedestrian/Recreation Paths

- **Illinois Prairie Path.** The Illinois Prairie Path is a regional trail built along the old Chicago, Aurora and Elgin (C.A.&E.) Railroad right-of-way and is comprised of a system of branches and spurs that serve many of the western suburbs. In 1971 the path was designated a National Recreation Trail and is recognized as part of the National Trails System. The Big Woods/Marmion Neighborhood is served by the Batavia Spur, which passes through the Big Woods Forest Preserve. The Aurora Branch connects to the Batavia Spur but is located south of the neighborhood study area.
- **DuPage Technology Corridor Trail.** The DuPage Technology Corridor Trail is a planned multi-purpose regional bikeway designed to connect the network of recreation trails and forest preserves throughout the western suburban region. The technology trails start from Pratt's Wayne Woods Forest Preserve in the Village of Bartlett and extend southward where it terminates in the Big Woods/Marmion Neighborhood. The southern terminus of the technology trail splits into two separate branches, both connecting to the Batavia Spur of the Illinois Prairie Path at two different points. One of the two southern branches located along the west side of Eola Road currently exists. The other southern branch located along the southern edge of the Big Woods Forest Preserve does not exist but is still proposed.

The map also indicates the specific governmental jurisdictions for the major roads in the local road network. Road jurisdictions include:



Interstate Tollway

- **I-88**, which runs along the study area's southern boundary, is the east-west interstate tollway connecting Aurora and the western suburbs to Chicago.



Butterfield
Road

State Highway

- **Butterfield Road (State Route 56)**, which runs along the study area's northeastern boundary, is an east-west state highway connecting Aurora and the western suburbs to the west side of Chicago.



County Roads

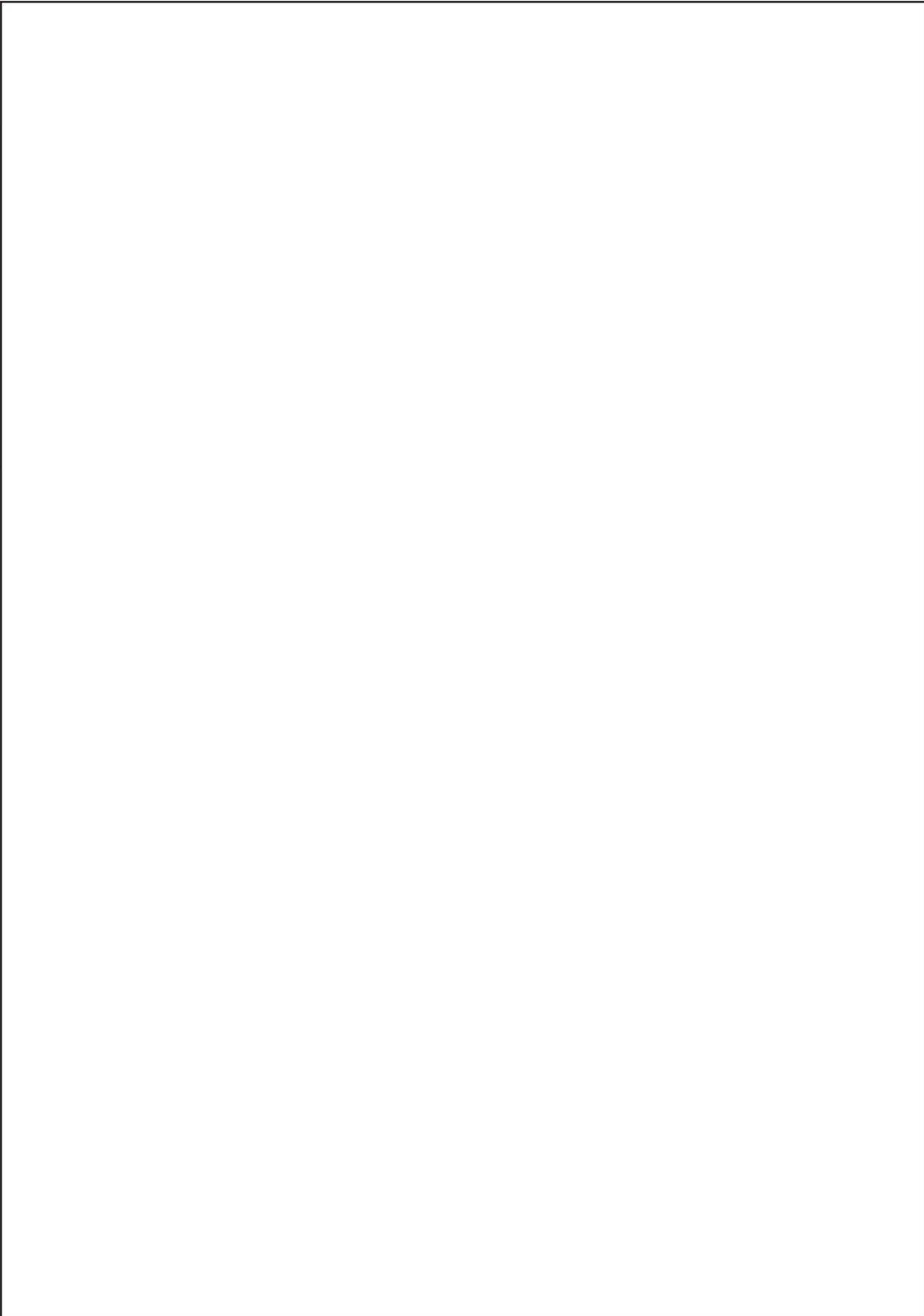
The study area is served by two county roads, including:

- **Kirk Road** extends north from the Farnsworth Avenue/Butterfield Road intersection towards the City of Batavia. Kirk Road is under the jurisdiction of Kane County.
- **Eola Road** runs along the east side of the Big Woods Forest Preserve and runs north from the east side of Aurora before terminating at Butterfield Road. Eola Road is under the jurisdiction of DuPage County.

City/Township Roads

The study area is also served by a variety of city/township roads. All roads are maintained by the City of Aurora except for those segments located within unincorporated areas, in which case township jurisdictions govern. City/township roads include:

- **Mitchell-Hart Road**, which forms the study area's western boundary, runs north towards Batavia and south/southwest to connect with State Route 25 in the central part of Aurora (*Note: the segment north of I-88 is under the jurisdiction of and maintained by the Village of North Aurora*).
- **Farnsworth Avenue** extends south from the Kirk Road/Butterfield Road intersection towards the New York Street.
- **Church Road** runs just west of Farnsworth Avenue in a north-south direction, leading from Butterfield Road to the central part of Aurora.
- **Bilster Road** is the only east-west city/township road serving the neighborhood. The western end of Bilster Road currently terminates before intersecting with Mitchell-Hart Road; however, the right-of-way for a future connection to Mitchell-Hart Road has been acquired. Bilster Road is planned to connect to a future realignment of Ferry Road on the east side of the study area. In addition, an interchange off of I-88 is planned with connections to Bilster Road and Diehl Road to the south (outside the study area). Part of Bilster Road passes through an unincorporated section of the study area. Jurisdiction over this particular segment is split between Aurora and Naperville Townships, not the City of Aurora.
- **Ginger Woods Parkway** runs south from Butterfield Road and serves the Ginger Creek Church, the Ginger Woods Business Park, and the Ginger Woods residential development. It is maintained by the City.



Section 4: Neighborhood Issues

The first neighborhood meeting was designed to assess the existing conditions in the Big Woods/Marmion Neighborhood and facilitate a discussion with residents and local stakeholders to reach consensus on “where we are today” and “where we want to be”. In particular, the first neighborhood meeting allowed the neighborhood planning team to get a better understanding of what residents and local stakeholders considered are good qualities of a strong neighborhood as well as how they currently perceived their own neighborhood. Based on the ideas and perceptions of residents and local stakeholders, a list of the neighborhood’s top priority issues were compiled and then voted upon by meeting participants to rate their levels of concern to the neighborhood.



Residents and other local stakeholders in attendance at the first neighborhood meeting were given the opportunity to share their thoughts and concerns during small group discussions.

At the start of the first neighborhood meeting, residents and local stakeholders were given the opportunity to voice their opinions on what they believed constituted a “strong neighborhood”. The following elements were compiled:

“Strong neighborhoods” have the following characteristics...

- Sense of belonging/part of something
- Centralized place for services
- Openness between people
- Work together & speak up for one another
- Good communication among neighbors
- Sense of responsibility/ownership
- Voice in numbers – ability to voice concerns
- People working for the good of the neighborhood
- Natural character of land
- Strong community involvement & communication
- Pride in ownership – investment benefits all
- Extended family – look out for one another
- Preservation of land values
- Balances growth & amenities w/ congestion
- Create neighborhood by respecting old w/ new – grows and changes but respectfully to the old
- Safety
- Recreation
- Parking solutions
- Respectfulness
- Low crime
- Sense of caring
- Plan for development
- Parks & recreation
- Involved neighbors
- Stability
- Warm reception
- Less traffic
- Snow removal
- Strong association mgmt.
- Friendly
- Security
- Defined identity
- Clean, green spaces
- Safe roads
- Economic development
- Respect for neighbors
- Safe traffic
- Schools & churches
- Dynamic quality of life
- Natural area preservation
- School & after-school care
- Friendliness & community
- Residents respect law



Neighborhood Qualities

After discussing the qualities of a strong neighborhood, residents and local stakeholders broke into three small groups to specifically discuss the Big Woods/Marmion Neighborhood, particularly focusing on the positive and negative qualities of the neighborhood. The small group discussions were meant to determine “where we are today”. In addition, residents and local stakeholders were encouraged to determine which qualities would benefit from some form of intervention. The qualities requiring intervention essentially comprise the neighborhood issues.

The graphic below and the graphic on the next page summarize the findings of the small group discussions. In particular, the graphic below summarizes the positive qualities of the neighborhood and the graphic on the next page summarizes the negative qualities of the neighborhood (complete lists of the positive and negative qualities of the

Among other things, meeting participants concurred that they like the safe and quiet character of the Big Woods/Marmion Neighborhood (left, the Vineyards) but dislike the traffic along the neighborhood’s major thoroughfares (right, Kirk Road).



Big Woods/Marmion Neighborhood		Group Two		Group Three	
Positive Qualities of the Neighborhood					
Group One					
<input type="checkbox"/>	Privacy	<input type="checkbox"/>	Quietness	<input type="checkbox"/>	Quiet
<input type="checkbox"/>	Police presence/low crime	<input type="checkbox"/>	Low crime	<input type="checkbox"/>	Low crime/n’hood watches/ responsive police
<input type="checkbox"/>	Convenient location to transportation, recreation & local amenities	<input type="checkbox"/>	Convenient location to transportation, recreation & local amenities	<input type="checkbox"/>	Convenient location to transportation, recreation & local amenities
<input type="checkbox"/>	Aesthetically attractive	<input type="checkbox"/>	Cleanliness	<input type="checkbox"/>	Clean & beautiful
<input type="checkbox"/>	Friendly neighbors who work together and speak their minds	<input type="checkbox"/>	Friendly and family-oriented community w/ common values	<input type="checkbox"/>	Coordination among n’hoods
<input type="checkbox"/>	Affordable and safe	<input type="checkbox"/>	Open space/natural setting/ wildlife	<input type="checkbox"/>	Community volunteers
<input type="checkbox"/>	Open space/natural setting	<input type="checkbox"/>	Good City services	<input type="checkbox"/>	Open space/natural setting
<input type="checkbox"/>	Rural country living	<input type="checkbox"/>	Schools and churches	<input type="checkbox"/>	Sheltered by Forest Preserve
<input type="checkbox"/>	Mall	<input type="checkbox"/>	Good park district	<input type="checkbox"/>	Good mail delivery and garbage pick-up
<input type="checkbox"/>	Freedom	<input type="checkbox"/>	Real estate appreciation	<input type="checkbox"/>	Schools and churches
<input type="checkbox"/>	City of Aurora	<input type="checkbox"/>	Good property conditions	<input type="checkbox"/>	Good park district
<input type="checkbox"/>	204 School District	<input type="checkbox"/>	Congestion not too bad	<input type="checkbox"/>	Property values
<input type="checkbox"/>	Land	<input type="checkbox"/>	Sense of ownership	<input type="checkbox"/>	Well-kempt homes
<input type="checkbox"/>	Pride in house & property	<input type="checkbox"/>	Femilab: good resource & open	<input type="checkbox"/>	Femilab
<input type="checkbox"/>	Respect	<input type="checkbox"/>	Marmion tree farm	<input type="checkbox"/>	Good newsletter
		<input type="checkbox"/>	Clean & quiet industry	<input type="checkbox"/>	New city number
		<input type="checkbox"/>	Quality of new businesses	<input type="checkbox"/>	Variety of areas & n’hoods



neighborhood are available in the Appendix). Since each of the three small groups focused on their own discussion, some qualities were duplicated across the three groups, which reinforces the importance of these particular qualities. For example, all three groups listed convenient transportation access, particularly to I-88, as a positive quality, which emphasizes the shared belief that accessibility to major transportation routes is an advantage for those living or working in the neighborhood. On the other hand, all three groups also listed traffic as a negative quality, which emphasizes the shared perception that traffic along the neighborhood's transportation network is not effectively controlled.

Neighborhood Issues

After compiling the good and bad neighborhood qualities and discussing which qualities would benefit from intervention, a composite list of all the qualities was assembled to create a master list of neighborhood issues.

A neighborhood issue is...

"... a condition that would benefit from intervention."

A neighborhood issue is generally defined as "a condition that would benefit from intervention". Residents and local stakeholders attending the meeting were given the opportunity to vote for the 3 issues from the composite list that were of greatest concern to them. Issue receiving the most votes formed the neighborhood's priority issues to guide the planning process. Voting results are shown on the next page.

Group One		Group Two		Big Woods/Marmion Neighborhood	
<ul style="list-style-type: none"> <input type="checkbox"/> Lack of grocery store, restaurants & convenience shopping <input type="checkbox"/> Traffic & speeding <input type="checkbox"/> Traffic lights <input type="checkbox"/> Road conditions and maintenance <input type="checkbox"/> Tollway exits <input type="checkbox"/> Pedestrian safety <input type="checkbox"/> Lack of overall plan for development <input type="checkbox"/> Crime <input type="checkbox"/> Density <input type="checkbox"/> Lack of community gathering place <input type="checkbox"/> Respectfulness <input type="checkbox"/> Basement <input type="checkbox"/> Menard's <input type="checkbox"/> Lights <input type="checkbox"/> Park in subdivision <input type="checkbox"/> Conflict between old and new communities 		<ul style="list-style-type: none"> <input type="checkbox"/> Lack of grocery store <input type="checkbox"/> Nothing within walking distance <input type="checkbox"/> Traffic & speeding <input type="checkbox"/> Traffic lights <input type="checkbox"/> Road conditions and maintenance <input type="checkbox"/> No public transportation <input type="checkbox"/> Kirk Road becoming Randall Road <input type="checkbox"/> Lack of communication and overall plan for development <input type="checkbox"/> Lack of communication w/ other communities <input type="checkbox"/> Lack of police visibility <input type="checkbox"/> Quantity of high-density residential (apartments) <input type="checkbox"/> Lack of access to recreational opportunities and library services <input type="checkbox"/> High taxes <input type="checkbox"/> Dam control at Savannah ponds <input type="checkbox"/> Mosquitoes 		<p>Negative Qualities of the Neighborhood</p> <p>Group Three</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lack of grocery store <input type="checkbox"/> Traffic & speeding <input type="checkbox"/> Road conditions and maintenance <input type="checkbox"/> Pedestrian safety <input type="checkbox"/> Property maintenance <input type="checkbox"/> Business cleanliness <input type="checkbox"/> School locations <input type="checkbox"/> No youth center <input type="checkbox"/> Mail service <input type="checkbox"/> Inadequate street lighting <input type="checkbox"/> Lack of lake aerators 	



Neighborhood Priority Issues

After the first neighborhood meeting, the neighborhood planning team reviewed the comments from the participants and the voting results ranking their primary concerns about the existing and future conditions of the neighborhood. Based on the issues discussed and the voting priority, the neighborhood planning team combined related issues into more comprehensive groupings. The resulting five priority issues represented the general areas of highest importance by combining related issues. The five priority issues identified, in no particular order, are identified below. At the second neighborhood meeting, these five priority issues were presented to the participants. Participants felt that these priority issues corresponded with the issues of highest importance to their neighborhood.

Neighborhood Issues Voting Results

Issue	# of Votes
Butterfield Road capacity – widening, speed, intersection improvements	30
Grocery store and neighborhood-oriented shopping	22
Bike bridge for the Prairie Path	12
Traffic flow improvements – primarily Eola Rd, Bilster Rd & Kirk Rd/ Farnsworth Ave	8
Communication between City and residents regarding development	8
Density – particularly apartments	7
Lack of public facilities – e.g. youth center, community center, library branch, or youth employment	5
Inadequate traffic control	4
Coordination and cooperation between neighborhood associations	3
Need for lake aerators	2
Schools benefiting from increased property values and economic development	2
Well-kept homes and uniform standards – Butterfield benefits from City code enforcement standards	1
Limiting future development for more green space	1
Forest Preserve access and usefulness	1
Maintenance of Butterfield Road right-of-way	0

1 Communication

Priority Issue

Many participants expressed their concern regarding the need to increase the level of communication between the City and the neighborhood. They also felt that for any plan to be effective, communication between individuals within the neighborhood would be essential.

Communication Issues

- Communication between City and residents regarding development
- Coordination and cooperation between neighborhood associations

2 Pedestrian Accessibility

Priority Issue

Participants were concerned with improving the existing trails and paths within the neighborhood, such as a bridge for the Prairie Path. They also felt it would be important for the neighborhood to include access to existing open spaces and other uses, such as stores and churches.

Pedestrian Accessibility Issues

- Bike bridge for the Prairie Path
- Forest Preserve access and usefulness



3	Traffic		
Priority Issue	<p>The highest concern for participants was the traffic along Butterfield Road. They felt improvements were needed to improve both capacity issues and the attractiveness of the corridor. They also felt traffic flow along other roadways should also be addressed. Maintenance of the roadways was also important.</p>		
Priority Issue	<table border="1"> <tr> <td style="background-color: #eee; padding: 5px;">Traffic Issues</td> <td> <ul style="list-style-type: none"> ☐ Butterfield Road capacity - widening, speed, intersection improvements ☐ Traffic flow improvements - primarily Eola Rd, Bilter Rd & Kirk Rd/Farnsworth Ave ☐ Inadequate traffic control ☐ Maintenance of Butterfield Road right-of-way </td> </tr> </table>	Traffic Issues	<ul style="list-style-type: none"> ☐ Butterfield Road capacity - widening, speed, intersection improvements ☐ Traffic flow improvements - primarily Eola Rd, Bilter Rd & Kirk Rd/Farnsworth Ave ☐ Inadequate traffic control ☐ Maintenance of Butterfield Road right-of-way
Traffic Issues	<ul style="list-style-type: none"> ☐ Butterfield Road capacity - widening, speed, intersection improvements ☐ Traffic flow improvements - primarily Eola Rd, Bilter Rd & Kirk Rd/Farnsworth Ave ☐ Inadequate traffic control ☐ Maintenance of Butterfield Road right-of-way 		

4	Visual Character		
Priority Issue	<p>The appearance of future land uses was important to the quality of the neighborhood. Rather than have a standard type of development, residents felt any new development should have extensive landscaping and buildings should be visually appealing. Concern for new retail opportunities and the density of future developments are both included in this priority issue as they are mainly addressing the need for compatibility between existing and future uses.</p>		
Priority Issue	<table border="1"> <tr> <td style="background-color: #eee; padding: 5px;">Visual Character Issues</td> <td> <ul style="list-style-type: none"> ☐ Well-kempt homes and uniform standards ☐ Density - particularly apartments ☐ Limiting future development for more green space </td> </tr> </table>	Visual Character Issues	<ul style="list-style-type: none"> ☐ Well-kempt homes and uniform standards ☐ Density - particularly apartments ☐ Limiting future development for more green space
Visual Character Issues	<ul style="list-style-type: none"> ☐ Well-kempt homes and uniform standards ☐ Density - particularly apartments ☐ Limiting future development for more green space 		

5	Sub-Area Issues		
Priority Issue	<p>The remaining topics participants discussed generally had a specific location in mind when raising the issue. Issues such as lack of lake aerators or site lighting disturbing adjacent residences were generally isolated to specific locations within the neighborhood and weren't applicable to the entire Big Woods/Marmion neighborhood. However, rather than not address these issues, this priority issue acknowledges that there are a number of specific sub-area issues which should be addressed.</p>		
Priority Issue	<table border="1"> <tr> <td style="background-color: #eee; padding: 5px;">Sub-Area Issues</td> <td> <ul style="list-style-type: none"> ☐ Grocery store and neighborhood-oriented shopping ☐ Lack of public facilities - e.g. youth center, community center, library branch or youth employment ☐ Need for lake aerators ☐ Schools benefiting from increased property values and economic development </td> </tr> </table>	Sub-Area Issues	<ul style="list-style-type: none"> ☐ Grocery store and neighborhood-oriented shopping ☐ Lack of public facilities - e.g. youth center, community center, library branch or youth employment ☐ Need for lake aerators ☐ Schools benefiting from increased property values and economic development
Sub-Area Issues	<ul style="list-style-type: none"> ☐ Grocery store and neighborhood-oriented shopping ☐ Lack of public facilities - e.g. youth center, community center, library branch or youth employment ☐ Need for lake aerators ☐ Schools benefiting from increased property values and economic development 		



Section 5: Framework for Neighborhood Improvement

Now that the concerns of neighborhood residents and stakeholders have been identified, a process must be created to effectively address the neighborhood's priority issues. Generally, the most efficient process to enact change includes clearly defined action items addressing each priority issue and a framework through which those actions can be implemented. The framework for neighborhood improvement includes the physical framework and the organizational framework.

Physical Framework

Given that identified issues of importance such as the physical appearance of future development, the need for aesthetic improvements along existing corridors and compatibility between existing uses and future uses have an inherent geographic/physical characteristic, the physical relationships between components of the neighborhood must be addressed.

The physical framework is intended to allow individuals to have a generalized means of identifying the components of the Big Woods/Marmion Neighborhood. The physical framework will allow the neighborhood to address the physical relationships between components including the compatibility issues between adjacent components and how future development will relate to existing neighborhood components. All priority issues will utilize the physical framework to either analyze existing conditions or to help determine how future actions should be implemented given the physical location of existing components. The components within the physical framework include:

- **Residential Areas.** These areas include existing residential uses, adjacent open spaces that are in scale with the residences and adjacent undeveloped land. Adjacent undeveloped land while not improved influences the character of the existing residences. How that land is or is not developed will have an impact on the future character of those residences.
- **Neighborhood Center.** The intersection of Butterfield Road and Farnsworth Avenue/Kirk Road functions as the de facto center of the neighborhood. It is the busiest and most prominent location within the neighborhood and as it is developed, more people will become familiar with it. Improvements to the intersection and adjacent development will greatly influence the lasting impression of the neighborhood.
- **Commercial Services.** The two main commercial areas within the neighborhood include the new retail outlet mall and the potential new uses at the northwest corner of Butterfield and Kirk Roads. The relationship between the recently completed retail outlet mall and adjacent uses must be considered as new development is discussed at the intersection of Butterfield and Kirk Roads.
- **Office/Research/Industrial Areas.** The neighborhood is greatly influenced by the extensive amount of office and light industrial uses located in the eastern, central, and western sections of the neighborhood. Compatibility with adjacent uses and their influence on existing corridors will be important when addressing visual character and traffic issues.



- **Open Spaces.** These areas provided some of the most treasured amenities within the neighborhood. As development continues, future actions can help insure that potential locations within other neighborhood components can be added to enhance and supplement the existing areas.
- **Growth Pressure Area.** Within the center of the neighborhood is the largest area that has yet to be annexed into the City. How this area is developed in the future will have a lasting impact on all adjacent components. Traffic, visual character, pedestrian accessibility and specific sub-area issues must be addressed in this component of the neighborhood.
- **Primary Corridors.** Butterfield Road and Farnsworth Avenue/Kirk Road are the two primary corridors of the neighborhood. They provide access for neighborhood residents and employees, act as through ways for adjacent neighborhoods and are the primary way that other individuals relate to the Big Woods/Marmion neighborhood. The functionality and appearance of these corridors will affect existing living conditions, rate of development and the overall impression of the neighborhood on everyone traveling these corridors.
- **Secondary Corridors.** Bilter Road and Eola Road function as the secondary corridors of the neighborhood. While not as highly traveled as the primary corridors, they still play a crucial role in the overall impression the neighborhood conveys.

Organizational Framework

The intent of the Aurora Neighborhood Planning Initiative is for residents to provide the City input on how it can do its job to benefit both the City as a whole and the neighborhood specifically. Additionally, as a result of the planning process, neighborhood stakeholders may learn how they can assume responsibility for certain aspects of the improvement program. Given the existing resources of the City and the potential new resources within the neighborhood, an organizational framework must be established to effectively and efficiently address the neighborhood's issues.

The Big Woods/Marmion neighborhood does not currently have an organization that encompasses the entire neighborhood area. Active residents exist, but are participating in homeowners associations that take on issues related specifically to their own subdivision. The priority issues identify issues that affect all residents and stakeholders throughout the Big Woods/Marmion neighborhood. Since the priority issues affect everyone, the neighborhood needs a unified voice that can bring attention to these issues both at the City and at higher levels of government. The creation of a Big Woods/Marmion Neighborhood Partnership will provide all residents, business owners, employees, and landowners with a stronger voice at all levels of government. The Neighborhood Partnership will also create an overall entity that can coordinate efforts and resources between the City and the neighborhood.

Typically when neighborhood groups are formed, they either have one priority issue which is a concern of a select few, or a laundry list of issues that can quickly become an extremely daunting task. The ANPI process has taken the



neighborhood through dialogues and exercises that have resulted in five priority issues that the consensus of meeting participants believes represent those issues of greatest importance.

Level of Participation. While all the priority issues are of great importance to the neighborhood, the plan must allocate neighborhood resources between the five priority issues. Various factors, such as action item complexity, time needed for completion, and overall amount of participants, do not favor equally splitting neighborhood resources amongst the five priority issues. As a result, three levels of approach were created that could be applied to each priority issue.

- **Proactive Neighborhood Leadership** – The neighborhood develops a strategy and implements the steps. This approach requires a very high level of neighborhood participation and activism.
- **City-Neighborhood Partnership** – The neighborhood works with the City to develop new ways to approach issues. This approach requires an intermediate level of neighborhood participation and activism.
- **Utilize City Resources** – The neighborhood informs the City of the issues and works within the existing system and resources of the City. This approach requires a low level of neighborhood participation and activism.

At the third neighborhood meeting, the participants were presented with three levels of participation of the priority issues. They were also presented an example of the action items for each approach for each priority issue so they could have a better understanding of what tasks would be involved for each priority issue. Meeting participants were asked to vote on which approach they believe should be applied for each priority issue while keeping in mind the level of participation during the planning process versus the importance of the issues to each other. After discussion and clarification, meeting participants voted for the level of participation for each priority issue, the results of which are indicated to the right.

Level of Participation

Proactive Neighborhood Leadership

- Communication Priority Issues
- Traffic Priority Issues

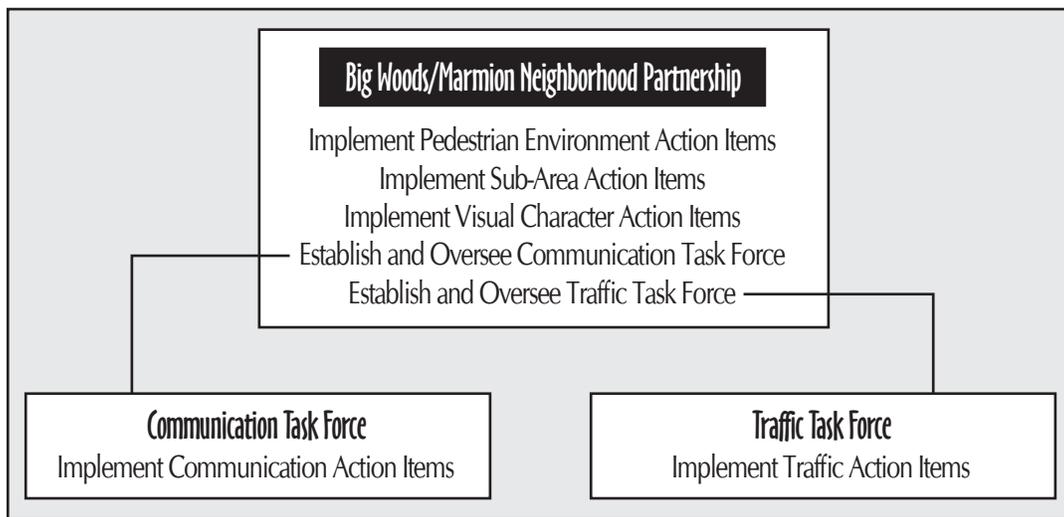
City-Neighborhood Partnership

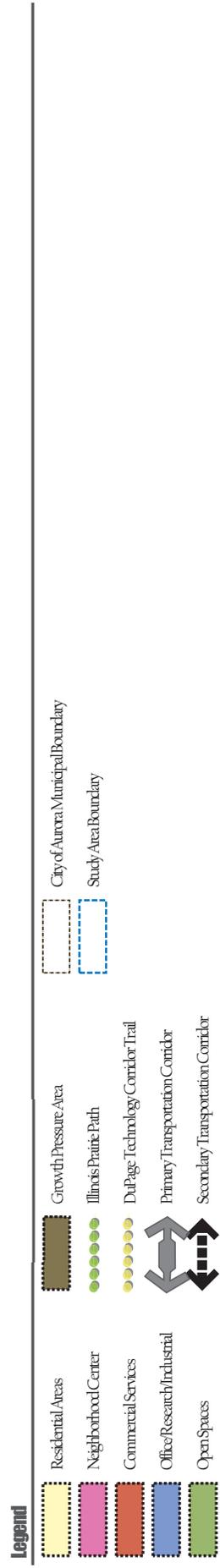
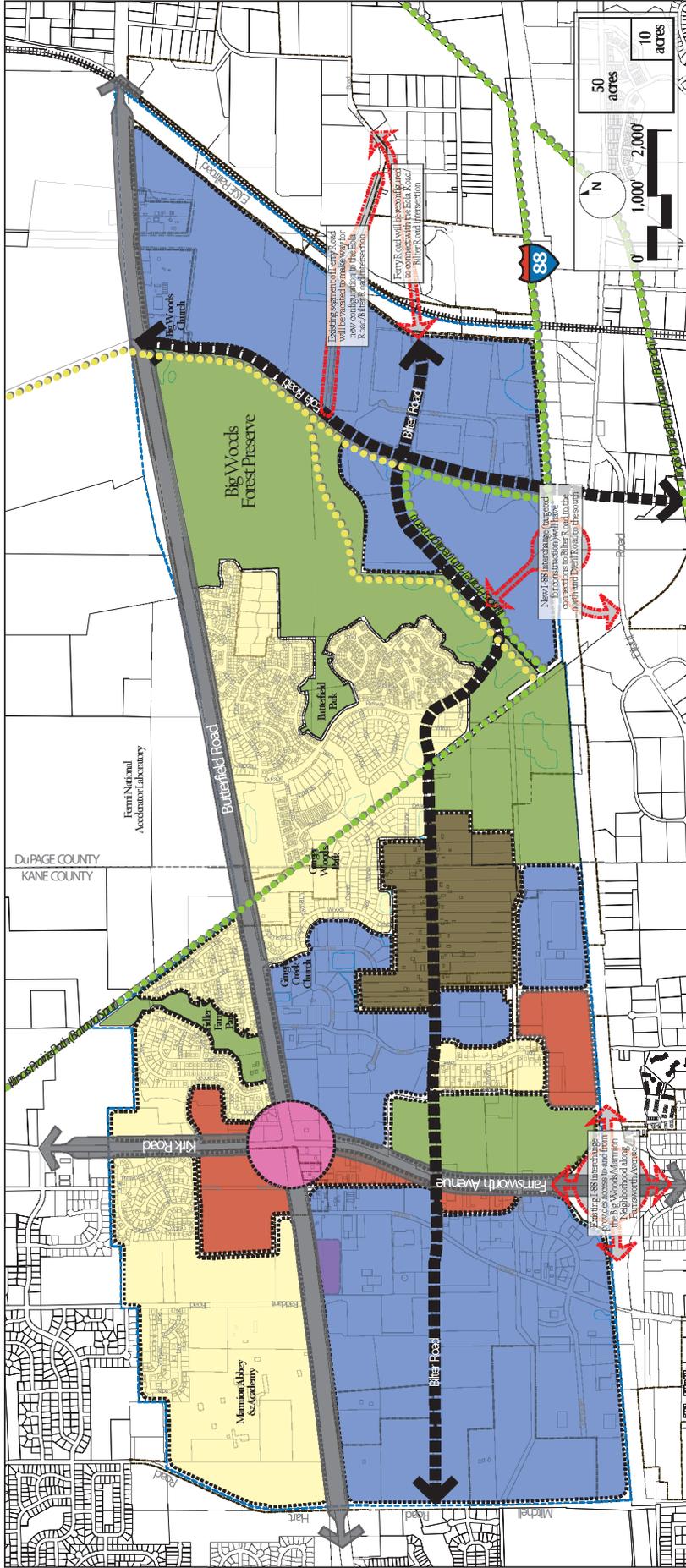
- Pedestrian Environment Priority Issues
- Visual Character Priority Issues
- Sub-Area Priority Issues

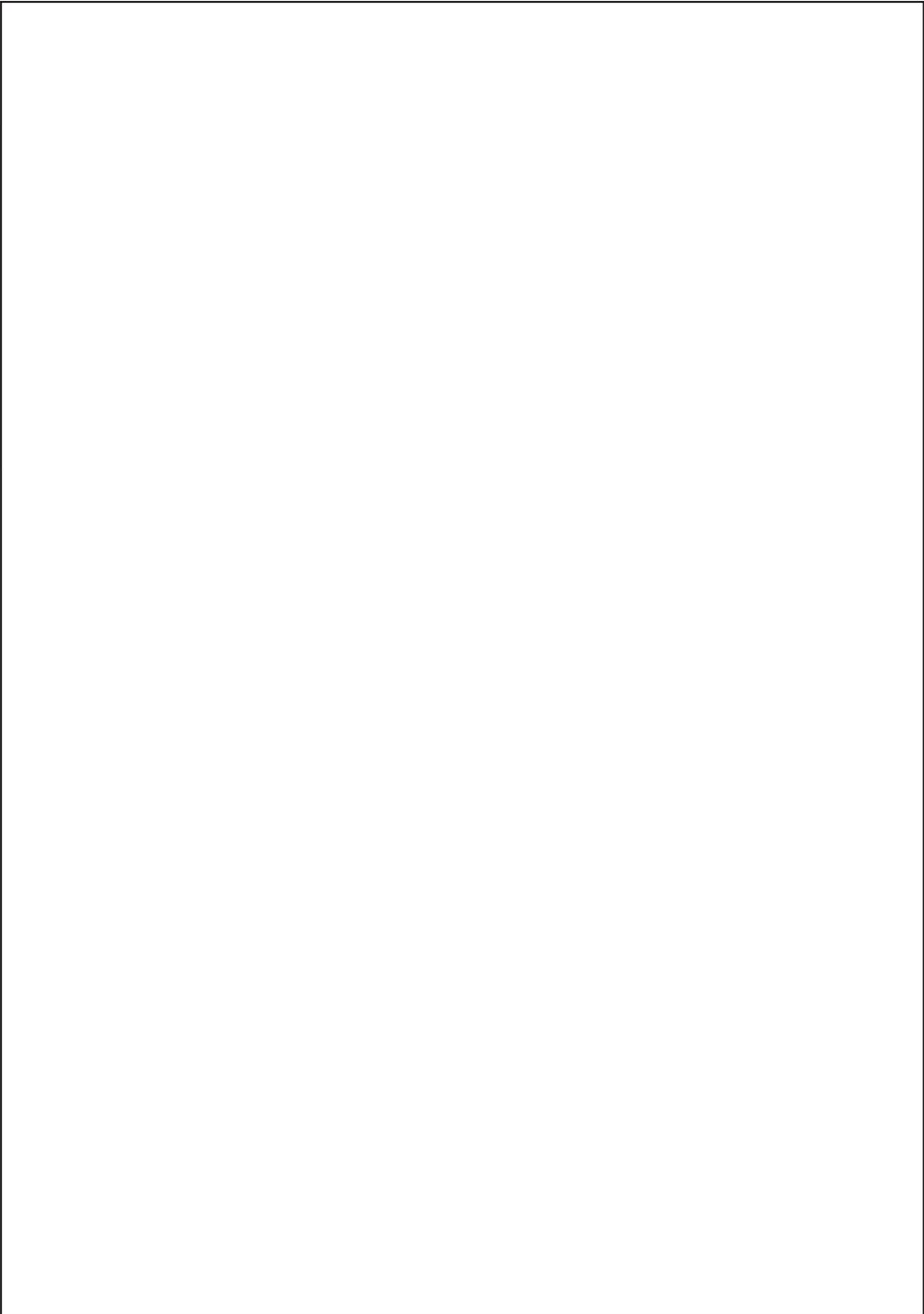


Neighborhood Partnership Structure As outlined in the sample action items (see appendix) and discussed during the third neighborhood meeting, the intermediate and low level of participation approach involves the Neighborhood Partnership membership implementing the action items for those priority issues. The highest level of participation approach involves the creation of a separate task force for a priority issue. The task force would implement certain action items, report back to the Neighborhood Partnership its progress and advise the Neighborhood Partnership on recommended neighborhood wide actions regarding its priority issue.

As a result of the level of participation voting, the following structure will be created:







Section 6: Implementation

Throughout the ANPI process for the Big Woods/Marmion Neighborhood, residents, business owners, employees, and landowners participated in identifying neighborhood issues, prioritizing those issues, and determining the level of participation for each priority issue. Participation from all neighborhood stakeholders will need to continue in order for the plan to succeed. The implementation process will utilize the organizational framework developed in Section 5. The Big Woods/Marmion Neighborhood Partnership and each Task Force will be assigned to a particular set of action items that were developed to address the neighborhood's high priority issues.

Action Plan & Action Items

At the third neighborhood meeting, participants were presented with action items for each priority issue which varied given the three possible levels of neighborhood participation. The neighborhood determined their preferred level of participation based in part on the action items identified.

Each neighborhood within the City of Aurora is at various stages of organization. Some older neighborhoods have very active associations that have a system and resources in place to deal with challenges as they arise. Since the Big Woods/Marmion area is a relatively young neighborhood, the challenges facing the area are different. The Action Plan for the neighborhood must begin with the fundamentals while being proactive in addressing the concerns of the stakeholders. The Action Plan for Big Woods/Marmion is composed of action items that setup the structure and organizations that will educate and inform while addressing the issues for today and tomorrow.

A description of the approach for each priority issues action plan is provided below. Implementation of each action plan provides the mechanism through which the priority issues will be addressed. Each priority issues action plan not only addresses the issues outlined during the ANPI process but also insures that the neighborhood is organized and prepared to handle any new issues that may arise in the future. The Big Woods/Marmion Neighborhood still continues to grow and develop, and it is in its best interest to be as organized and prepared as possible to ensure that future growth and development and their residual effects are managed properly.

Communication Action Plan

Objective: *Effective and informative communication within the neighborhood and between the neighborhood and the City.*

The stakeholders of the neighborhood emphasized what other neighborhoods have learned; that an effective means of communication is important to creating a vibrant neighborhood community. The communication action plan focuses on creating the structures the neighborhood needs to keep those with a vested interest within the neighborhood informed. The communication action plan also creates a new, influential voice for the stakeholders at all levels of government. An organized and strong collective voice is generally more effective and persuasive than a scattering of several expressive but disorganized voices.

Communication Issues

- Communication between City and residents regarding development
- Coordination and cooperation between neighborhood associations



Pedestrian Environment Action Plan

Objective: Promote and support the creation of a safe and cohesive pedestrian network.

The neighborhood stakeholders felt an extensive network of pedestrian trails and paths is an essential component of an attractive neighborhood. The pedestrian environment action plan intends to build on the existing trail system and create a comprehensive of trails throughout the neighborhood. By working with the City and other organizations, the neighborhood can enhance the rate of success through cooperative efforts.

Pedestrian Environment Issues

- Bike bridge for the Prairie Path
- Forest Preserve access and usefulness

Sub-Areas Action Plan

Objective: Address ways of resolving sub-area issues identified throughout the planning process.

By gathering resources and information on various issues, the structure created by the sub-area action plan will be a powerful tool for finding answers and getting things done. The neighborhood will be able to help residents and landowners with specific issues already identified and those that develop in the future.

Sub-Area Issues

- Grocery store and neighborhood-oriented shopping
- Lack of public facilities - e.g. youth center, community center, library branch or youth employment
- Need for lake aerators
- Schools benefiting from increased property values and economic development

Traffic Action Plan

Objective: Facilitate transportation improvements that create a safe and efficient road network.

Improving the existing vehicular traffic conditions is of primary concern to the neighborhood stakeholders. The various agencies and organizations involved in the decision making process requires a concerted effort by any outside organization to have their voice heard. The traffic action plan will prepare the task force with the information needed to enhance the neighborhood's ability to enact change.

Traffic Issues

- Butterfield Road capacity - widening, speed, intersection improvements
- Traffic flow improvements - primarily Eola Rd, Bilter Rd & Kirk Rd/Farnsworth Ave
- Inadequate traffic control
- Maintenance of Butterfield Road right-of-way

Visual Character Action Plan

Objective: Promote the creation of design standards for existing and future developments within the neighborhood.

As new developments are proposed in the area, the neighborhood wants to insure that the new development will enhance the attractiveness and character which currently exists. The visual character action plan will help the neighborhood identify its priorities and then outline a process for integrating their priorities with the existing regulations and guidelines of the City.

Visual Character Issues

- Well-kempt homes and uniform standards
- Density - particularly apartments
- Limiting future development for more green space

Implementation worksheets for each action item have been created to be used as tools during the implementation process. The worksheets outline the steps that have to be taken in order to accomplish each action item and can be used as a checklist for monitoring the progress of activities.



Communication Action Items

Action Item C-1: Establish organizational framework

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Neighborhood Partnership Setup Meeting: <i>To establish number of members, meeting frequency, rules of order, leadership structure, etc.</i>	NPI Leadership Team and public at large	One Meeting: 10+ persons	One Month	
2) First Big Woods/Marmion Neighborhood Partnership Meeting: <i>To establish Communication and Transportation Task Forces, yearly schedule relating to Action Item needs, Task Force liaisons to Neighborhood Partnership, etc.</i>	Big Woods/ Marmion Neighborhood Partnership	One Meeting: 10+ persons Preparation: 4 hours	One Month	
3) Big Woods/Marmion Neighborhood Partnership scheduled meetings: <i>To implement action items per the Neighborhood Plan and identify budget needs</i>	Big Woods/ Marmion Neighborhood Partnership	One Meeting: 10+ persons Preparation: 2 hours	On-going	On-going
4) Establish contact with Aurora Neighborhood Council, select Big Woods/Marmion Neighborhood Partnership representative, and maintain relationship	Big Woods/ Marmion Neighborhood Partnership	Contact: 1 hour One Meeting	One Month	



Communication Action Items

Action Item C-2: Develop tools to communicate with neighborhood stakeholders

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Deliberate and determine best method(s) of intra-neighborhood communication based on available resources (newsletter, web, etc.).	Communication Task Force	Two Meetings	Two Months	
2) Implementation of preferred method of keeping neighborhood stakeholders informed	Communication Task Force	Scheduled Meetings: 2 - 4 hours Product: 2 - 16 hours monthly	On-going	On-going
3) Create and maintain mechanism for a neighborhood information database of all meetings, activities, and initiatives	Communication Task Force	Creation: 4 - 10 hours Maintaining: 1 - 4 hours monthly	Creation: 1 - 2 Comm. TF meetings Maintenance: On-going	On-going
4) Evaluate effectiveness of preferred intra-neighborhood communication method and determine if modifications are needed	Communication Task Force	Meeting: 1 - 2 hours per person	One Meeting Semi-annually	



Communication Action Items

Action Item C-3: Develop tools to maintain and expand communication channels with the City

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Develop and maintain database of City contacts for all departments including staff relations to neighborhood initiatives	Communication Task Force	Creation: 1 – 3 hours Maintenance: 1 – 2 hours monthly	Creation: One Month Maintenance: On-going	
2) Determine when all opportunities for public comment are available (City Council, Planning Commission, etc.) and maintain information as changes develop	Communication Task Force	Creation: 1 – 3 hours Maintenance: 1 – 2 hours monthly	Creation: One Month Maintenance: On-going	
3) City attends Neighborhood Partnership meetings as needed to clarify or present information affecting the neighborhood	City	Preparation: 1 – 2 hours Meeting: 1 – 2 hours per person	As needed	
4) Conduct brainstorming session regarding how to best communicate neighborhood needs to City if normal channels do not appear effective	Communication Task Force	Preparation: 1 – 2 hours Meeting: 1 – 2 hours per person	One Month	

Pedestrian Environment Action Items

Action Item P-1: Develop non-motorized path plan for neighborhood

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Inventory existing trails and locations of existing open space and other amenities for potential connections	Big Woods/ Marmion Neighborhood Partnership	1 – 8 hours	One Month	
2) Identify plans that promote neighborhood non-motorized paths within the neighborhood (Regional conservancy, ILDNR, County, City, Rails-to-Trails Initiative, Fox River Valley, Illinois Prairie Path Organization, etc.)	Big Woods/ Marmion Neighborhood Partnership	Research: 1 – 16 hours Summary of Info: 1 – 4 hours	One to four months	
3-A) Conduct Trail public design meeting and develop consensus on preferred locations of trails, paths, connections, and amenity locations 3-B) City provides expertise and assistance with public design meeting and creating final trail plan	Big Woods/ Marmion Neighborhood Partnership City	Preparation: 1 – 8 hours Meeting: 1 – 2 hours for each person Summary: 2 – 4 hours	Two to four months	
4) City works with the Neighborhood Partnership to approach relevant organizations and promote amending plan to include preferred neighborhood alternatives	City and Big Woods/ Marmion Neighborhood Partnership	Contact: 1 – 8 hours Amendment: 8 – 40 hours	Six to 24 months	



Pedestrian Environment Action Items

Action Item P-2: Become active in regional trail efforts

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Identify all organizations active in proximity to the neighborhood and determine preferred means of support (Regional conservancy, ILDNR, County, City, Rails-to-Trails Initiative, Fox River Valley, Illinois Prairie Path Organization, etc.)	Big Woods/ Marmion Neighborhood Partnership	Research: 1 – 8 hours One Meeting	One to two months	
2) Contact Illinois Prairie Path Organization regarding their preferred means of crossing high traffic volume roads. Discuss Butterfield Road issue. Determine course of action.	Big Woods/ Marmion Neighborhood Partnership	Discussions: 2 – 8 hours Meeting: 1 – 2 hours per person	One to three months	
3) Promote trail use within the neighborhood and encourage participation of those who value trail network	Big Woods/ Marmion Neighborhood Partnership	1 – 10 hours monthly	On-going	



Sub-Areas Action Items

Action Item SA-1: Address identified sub-area issues

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Prioritize issues raised during the ANPI planning process (See Appendix for list of issues)	Big Woods/ Marmion Neighborhood Partnership	Preparation: 1 – 2 hours One Meeting	One to two months	
2) Utilize resources of Communication Task Force to determine appropriate departments and/or individuals to contact at the City	Big Woods/ Marmion Neighborhood Partnership & Communication Task Force	Preparation: 1 – 8 hours One Meeting	One to two months	
3-A) Neighborhood Partnership representative is chosen and makes contact with appropriate City department/ staff or Neighborhood Council. 3-B) City advises NA representative if any additional information would facilitate the process and an anticipated date for resolving the issue	Big Woods/ Marmion Neighborhood Partnership City	1 – 8 hours per Sub-Area Issue City: As needed to resolve issue	One to two months per issue (Issues should run concurrently)	
4) Neighborhood Partnership representative maintains contact with City to observe progress and inform and evaluate process with the Neighborhood Partnership	Big Woods/ Marmion Neighborhood Partnership	1 – 2 hours per Sub-Area Issue monthly One Meeting	On-going until completion	



Sub-Areas Action Items

Action Item SA-2: Create process for stakeholders to utilize Neighborhood Partnership resources for new issues

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Promote and conduct special Sub-Area Issues meeting once a year to create additional opportunities for stakeholders to identify new issues (<i>note: opportunity to identify new issues should be allowed during each Neighborhood Partnership meeting</i>)	Big Woods/ Marmion Neighborhood Partnership	Preparation: 1 – 2 hours One Meeting	One to two months	
2) Prioritize issues raised during the special Sub-Area Issues meeting and allocate issues to other priority issue efforts where appropriate. Consider creation of new Task Forces if issue importance and/or volunteer interest warrants.	Big Woods/ Marmion Neighborhood Partnership	Preparation: 1 – 2 hours One Meeting	One to two months	
3) Incorporate newly identified issues into the solution process created in Action Item SA-1	Big Woods/ Marmion Neighborhood Partnership	See Action Item SA-1	See Action Item SA-1	



Traffic Action Items

Action Item T-1: Develop extensive vehicular transportation information database

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Research existing plans and proposed projects relating to neighborhood roads Summarize information and present to Neighborhood Partnership Maintain information and update as needed. (Plans and projects from IDOT, DuPage County and Kane County Divisions of Transportation, City Department of Public Properties, Townships)	Traffic Task Force and City	Research: 8 – 40 hours Summary: 4 – 10 hours One n’hood meeting	One to four months initially	
2) City works with Traffic TF to make appropriate contacts at transportation organizations and discuss funding mechanisms, planning process and factors that influence decisions on improvements (Coordinate with Task 1 above)	City and Traffic Task Force	Research: 8 – 40 hours	One to four months	
3) Summarize information from Task 2 above and conduct meeting to identify existing ways and timeframes to interject needs of the area	Traffic Task Force	Summary: 4 – 10 hours One meeting	One to two months	



Traffic Action Items

Action Item T-2: Specify neighborhood issues and develop strategy to influence decision making processes of responsible organizations

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1-A) Conduct Transportation public design meeting that identifies specific characteristics of transportation improvements based on issues identified in the NPI planning process (See Appendix for issues list)	Traffic Task Force	Preparation: 1 - 8 hours One meeting: 1 - 2 hours per person	One to four months	
1-B) City provides expertise and assistance with public design meeting and creating final traffic issues map	City	City: As need to accomplish task		
2) Conduct meeting to develop strategy for most effective means of influencing decision making process (Utilize information from Action Item T-1, Task 3) Determine if 'outside the box' methods should be included/considered.	Traffic Task Force & Big Woods/Marmion Neighborhood Partnership	Preparation: 1 - 4 hours One meeting: 1 - 2 hours per person	One to two months	
3) Implement strategy to convey transportation needs of the neighborhood to appropriate organizations	Traffic Task Force	Preparation: 4 - 12 hours Implementation: 48 - 192 hours	Six months to two years	



Visual Character Action Items

Action Item VC-1: Specify neighborhood design preferences for physical elements

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) Review results from visual preference survey conducted during ANPI planning process (See Appendix for results)	Big Woods/ Marmion Neighborhood Partnership	Preparation: 1 - 2 hours One meeting: 1 – 2 hours per person	One to two months	
2) Conduct visual image survey by taking pictures of various styles and types of elements	Big Woods/ Marmion Neighborhood Partnership	Survey: 6 - 12 hours	One to two months	
3) Conduct Visual Character public meeting to determine desired landscaping, building styles, building elements, site design standards and roadway characteristics	Big Woods/ Marmion Neighborhood Partnership	Preparation: 4 - 12 hours One meeting: 1 – 2 hours per person	One to three months	
4) City works with Neighborhood Partnership to create document detailing preferences for development elements that is supplemented with pictures	City and Big Woods/ Marmion Neighborhood Partnership	Creation: 6 – 12 hours	One to three months	



Visual Character Action Items

Action Item VC-2: Incorporate neighborhood design preferences into existing City plans and/or regulations for review purposes

What will be done?	Responsible Organization	Work Requirements	Estimated Timeframe	Date Completed
1) City works with Neighborhood Partnership to review existing design guidelines and documents which influence development standards. Identify existing processes for amending documents.	Big Woods/ Marmion Neighborhood Partnership and City	Review: 4 - 12 hours City: As needed to clarify existing conditions	One to two months	
2) Conduct meeting to present information from Task 1 above and determine the neighborhood's preferred means of incorporating its design preferences (Amend regulations, amend plan principals, propose new plan, use as neighborhood review guidelines, etc.)	Big Woods/ Marmion Neighborhood Partnership	Summary: 1 - 3 hours Preparation: 1 - 2 hours One meeting: 1 - 2 hours per person	One to two months	
3) Implement neighborhood's preferred means of incorporating its design preferences into the plan review process	Big Woods/ Marmion Neighborhood Partnership	Preparation: 4 - 10 hours Process: 1 - 24 hours	One to six months	
4-A) City incorporates a Neighborhood Partnership representative as a consult when new developments are discussed or proposed for the area.	City	Request: 1 - 6 hours	Request: One to three months	
4-B) Advise City on Neighborhood position as developments are discussed or proposed.	Big Woods/ Marmion Neighborhood Partnership	Development Review: 2 - 8 hours per proposal	Development Review: On-going	

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Exercise: "What does the word 'neighborhood' mean to you?" [First Neighborhood Meeting - January 12, 2004]

The word "neighborhood" means the following to meeting participants...

- | | |
|--|--|
| <input type="checkbox"/> Mr. Rogers | <input type="checkbox"/> Ability to act together |
| <input type="checkbox"/> Group of people | <input type="checkbox"/> Closeness - homes & people |
| <input type="checkbox"/> Safety for kids | <input type="checkbox"/> People with something in common |
| <input type="checkbox"/> Schools | |

Exercise: "What constitutes a 'strong neighborhood'?" [First Neighborhood Meeting - January 12, 2004]

Meeting participants gave the following responses when asked what characteristics constitute a "strong neighborhood"...

"Strong neighborhoods" have the following characteristics...

- | | |
|---|---|
| <input type="checkbox"/> Sense of belonging/part of something | <input type="checkbox"/> Sense of caring |
| <input type="checkbox"/> Centralized place for services | <input type="checkbox"/> Plan for development |
| <input type="checkbox"/> Openness between people | <input type="checkbox"/> Parks & recreation |
| <input type="checkbox"/> Work together & speak up for one another | <input type="checkbox"/> Involved neighbors |
| <input type="checkbox"/> Good communication among neighbors | <input type="checkbox"/> Stability |
| <input type="checkbox"/> Sense of responsibility/ownership | <input type="checkbox"/> Warm reception |
| <input type="checkbox"/> Voice in numbers – ability to voice concerns | <input type="checkbox"/> Less traffic |
| <input type="checkbox"/> People working for the good of the neighborhood | <input type="checkbox"/> Snow removal |
| <input type="checkbox"/> Natural character of land | <input type="checkbox"/> Strong association mgmt. |
| <input type="checkbox"/> Strong community involvement & communication | <input type="checkbox"/> Friendly |
| <input type="checkbox"/> Pride in ownership – investment benefits all | <input type="checkbox"/> Security |
| <input type="checkbox"/> Extended family – look out for one another | <input type="checkbox"/> Defined identity |
| <input type="checkbox"/> Preservation of land values | <input type="checkbox"/> Clean, green spaces |
| <input type="checkbox"/> Balances growth & amenities w/ congestion | <input type="checkbox"/> Safe roads |
| <input type="checkbox"/> Create neighborhood by respecting old w/ new – grows and changes but respectfully to the old | <input type="checkbox"/> Economic development |
| <input type="checkbox"/> Safety | <input type="checkbox"/> Respect for neighbors |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Safe traffic |
| <input type="checkbox"/> Parking solutions | <input type="checkbox"/> Schools & churches |
| <input type="checkbox"/> Respectfulness | <input type="checkbox"/> Dynamic quality of life |
| <input type="checkbox"/> Low crime | <input type="checkbox"/> Natural area preservation |
| | <input type="checkbox"/> School & after-school care |
| | <input type="checkbox"/> Friendliness & community |
| | <input type="checkbox"/> Residents respect law |



Small Group Discussions: Positive Qualities of the Neighborhood *[First Neighborhood Meeting - January 12, 2004]*

Small group discussions focused on determining the positive qualities (results below) and negative qualities (page 58) of the neighborhood as well as which of those would benefit from some form of intervention, i.e. the neighborhood issues. A composite list of all issues was voted on by meeting participants; each participant could vote for the 3 issues that were of greatest concern to them. Voting results are shown on page 58.

Meeting participants discussed the following positive neighborhood qualities during small group discussions...

Big Woods/Marmion Neighborhood		Group Two	Group Three
Positive Qualities of the Neighborhood			
Group One			
<input type="checkbox"/>	Privacy	<input type="checkbox"/>	Quietness
<input type="checkbox"/>	Police presence/low crime	<input type="checkbox"/>	Low crime
<input type="checkbox"/>	Convenient location to transportation, recreation & local amenities	<input type="checkbox"/>	Convenient location to transportation, recreation & local amenities
<input type="checkbox"/>	Aesthetically attractive	<input type="checkbox"/>	Cleanliness
<input type="checkbox"/>	Friendly neighbors who work together and speak their minds	<input type="checkbox"/>	Friendly and family-oriented community w/ common values
<input type="checkbox"/>	Affordable and safe	<input type="checkbox"/>	Open space/natural setting/wildlife
<input type="checkbox"/>	Open space/natural setting	<input type="checkbox"/>	Good City services
<input type="checkbox"/>	Rural country living	<input type="checkbox"/>	Schools and churches
<input type="checkbox"/>	Mall	<input type="checkbox"/>	Good park district
<input type="checkbox"/>	Freedom	<input type="checkbox"/>	Real estate appreciation
<input type="checkbox"/>	City of Aurora	<input type="checkbox"/>	Good property conditions
<input type="checkbox"/>	204 School District	<input type="checkbox"/>	Congestion not too bad
<input type="checkbox"/>	Land	<input type="checkbox"/>	Sense of ownership
<input type="checkbox"/>	Pride in house & property	<input type="checkbox"/>	Femilab: good resource & open
<input type="checkbox"/>	Respect	<input type="checkbox"/>	Marmion tree farm
		<input type="checkbox"/>	Clean & quiet industry
		<input type="checkbox"/>	Quality of new businesses
		<input type="checkbox"/>	Quiet
		<input type="checkbox"/>	Low crime/n'hood watches/responsive police
		<input type="checkbox"/>	Convenient location to transportation, recreation & local amenities
		<input type="checkbox"/>	Clean & beautiful
		<input type="checkbox"/>	Coordination among n'hoods
		<input type="checkbox"/>	Community volunteers
		<input type="checkbox"/>	Open space/natural setting
		<input type="checkbox"/>	Sheltered by Forest Preserve
		<input type="checkbox"/>	Good mail delivery and garbage pick-up
		<input type="checkbox"/>	Schools and churches
		<input type="checkbox"/>	Good park district
		<input type="checkbox"/>	Property values
		<input type="checkbox"/>	Well-kempt homes
		<input type="checkbox"/>	Femilab
		<input type="checkbox"/>	Good newsletter
		<input type="checkbox"/>	New city number
		<input type="checkbox"/>	Variety of areas & n'hoods



Small Group Discussions: Negative Qualities of the Neighborhood *[First Neighborhood Meeting - January 12, 2004]*

Meeting participants discussed the following negative neighborhood qualities during small group discussions...

		Big Woods/Marmion Neighborhood	
		Negative Qualities of the Neighborhood	
Group One		Group Two	Group Three
<ul style="list-style-type: none"> ☐ Lack of grocery store, restaurants & convenience shopping ☐ Traffic & speeding ☐ Traffic lights ☐ Road conditions and maintenance ☐ Tollway exits ☐ Pedestrian safety ☐ Lack of overall plan for development ☐ Crime ☐ Density ☐ Lack of community gathering place ☐ Respectfulness ☐ Basement ☐ Menard's ☐ Lights ☐ Park in subdivision ☐ Conflict between old and new communities 		<ul style="list-style-type: none"> ☐ Lack of grocery store ☐ Nothing within walking distance ☐ Traffic & speeding ☐ Traffic lights ☐ Road conditions and maintenance ☐ No public transportation ☐ Kirk Road becoming Randall Road ☐ Lack of communication and overall plan for development ☐ Lack of communication w/ other communities ☐ Lack of police visibility ☐ Quantity of high-density residential (apartments) ☐ Lack of access to recreational opportunities and library services ☐ High taxes ☐ Dam control at Savannah ponds ☐ Mosquitoes 	<ul style="list-style-type: none"> ☐ Lack of grocery store ☐ Traffic & speeding ☐ Road conditions and maintenance ☐ Pedestrian safety ☐ Property maintenance ☐ Business cleanliness ☐ School locations ☐ No youth center ☐ Mail service ☐ Inadequate street lighting ☐ Lack of lake aerators



Large Group Discussion & Voting: Neighborhood Issues Voting Results *[First Neighborhood Meeting - January 12, 2004]*

Meeting participants voted on the following neighborhood issues, which were based on the the small group discussions of the positive and negative neighborhood qualities...

Neighborhood Issues Voting Results	
Issue	# of Votes
Butterfield Road capacity – widening, speed, intersection improvements	30
Grocery store and neighborhood-oriented shopping	22
Bike bridge for the Prairie Path	12
Traffic flow improvements – primarily Eola Rd, Bilter Rd & Kirk Rd/ Farnsworth Ave	8
Communication between City and residents regarding development	8
Density – particularly apartments	7
Lack of public facilities – e.g. youth center, community center, library branch, or youth employment	5
Inadequate traffic control	4
Coordination and cooperation between neighborhood associations	3
Need for lake aerators	2
Schools benefiting from increased property values and economic development	2
Well-kempt homes and uniform standards – Butterfield benefits from City code enforcement standards	1
Limiting future development for more green space	1
Forest Preserve access and usefulness	1
Maintenance of Butterfield Road right-of-way	0



Survey: Neighborhood Communication Alternatives *[Second Neighborhood Meeting - March 9, 2004]*

Meeting participants were asked to complete a survey to rate and rank various neighborhood communication alternatives. The survey was comprised of two parts. The first part of the survey listed communication alternatives for **communication within the neighborhood**. Survey results indicate that participants are most responsive to newsletters and notices in paper form. Although not all participants have internet access, they are receptive to newsletters and notices in electronic form as long as they are concise. Neighborhood or small area meetings could also work if they have adequate participation.

The second part of the survey listed communication alternatives for **communication between the neighborhood and the City**. Survey results indicate that participants are generally responsive to all communication tools except for the Beacon News. In particular, participants feel that participation/representation at Aurora Neighborhood Council, Plan Commission, and City Council meetings can work as an effective communication tool if they were more aware of meeting times, had more opportunities to participate in or observe the meetings (i.e. broadcast meetings on Aurora Cable TV), or were made aware of the issues before they are resolved with little public participation/representation (i.e. don't hear about the issues until after the fact in the newspaper). Communication with Councilperson and City staff can also work as an effective communication tool if participants can rely on the availability and responsiveness of the Councilperson or City staff members. Also, postcard mailings could be an effective communication tool, but their main limitation is the amount and clarity of information that can be conveyed in a mailing.

The actual survey form is provided on page 61. Complete survey results for the first and second parts of the survey are shown on pages 62 and 63, respectively.

**Big Woods-Marmion Corridor Neighborhood Plan
Neighborhood Communication Alternatives**

TELL US WHAT WILL WORK BEST

Communication within Neighborhood
Objective: to build social cohesiveness in the neighborhood

Never Always Sometimes - please indicate under what conditions at right

Broadcast e-mail			
Electronic newsletter			
Paper newsletter through mail			
Hand-delivered newsletter			
Yard signs			
Block captains			
Phone trees			
Neighborhood-wide meetings			
Small area meetings			
Special events			
Door-to-door fliers			
Other – please list below			

Communication between Neighborhood & City
Objective: to create a pipeline for the neighborhood to share concerns with the City & the City to share information with residents

Never Always Sometimes - please indicate under what conditions at right

Participation/representation at Aurora Neighborhood Council meetings			
Participation/representation at Plan Commission meetings			
Participation/representation at City Council meetings			
Beacon-News			
Postcard mailing			
Communication w/ Councilperson			
Communication w/ City staff			
Other – please list below			

Neighborhood Communication Alternatives Survey Results

Survey Results (First Part): Communication within the Neighborhood

Communication Tool	Never	Always	Sometimes	Conditions	Rank #1	Rank #2	Rank #3
Broadcast email	4	6	11	* As long as everyone has email * Not all have access * Not all have - how to get all? * How often read * Depends on how reliable list is * If enough members have email * If it does not look like spam * If computer on * If someone's online!	5	3	2
Electronic newsletter	4	6	10	* On a website * Not all have access/email * How often read * Depends on message * Short and sweet * Too much to read * If someone's online	-	4	-
Paper newsletter through mail	-	14	7	* As long as it doesn't look like junk mail * If all receive - 3rd class mail unreliable * I am more likely to read than above (electronic newsletter)	5	3	4
Hand-delivered newsletter	4	9	7	* Time cost? * How long delay between delivery and event/action?	2	2	1
Yard signs	8	2	9	* Must target all routes	1	-	-
Block captains	9	2	7	* Currently don't have * Our n'hood does not have these * If they do their job	-	-	-
Phone trees	12	1	8	* Unreliable * Time loss link * Weak leak in chain * Phone screening * If done * Not dependable	-	-	-
Neighborhood-wide meetings	1	10	8	* We already have association meetings (Vineyards) * Limited participation * Only those that attend	-	1	5
Small area meetings	2	6	11	* Limited participation * Must be well attended * Only those that attend	1	-	-
Special events	6	2	11	* Not effective unless attended	-	-	-
Door-to-door fliers	3	10	7	* Time cost? * Not effective - blow all over	1	3	4
Other: Website	-	1	1	* If people lost at site	1	-	-



Neighborhood Communication Alternatives Survey Results

Survey Results (Second Part): Communication between the Neighborhood & the City

Communication Tool	Never	Always	Sometimes	Conditions	Rank #1	Rank #2	Rank #3
Participation/representation at Aurora Neighborhood Council meetings	4	7	5	* If rep speaks for us * City never listens to citizens anyway * Did not know existed * Only receive information after the fact in newspaper	2	2	2
Participation/representation at Plan Commission meetings	5	6	5	* City never listens to citizens anyway * Only receive information after the fact in newspaper * Need Aurora Cable TV * Need better communication * These things have already been decided in "back rooms"	-	3	3
Participation/representation at City Council meetings	5	5	6	* City never listens to citizens anyway * Only receive information after the fact in newspaper * When issues are being presented or voted on * Don't go normally; would not know how to get on agenda * Need Aurora Cable TV * Need better communication * These things have already been decided in "back rooms"	1	1	2
Beacon-News	8	2	9	* If it is done correctly * Birdcage liner! * Don't receive/don't read it * If regularly read paper	1	2	-
Postcard mailing	1	7	9	* Limited information	3	1	-
Communication w/ Councilperson	3	4	10	* Who? * Email communication back or letter writing * Never called on Councilperson * I don't always get feedback * When available	3	-	-
Communication w/ City staff	3	1	12	* Never see * Email communication back or letter writing * Helpful * When available * Before things are decided * The best way that City officials learn is when they don't get (re)lected	-	-	-
Other: Periodical 60504	-	-	-	-	-	-	1
Other: Website	-	1	-	-	-	-	-



Large Group Discussion: Identifying Pedestrian Connections & Activities [Second Neighborhood Meeting - March 9, 2004]

Meeting participants were asked to identify new paths or connections they would like to see in the neighborhood. They also identified desired improvements to local roads and paths.

Desired New Neighborhood Paths/Connections

- Connect Butterfield Neighborhood/Cambridge Countryside Homes and Kirkland Farms to the Chicago Premium Outlet Mall (connect all neighborhoods to outlet)
- Connect the north side of Butterfield Road to the south side (identified as "Bike bridge for the Prairie Path" in the Issues Voting exercise; this issue was voted the third most important issue facing the neighborhood)
- Connect the apartments in the Butterfield Neighborhood to the playground in the Ginger Woods Neighborhood
- Connect residences along Bilter Road to bike path
- Provide access to Grainger Middle School (south of study area) from Eola Road
- Provide sidewalk/path along Raddant Road, particularly for the Vineyards Neighborhood
- Provide sidewalks along Bilter Road heading towards Eola Road
- Provide paths around retention pond in the wetland mitigation area along Farnsworth Avenue

Desired Road/Path Improvements

- Pave existing gravel paths
- Improve visibility at the point where the Prairie Path intersects Bilter Road (existing trees and bushes block views of motorists and pedestrians)
- Resolve confusion at the point along Bilter Road where the road changes from 4 lanes to 2 lanes (need more than signage; perhaps different road surfaces)
- Enforce speed control on all roads near paths



Survey: Neighborhood Visual Character *[Second Neighborhood Meeting - March 9, 2004]*

The consultant team presented meeting participants with a map depicting areas that had the most potential for enhancements their visual character. The following areas were identified:

1. Butterfield Road Streetscape
2. Farnsworth Avenue Streetscape and Development Along Street
3. Unincorporated Parcels Along Bilter Road

Meeting participants were then shown a series of slides and were asked to complete a survey indicating which visual character examples they thought were appropriate for each of the 3 areas above. Participants were asked to not focus on individual uses but to consider:

- Whether or not they would like to see a similar kind of “look” in the neighborhood;
- Whether or not they like the size, scale, or materials of buildings; and
- Whether or not they like the placement of the building on the site.

On the survey tally sheets provided and using the criteria as a guide, meeting participants were asked to evaluate the pictures in the context of enhancing the visual character of the three areas listed above. A summary of the survey results is shown below and on the next two pages. Complete survey results are provided on pages 68-71. The 25 pictures shown during the survey are also provided on pages 72-75.

Survey Summary: Butterfield Road Streetscape

Desired Character

Survey results indicate that participants like open green areas with landscaping, fences, and pedestrian/recreation paths along Butterfield Road. The images on the right represent the desired character for the Butterfield Road Streetscape.

Undesired Character

Participants dislike buildings (both residential and non-residential) and non-green streetscape elements (e.g. outdoor dining, bus shelters, etc.) close to Butterfield Road. Wal-Mart, retail chains, and big boxes are also unwelcome.

Acceptable Character Under Certain Conditions

Moderate-sized retail developments (i.e. not big box) are OK if they are developed at appropriate areas (e.g. Kirk Road intersection), are not too big, have adequate setbacks from road, and are well planned (e.g. proper screening, site layout, landscaping, green spaces, etc.). Residential development is OK on south side if adequate setbacks and buffering. Condos and townhomes are also OK if upscale or well developed. Parks are OK but there are concerns about safety near a high traffic road like Butterfield Road.

Survey Summary: Farnsworth Avenue Streetscape & Development

Desired Character

Survey results indicate that participants like open green areas with landscaping, fences, and pedestrian/recreation paths along Farnsworth Avenue, particularly the north side. The images on the left represent the desired character for the Streetscape and Development along Farnsworth Avenue.

Undesired Character

Participants dislike buildings (both residential and non-residential) and non-green streetscape elements (e.g. outdoor dining, bus shelters, etc.) close to Farnsworth Avenue. Wal-Mart and big boxes are also unwelcome.

Acceptable Character Under Certain Conditions

Moderate-sized retail developments (i.e. not big box) are OK if they are developed at appropriate areas (e.g. Butterfield Road intersection), are not too big, have adequate setbacks from road, and are well planned (e.g. proper screening, site layout, landscaping, green spaces, etc.). Residential development is OK on south side if adequate setbacks and buffering. Condos and townhomes are also OK if upscale or well developed. Parks are OK but there are concerns about safety near a high traffic road like Farnsworth Avenue. Retail development is more welcome along Farnsworth Avenue than Butterfield Road. Retail chains (e.g. McDonald's) are more acceptable along Farnsworth Avenue if parking includes green areas/landscaping.

Survey Summary: Unincorporated Parcels Along Bilter Road

Desired Character

Survey results indicate that participants like open green areas with landscaping, fences, and pedestrian/recreation paths along Bilter Road. The images on the right represent the desired character for the Unincorporated Parcels along Bilter Road.

Undesired Character

Participants dislike non-residential development along Bilter Road.

Acceptable Character Under Certain Conditions

Single-family residential developments are OK if adequate setbacks and buffering. Parks are OK but there are concerns about safety near a moderately busy road like Bilter Road.

Additional comments were written in on surveys and separated into three categories as shown below.

Desired New Neighborhood Paths/Connections

Streetscape

- Decorative street lighting
- Extra wide sidewalks
- Street trees
- Sidewalks
- Underground utilities
- City of Aurora sign
- Nice fences
- On-street parking could be trouble
- Pavers and fountain-type amenities set off Butterfield Road and in existing parks (coming to Cambridge Countryside; Savannah)
- Nice signage design (nothing on Butterfield Road and Farnsworth Avenue)
- Island (median?) and trees when street is widened to 4 lanes (Liberty Road)
- Art, benches, and lighting around trails, water, and forest preserve

Green Space/Landscaping

- Park transition areas (buffers) between residential and commercial areas (who maintains them? Could be businesses)
- Green space in parking areas
- Landscape and camouflage can make drive-thrus OK
- Mature landscaping
- Openness – safety
- Green at buildings – landscaping
- Incorporate park space within industrial areas and into businesses/offices
- Park amenities in right spaces

Development

- Neighborhood gathering place
- Taller buildings OK on Butterfield Road and Farnsworth Avenue
- Not too close to road
- Not too urban
- “Homey”
- Commercial off main roads/off highway
- Developments not too big
- Stonework, brick
- No big boxes
- “Outdoor mall”
- Parking away from buildings – parking is secondary; “people places” along Farnsworth Avenue, near parks, replacing Burgundy
- Bigger/taller OK with setback and landscaping/plaza
- Potential retirement home in open unincorporated area
- Blend good architecture with landscaping
- Drive-thru OK if done well (landscaping, setbacks)



Visual Character Survey Results

Butterfield Road Streetscape

Image	Never	Always	Sometimes	Conditions	Comments
1	12	6	5	* At Kirk Road * Nice	* Building too large
2	18	1	1		* Too close to road and cold, looming building * Don't like * Need further setback
3	16	3	4	* OK	* Nice use of old - not applicable
4	19	4	-		* Too busy-looking
5	11	8	5	* OK @ Kirk Road	* Too street-like * Needs more green
6	5	13	7	* North side * Possible * Nice	* Parks and path within any commercial area
7	21	1	2	* No	* Sidewalk/streets bad * Too close to road
8	20	2	2		* Sidewalk/streets bad * Business is good! Shelter is ugly * Advertising not wanted
9	15	3	6	* Set back * Upkeep essential	* Good way to hide gas station
10	8	16	1	* North side	* Nice - where?
11	11	10	4		* Too blocks off not open * Sidewalks good! * Good treatment - bike path bridge
12	15	1	9	* With shorter buildings * OK * In 60 years	* Looks like retirement - good for Bilter * Too close to road - save what you can by Big Woods
13	24	1	-		* No Wal-Mart - trash and traffic; lowers standards of neighborhood * Yuck - no green
14	11	3	11	* If well planned	* Too many bushes
15	9	6	8	* Only with several "green areas" in parking	* Too close to road
16	14	4	8		* OK if you had to * No McDonald's - lowers standards of neighborhood
17	13	7	4	* South side * Possible	* Someday
18	14	1	5	* If upscale - condos/townhomes	* Too much pavement
19	14	7	4		* Like extra-wide "green areas" as buffer between road * Someday
20	17	3	2		* Too big for most of area * More green - good retail
21	11	10	4		* Too high traffic * Nice
22	7	14	5	* Possible	* Nice
23	3	14	8	* Possible * No more power plants please	* Well done
24	19	2	3		* Too much pavement - some intensity
25	8	11	5	* By reserve area	* Nice

Visual Character Survey Results

Farnsworth Avenue Streetscape

Image	Never	Always	Sometimes	Conditions	Comments
1	3	12	7	* At Route 56 * Stores * Possible * Nice	* Building too large
2	16	4	3	* Don't like	* Too close to road and cold, looming building * Don't like * Need further setback
3	14	4	4		* Nice use of old - not applicable
4	16	4	3		* Too busy-looking
5	4	10	7	* OK @ Route 56 * Possible * If protected by green belt	* Too street-like * Needs more green
6	2	12	8	* East side * Possible * Nice	* Parks and path within any commercial area
7	17	2	2	* No	* Sidewalk/streets bad * Too close to road
8	16	2	3		* Sidewalk/streets bad * Business is good! Shelter is ugly * Advertising not wanted
9	13	1	7	* If plenty of access	* Good way to hide gas station
10	9	9	4	* Possible * Like green openness	* Nice - where?
11	8	10	4	* OK	* Too blocks off not open * Sidewalks good! * Good treatment - bike path bridge
12	10	3	8	* With shorter buildings	* Looks like retirement - good for Bilter * Too close to road - save what you can by Big Woods
13	20	2	1		* No Wal-Mart - trash and traffic; lowers standards of neighborhood * Yuck - no green
14	9	3	12	* OK * Possible * If well planned	* Too many bushes
15	2	6	13	* Only with several "green areas" in parking * OK * Possible * If well planned	* Too close to road
16	9	5	10	* Possible * South	* OK if you had to * No McDonald's - lowers standards of neighborhood
17	13	5	3	* Possible	* Someday
18	15	2	5	* OK	* Too much pavement
19	14	4	4		* Like extra-wide "green areas" as buffer between road * Someday
20	14	3	5	* South OK	* Too big for most of area * More green - good retail
21	7	11	3		* Too high traffic * Nice
22	7	10	6		* Nice
23	2	9	9	* Possible	* Well done
24	17	2	3		* Too much pavement - some intensity
25	8	9	7		* Nice

Visual Character Survey Results

Farnsworth Avenue Streetscape

Image	Never	Always	Sometimes	Conditions	Comments
1	1	5	-		* Building too large
2	4	1	-		* Too close to road and cold, looming building * Don't like * Need further setback
3	6	1	-		* Nice use of old - not applicable
4	5	1	-		* Too busy-looking
5	2	4	3		* Too street-like * Needs more green
6	2	5	1		* Parks and path within any commercial area
7	6	-	-		* Sidewalk/streets bad * Too close to road
8	5	-	-		* Sidewalk/streets bad * Business is good! Shelter is ugly * Advertising not wanted
9	4	3	1		* Good way to hide gas station
10	1	4	-		* Nice - where?
11	1	4	-		* Too blocks off not open * Sidewalks good! * Good treatment - bike path bridge
12	3	1	1	* With shorter buildings	* Looks like retirement - good for Biliter * Too close to road - save what you can by Big Woods
13	5	-	-		* No Wal-Mart - trash and traffic; lowers standards of neighborhood * Yuck - no green
14	3	2	2		* Too many bushes
15	3	2	1	* Only with several "green areas" in parking	* Too close to road
16	6	1	-		* OK if you had to * No McDonald's - lowers standards of neighborhood
17	2	3	-		* Someday
18	3	1	1		* Too much pavement
19	2	2	1		* Like extra-wide "green areas" as buffer between road * Someday
20	3	-	1		* Too big for most of area * More green - good retail
21	2	4	-		* Too high traffic * Nice
22	1	3	-		* Nice
23	2	3	-		* Well done
24	3	1	1		* Too much pavement - some intensity
25	1	5	-		* Nice

Visual Character Survey Results

Unincorporated Parcels Along Bilter Road

Image	Never	Always	Sometimes	Conditions	Comments
1	19	1	-	* If unincorporated is a commercial area	* Building too large
2	20	-	-		* Too close to road and cold, looming building * Don't like * Need further setback
3	18	2	1		* Nice use of old - not applicable
4	19	1	1		* Too busy-looking
5	19	1	1		* Too street-like * Needs more green
6	8	10	5	* Possible * Nice	* Parks and path within any commercial area
7	19	-	-		* Sidewalk/streets bad * Too close to road
8	19	1	-		* Sidewalk/streets bad * Business is good! Shelter is ugly * Advertising not wanted
9	18	1	2		* Good way to hide gas station
10	4	15	3	* Possible * Maybe	* Nice - where?
11	12	4	4	* OK * Possible	* Too blocks off not open * Sidewalks good! * Good treatment - bike path bridge
12	14	4	1	* With shorter buildings	* Looks like retirement - good for Bilter * Too close to road - save what you can by Big Woods
13	20	-	-		* No Wal-Mart - trash and traffic; lowers standards of neighborhood * Yuck - no green
14	18	-	1		* Too many bushes
15	17	1	1	* Only with several "green areas" in parking	* Too close to road
16	17	1	2		* OK if you had to * No McDonald's - lowers standards of neighborhood
17	4	13	2	* OK	* Someday
18	14	4	1		* Too much pavement
19	4	11	3		* Like extra-wide "green areas" as buffer between road * Someday
20	17	1	1		* Too big for most of area * More green - good retail
21	3	12	4		* Too high traffic * Nice
22	4	14	3		* Nice
23	2	15	3	* Possible	* Well done
24	18	1	1		* Too much pavement - some intensity
25	5	11	5	* Possible	* Nice



Visual Character Survey Images (Images 1 - 6)



Image 1



Image 2



Image 3



Image 4



Image 5



Image 6



Visual Character Survey Images (Images 7 - 12)



Image 7



Image 8



Image 9



Image 10



Image 11



Image 12



Visual Character Survey Images (Images 13 - 18)



Image 13



Image 14



Image 15



Image 16



Image 17



Image 18



Visual Character Survey Images (Images 19 - 25)



Image 19



Image 20



Image 21



Image 22



Image 23



Image 24



Image 25

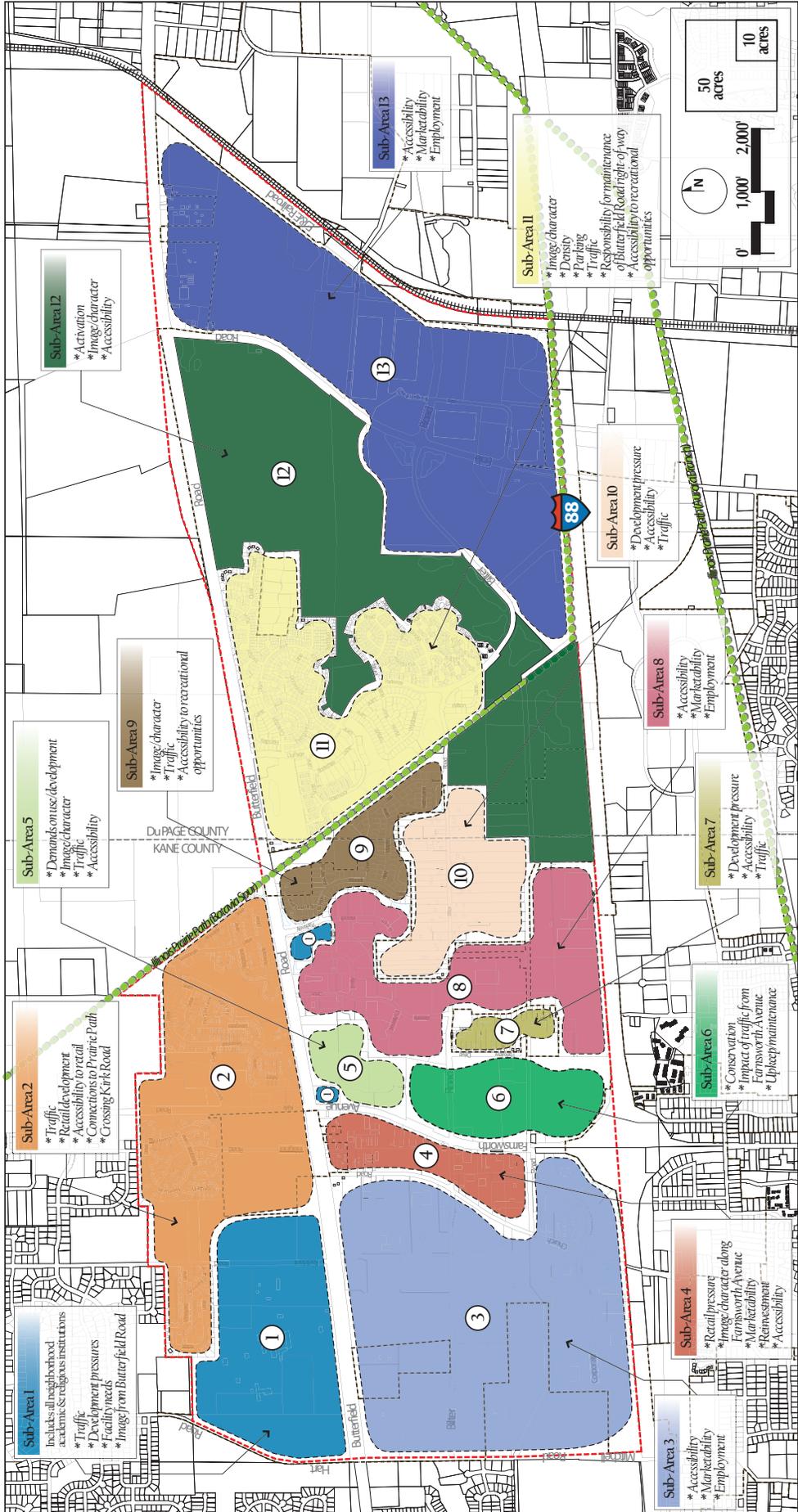


Small Group Discussions: Sub-Area Issues *[Second Neighborhood Meeting - March 9, 2004]*

The Big Woods/Marmion Neighborhood is comprised of 13 distinct sub-areas. A sub-area is defined as a group of properties that share common features or qualities and, therefore, a common set of issues particular to those properties (see map on next page). The 13 sub-areas can be more specifically categorized under one of the following 6 categories:

- **Residential** (includes Sub-Areas 2, 7, 9 and 11)
- **Office/Research/Industrial** (includes Sub-Areas 3, 8 and 13)
- **Natural Areas/Open Space** (includes Sub-Areas 5, 6 and 12)
- **Institutional** (includes Sub-Area 1)
- **Farnsworth Avenue Commercial** (includes Sub-Area 4)
- **Biliter Road Unincorporated Parcels** (includes Sub-Area 10)

A full summary of the issues for each of the 13 sub-areas is shown on pages 79-84.



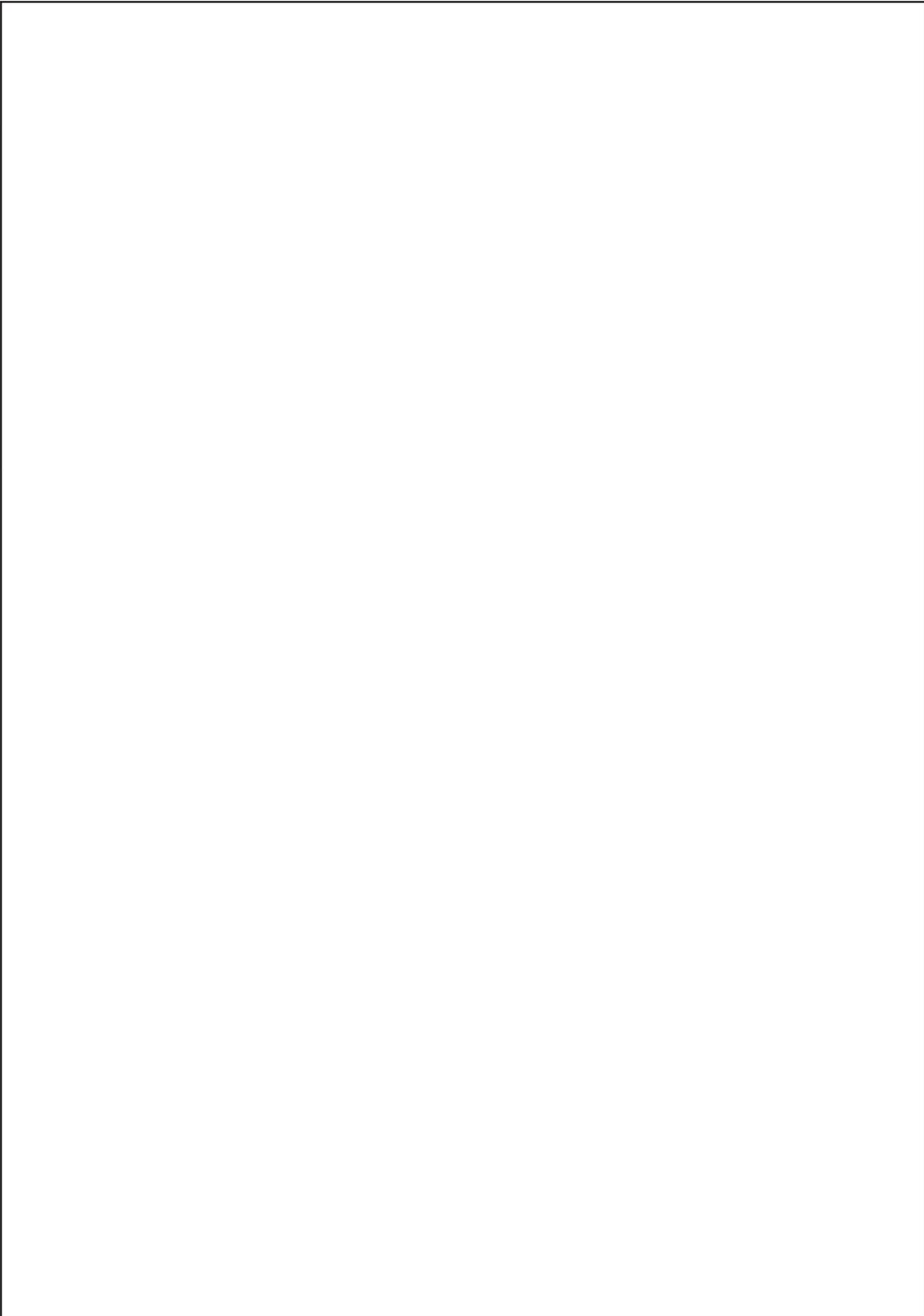
Legend

- Sub-Area #
- List of perceived issues that the Sub-Areas face today, and in the future
- Sub-Area 1
- Sub-Area 2
- Sub-Area 3
- Sub-Area 4
- Sub-Area 5
- Sub-Area 6
- Sub-Area 7
- Sub-Area 8
- Sub-Area 9
- Sub-Area 10
- Sub-Area 11
- Sub-Area 12
- Sub-Area 13
- City of Aurora Municipal Boundary
- Study Area Boundary



Big Woods/Marmion Neighborhood Sub-Areas Map

Aurora Neighborhood Planning Initiative



Sub-Area 1 (Institutional)

Sub-Area 1 includes all academic and religious institutions, including Marmion Abbey & Academy, Butterfield Community Church, and Ginger Creek Church.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Traffic
- Development pressures
- Facility needs
- Image from Butterfield Road
- Stormwater runoff control near Raddant Road
- Redevelopment of Butterfield Community Church property (church to vacate property by Fall 2004; property owner is based in Denver CO; possible re-uses include a gas station or a McDonald's; appropriate redevelopment is critical since property is located at a major road intersection)
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction

Sub-Area 2 (Residential)

Sub-Area 2 includes all properties north of Butterfield Road except for Marmion Abbey and Academy. These properties include The Vineyards, Kirkland Farms, The Reserve of Kirkland Crossing, and Savannah residential developments; the Harris Bank and future Dominick's site; and the undeveloped parcels on the northwest corner of Butterfield Road/Kirk Road.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Traffic
- Retail development
- Accessibility to retail
- Connections to Prairie Path
- Crossing Kirk Road
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Lighting
- Increased police presence
- Need for City-provided parks/playgrounds
- Proximity to schools/bussing issues/school district lines
- Development of vacant property on northwest corner of Butterfield Road/ Farnsworth Avenue (planned for retail development but more recent talks state possible rezone for residential use)
- Dominick's development (to be located north of Harris Bank)
- Appropriate building and property design for aesthetic and screening purposes
- Traffic signals at entrances into subdivisions from major roads
- Cars using small neighborhood streets as shortcuts to/avoidance of major roads
- Appropriate residential density on vacant land (promote low density residential or mix of low and medium density on vacant land on vacant land)

Sub-Area 3 (Office/Research/Industrial)

Sub-Area 3 includes the office/research/industrial developments, public/quasi-public properties, and undeveloped parcels west of Farnsworth Avenue. These properties include the existing developments and currently undeveloped properties for the Aurora Distribution Center and Farnsworth Center for Business; the Plumbers and Pipefitters Union; and the City water tower.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Accessibility
- Marketability
- Employment
- Appropriate building setbacks
- Appropriate building and property design for aesthetic and screening purposes
- Local employment opportunities, particularly for young adults/students
- Truck traffic (will there be a specifically designated road for truck traffic? designating Bilter Road as the primary road for truck traffic raises concerns from residences along Bilter Road)
- Road improvements at Farnsworth Avenue exit from the I-88 interchange
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction

Sub-Area 4 (Farnsworth Avenue Commercial)

Sub-Area 4 includes the commercial businesses and storage units along the west side of Farnsworth Avenue and south of Butterfield Road.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Retail pressure
- Image/character along Farnsworth Avenue
- Marketability
- Reinvestment
- Accessibility
- Convenience/local shopping opportunities
- Flood control at northwest corner of Farnsworth Avenue/Bilter Road
- Attractive architectural details for commercial uses
- Appropriate building and property design for aesthetic and screening purposes
- Need for more restaurants and other gathering places (e.g. pubs)
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Traffic
- Building/property maintenance



Sub-Area 5 (Natural Areas/Open Space)

Sub-Area 5 includes the undeveloped parcels at the southeast corner of Butterfield Road/Farnsworth Avenue.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Demands on use/development
- Image/character
- Traffic
- Accessibility
- Preservation of open space/natural features
- Maintain open space as much as possible but consider developing properties along Butterfield Road and Farnsworth Avenue for retail and residential uses
- Maintain entire property as open space
- Increased landscaping requirements
- Drainage for new developments/construction
- Preservation of creek

Sub-Area 6 (Natural Areas/Open Space)

Sub-Area 6 includes the wetland and floodplain mitigation area along the east side of Farnsworth Avenue, which will be owned and maintained by the Kane County Forest Preserve District.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Conservation
- Impact of traffic from Farnsworth Avenue
- Upkeep/maintenance
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Access for pedestrian/recreation paths

Sub-Area 7 (Residential)

Sub-Area 7 includes the group of single family homes located along Nan Street south of Bilter Road.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Development pressure
- Accessibility
- Traffic
- Concerns with construction access driveways
- Concerns with mall patrons accessing the outlet mall through the neighborhood
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction



Sub-Area 8 (Office/Research/Industrial)

Sub-Area 8 includes the Chicago Premium Outlets mall and the office/research/industrial developments located along Beverly Drive and south of Bilter Road. These properties include the existing developments and currently undeveloped properties for the Femi Corporate Park, Aurora Corporate Center, and Ginger Woods Business Park; the Pepsi Bottling Plant; and the Sealmasters Building.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Accessibility
- Marketability
- Employment
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Appropriate building and property design for aesthetic and screening purposes
- Truck traffic (will there be a specifically designated road for truck traffic? designating Bilter Road as the primary road for truck traffic raises concerns from residences along Bilter Road)
- Appropriate building setbacks
- Local employment opportunities, particularly for young adults/students
- Character
- Upkeep/maintenance

Sub-Area 9 (Residential)

Sub-Area 9 includes the Ginger Woods single family homes.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Image/character
- Traffic
- Accessibility to recreational opportunities
- Lighting
- Increased police presence
- Proximity to schools/bussing issues/school district lines
- Traffic signals at entrances into subdivisions from major roads
- Cars using small neighborhood streets as shortcuts to/avoidance of major roads
- Concerns with additional road connections
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Need for City-provided parks/playgrounds

Sub-Area 10 (Biliter Road Unincorporated Parcels)

Sub-Area 10 includes the unincorporated properties located along Biliter Road, which primarily include single family homes on large lots.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Development pressure
- Accessibility
- Traffic
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Widening Biliter Road from 2 lanes to 4 lanes
- Drainage/tile issues

Sub-Area 11 (Residential)

Sub-Area 11 includes the residential developments located between the Illinois Prairie Path and the Big Woods Forest Preserve, including the Butterfield Oaks apartments; the Cambridge Countryside townhomes and single family homes; and Cinnamon Glen/Country Oaks townhomes.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Image/character
- Density
- Parking
- Traffic
- Responsibility for maintenance of Butterfield Road right-of-way
- Accessibility to recreational opportunities
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Need for City-provided parks/playgrounds
- Lighting
- Increased police presence
- Proximity to schools/bussing issues/school district lines
- Traffic signals at entrances into subdivisions from major roads
- Cars using small neighborhood streets as shortcuts to/avoidance of major roads
- Unauthorized fishing in ponds east of DuPage Parkway (ownership of and responsibility for regulating the ponds west of DuPage Parkway are unknown)
- Responsibility for maintenance of properties and right-of-ways in absence of homeowners associations

Sub-Area 12 (Natural Areas/Open Space)

Sub-Area 12 includes the Big Woods Forest Preserve.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Activation
- Image/character
- Accessibility
- Parking
- Pathway along the edge of forest preserve
- No further development
- Path connection to wetland mitigation area north of outlet mall
- Intergovernmental cooperation between Kane County and DuPage County Forest Preserve Districts
- Path connection between Butterfield park and DuPage Technology Corridor Trail
- Path connection from Prairie Path to proposed Metra station located south of study area
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Promote original plan

Sub-Area 13 (Residential)

Sub-Area 13 includes the existing office/research/industrial developments and currently undeveloped properties for the Butterfield Center for Business and Industry, which is located between the Big Woods Forest Preserve and the EJ&E Railroad.

Sub-Area Issues

[Issues suggested by meeting participants during the small group discussions are listed in underlined text]

- Accessibility
- Marketability
- Employment
- More landscaping
- Higher quality design standards
- Appropriate building setbacks
- Soften edges of future developments
- Local employment opportunities, particularly for young adults/students
- Sound/noise study and wildlife connectivity study due to new I-88 interchange
- Appropriate building and property design for aesthetic and screening purposes
- Truck traffic (will there be a specifically designated road for truck traffic? designating Bilter Road as the primary road for truck traffic raises concerns from residences along Bilter Road)
- Gas station at Bilter Road/Eola Road intersection (more likely if hotel is developed)
- Preservation of open space/natural features
- Increased landscaping requirements
- Drainage for new developments/construction
- Attract/retain light industrial uses
- Air and noise pollution
- Promote office for available land