

**Central District
Urban Design Plan**

Summary Report



Nashperville

Brown/Heldt Associates

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Urban Design Plan**

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**Prepared for the
Central Area Naperville
Development Organization
and the
City of Naperville**

**Brown/Heldt Associates
Urban Planning and Design**

July 1974

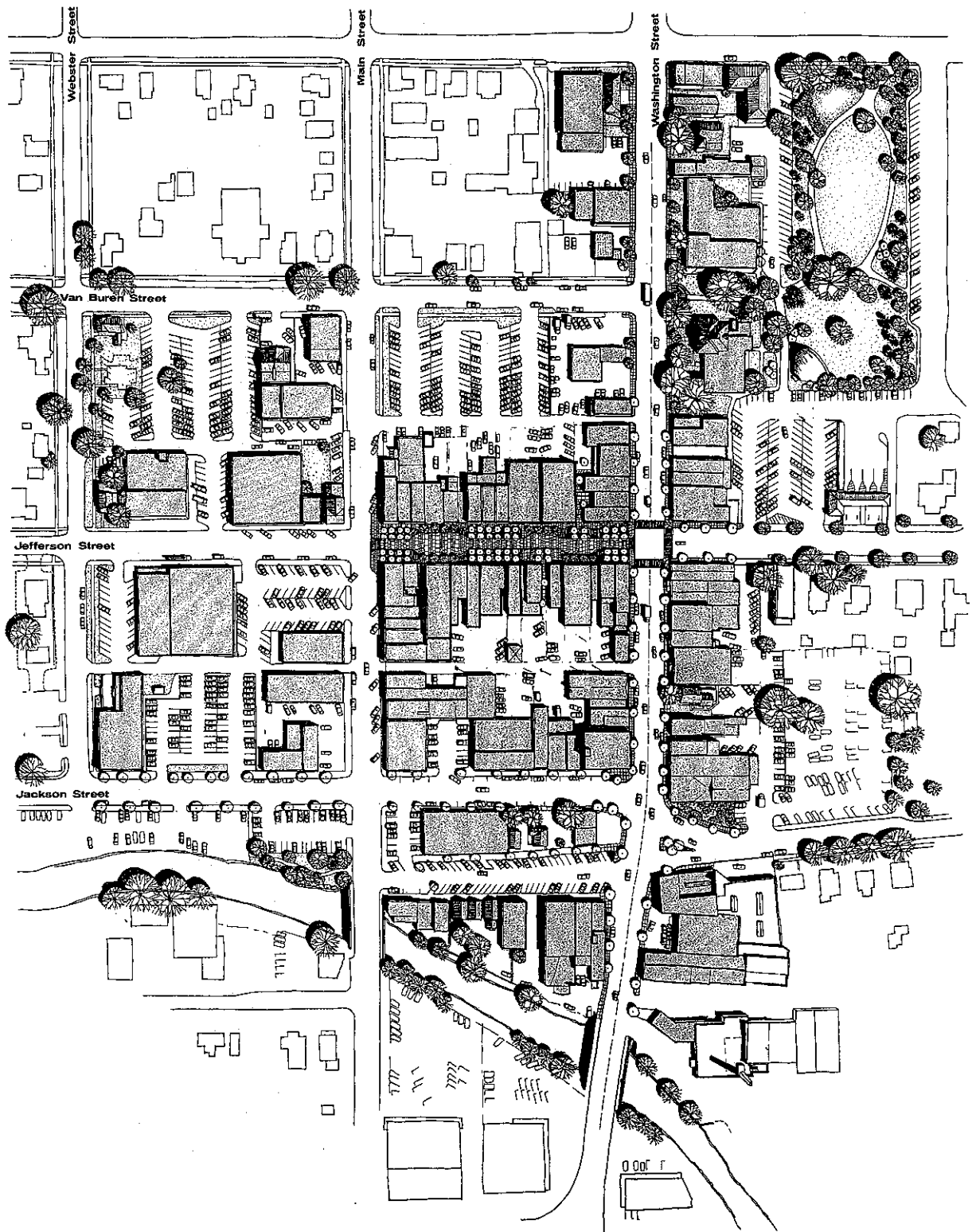
Naperville



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The Phase One Plan



Few things are as complex as the downtown areas of our towns and cities, the centers of man's achievements. Throughout history, efforts have been made to plan and order such areas to help them function with efficiency and vitality, and to produce a suitable environment for the conduct of commerce.

In recent years cities have had a new surge of downtown planning to meet the modern challenges of rapid growth and contrasting decay, of changing patterns of living and methods of doing business, and of ever-increasing automobile traffic coupled with inadequate parking facilities.

The Naperville Central District Plan was undertaken in response to these and other increasingly evident problems; notably the outlying retail competition and resultant decentralization to strip centers; declining sales and a limited choice of merchandise; and overlying it all, a gradual loss of spirit and confidence among those who guide the destiny of the downtown through investment and civic leadership.

The Central Area Naperville Development Organization (CAN-DO), in concert with a city administration now acutely aware of downtown decay and its impact on the city as a whole, have jointly supported this planning effort. Work by this consultant began in June, 1972.

This abbreviated report represents the completion of the second phase of central district planning and contains a summary of major development proposals. In Progress Reports One, Two, and Three, as well as in numerous memoranda and slide presentations, we have analyzed and reviewed in detail the present problems, the potentials, plan objectives and suggested policies for renewal of the central district. From these prior studies, as well as the concurrent work by the economic and traffic consultants, we have established a clear program and a set of goals for downtown revitalization over the next two decades. We urge those who have questions about or objections to any element of this plan to review appropriate sections of the prior reports, where the primary logic for most recommendations was developed. We must stress that the plan may make less sense out of context with the planning analysis and the logic or reasons for its development. This Summary Report is intended only as an outline description of the basic planning proposals contained in the final plan. A more detailed Supplementary Report elaborates on each element of the report as well as the many alternatives to each development proposal possible in later phases of development.

A word about development phasing. Within the overall framework for long-range downtown development established in prior studies there is room for considerable variation of design and detail. We have proposed specific designs and development action for the immediate phase of work—Phase One. (Approximate time-frame 1974-1978). But as one cannot anticipate such things as individual development action, variations of design or economic conditions in the future, we have developed a range of alternative plans for Phases Two and Three. We term these "low, medium, and high-growth" projections and have developed three alternative plans for Phase Two (time frame 1978 through 1982-'85) and six alternative plans for Phase Three (time frame 1982-'85 through 1990-'95). This Summary Report describes only the "medium-growth" or normal plan for Phases Two and Three, but full detail on the other seven alternative plans will be found in the Supplementary Report.

We have recommended that other consultants be engaged for special studies during the course of this program, and their recommendations are included in our final plans. These include a market analysis and economic growth study, prepared by Economics Research Associates, and a transportation and parking study, prepared by Barton-Aschman Associates, Inc. with consultation by Paul C. Bóx and Associates. The market analysis is incorporated in full in our Progress Report Two; the traffic and parking work included a series of technical reports, all of which are combined in the NAPERVILLE CBD TRAFFIC AND PARKING STUDY dated May, 1974. We urge those with questions in these two areas to review these reports for the extensive background data and information incorporated therein.

During these last months of planning, many meetings have been held with CAN-DO committees and officers, city officials and private groups. A good cross-section of ideas and responses to the plan was provided and the plan reflects many of these suggestions.

Some felt that this concept of compaction of central district activities is too restrictive; too limited in size and scope and that more vigorous development, spreading out much further from the core, is justified in this era of rapid growth and should be encouraged. Many others feel that no real change at all should take place, but that we should simply renovate existing buildings and landscape the walks. We feel that the concept presented here falls between these two extremes; that it outlines a realistic plan for moderate growth but with innovative rehabilitation which will provide badly needed improvements, both functional and aesthetic, without destroying the small-town character and charm. These improvements are essential if the central district is to retain a competitive position in the face of city-wide growth and change. Moderate expansion, bringing more variety in goods and services (and thus more people, more activity, more vitality) is essential, but we also bank heavily on the opportunity to develop a special visual quality and environmental uniqueness which no shopping center can emulate. Beautifully restored early buildings, wide handsome walks and malls, many trees and handsome signs and street furniture—these elements are most certainly as important as the functional improvements upon which the concept itself is based.

Our goals can be accomplished by careful planning and organization of central district facilities (shops, open space, parking, pedestrian ways, offices) for maximum efficiency. An important key is compaction, intensification of activity, variety, vitality; along a handsome mall with short walking distances. We must make up in quality, attractiveness and convenience what we lack in size. We can, with this plan, double the retail floor space in the central district. More importantly, however, we should increase sales *volume*/square foot, the variety of merchandise, and the simple pleasure of shopping even more—this is a major goal.

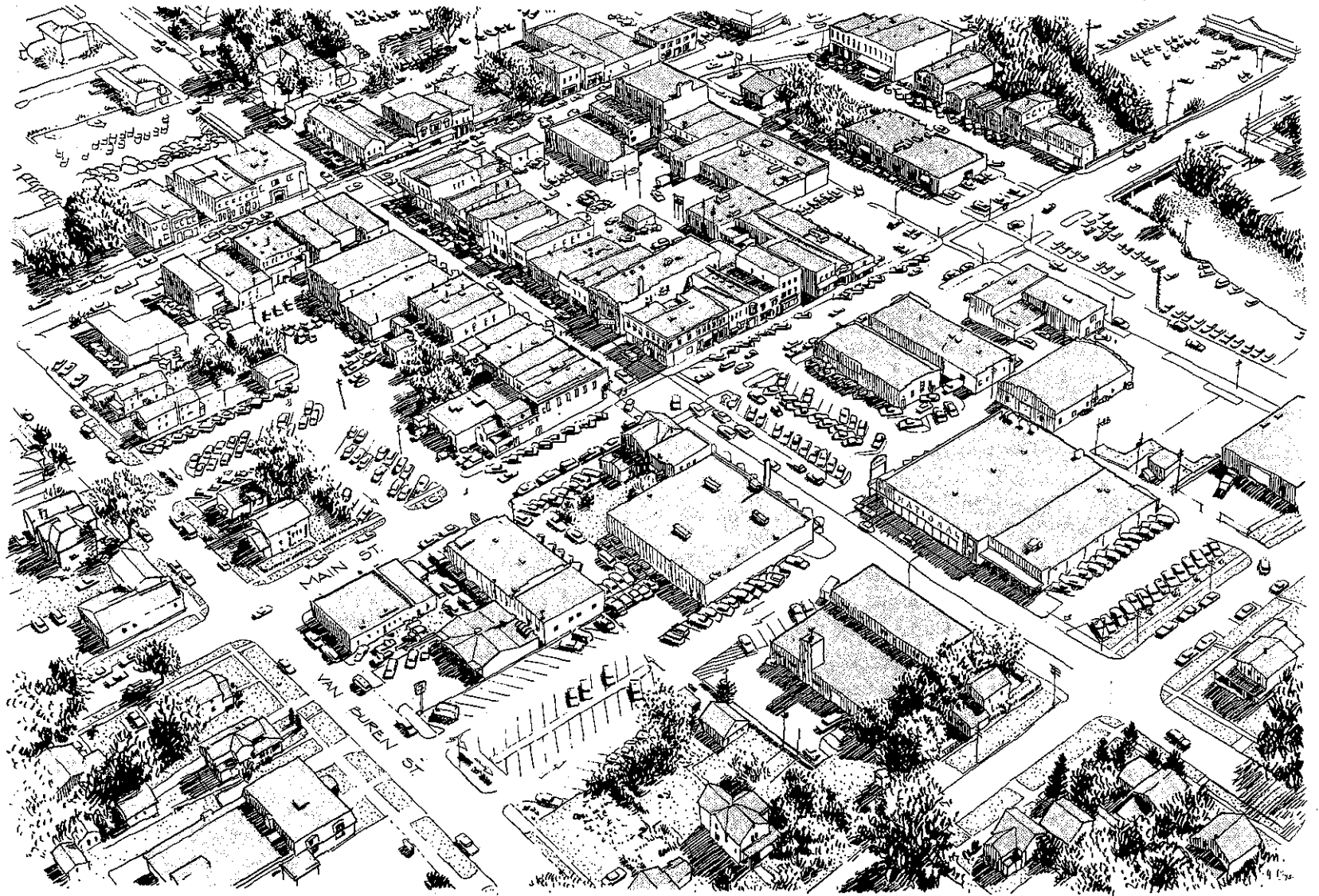
Parking must be convenient, close in and reasonable in cost or it will not be used. As more reliance on transit is expected, parking ratios per square foot of floor space can be somewhat reduced from past standards. A central transit route along Main Street is an integral part of the plan.

The Civic Center development must be accomplished; it would be the city's great loss if the various public facilities to be developed over the next decade were to be scattered rather than clustered adjacent to the CBD.

Perimeter development should consist of services, offices, medium-density residential and other less intensive uses which support the central shopping district. These must be integrated with the surrounding residential area with great care and sensitivity. A special zoning district will be needed for the proper development of this area.

All in all, the outlook is bright; new businesses will eventually desire more central district space than can be accommodated, so downtown property owners can choose the best, and in so doing assure that they have the economic strength to support a superlative redevelopment effort. With cooperation and a sincere commitment by all, we can transform the Naperville Central Core into a handsome, active place; a creative and provocative environment for business and for pleasure; vigorous, exciting and successful.





Central District - 1974

This sketch portrays the downtown area as it exists in 1974. In contrast to most of the city, much of it shows little change during the last fifty years. Most of the old store buildings remain, some stripped of their original ornament. Commercial frontage occasionally is interrupted by a house or a parking lot, and the high curbs of the pre-automobile era are common. Parts of the CBD have a country town charm. But the clock cannot be stopped, and unless downtown can attract new investment, the inevitable shopping center competition will lure more tenants away, leaving Jefferson Street to decay. At present there are some 150,000 square feet of retail store space in the central six-block area and 80,000 square feet of services and offices. This is inadequate to provide the variety and range of merchandise necessary for good comparative shopping. In addition, essential urban amenities such as a variety of restaurants, cultural activities, and other consumer services are not adequate in the central area.

Some parts of the central district have mixtures of activities which disrupt rather than support each other. Some residences remain in the core area, intermixed with offices, parking lots, commercial services, wholesaling, and automotive activities. On the other hand, many activities which would benefit from closer proximity to each other, such as prime retail stores, are too far apart. The walk from the center of Jefferson Street to Horsley's may not be extremely long, but it seems to be so because of the blank brick walls, parking lots, and other "inactive" uses one must pass by enroute.

A number of parking lots front on prime streets. While this may be convenient for the shopper, it makes no more economic sense to locate parking at the prime retail corner of Main and Jefferson than it would to park in a shopping center mall. We must develop continuous retail frontage—a cardinal rule in shopping centers—if the retail district is to become compact and interesting enough to entice the sophisticated shopper.

Parking is clearly inadequate. It is essential that new close-in facilities be provided by group effort rather than on each parcel if inefficient postage stamp-size lots are to be avoided, and if prime land is to be freed for redevelopment for active business use.

Downtown now must accommodate through traffic, particularly on Washington, which creates both congestion and objectionable noise. Circulation is difficult at busy times due to turning movements, pedestrian conflicts, parking on streets, and inherent problems in the street layout.

Finally, the entire central district has a woebegone look of obsolescence and general neglect; a clutter of garish signs, billboards, peeling paint and barren asphalt that stands in stark contrast to the handsome, well-kept residential neighborhoods which surround it.

These are some of the obvious conditions which restrict the central district's effectiveness as a retail, business and community center. It was in direct response to our detailed study of all of these conditions; both the problems and the strengths of the central district, that the plan and recommendations illustrated on the following pages were developed.

phase one

The aerial sketch illustrates most of the improvements proposed for Phase One—the initial actions to be taken under this program. They should be achievable within four years—many of them in half that time. They will, if carried out together, produce a significant change in the central district—enough, we feel, to convince citizen and investor alike that downtown is once again alive and moving vigorously to achieve its full potential. And no other single factor in the redevelopment process will be as important to success as reestablishing this investor confidence. Without it, no “plan,” whatever its merits, will get off the ground. With it, many downtown areas have succeeded in the face of far more substantial problems than those now facing downtown Naperville.

Street improvements in this first phase consist primarily of the Washington Street reconstruction and landscaping, from Aurora to Benton, including the Jackson/Chicago realignment. Final plans for this project have been completed, bids taken, and construction will commence this summer, with completion of the second stage in 1975. Financing for the \$575,000 renovation will come primarily from state and Motor Fuel Tax funds.

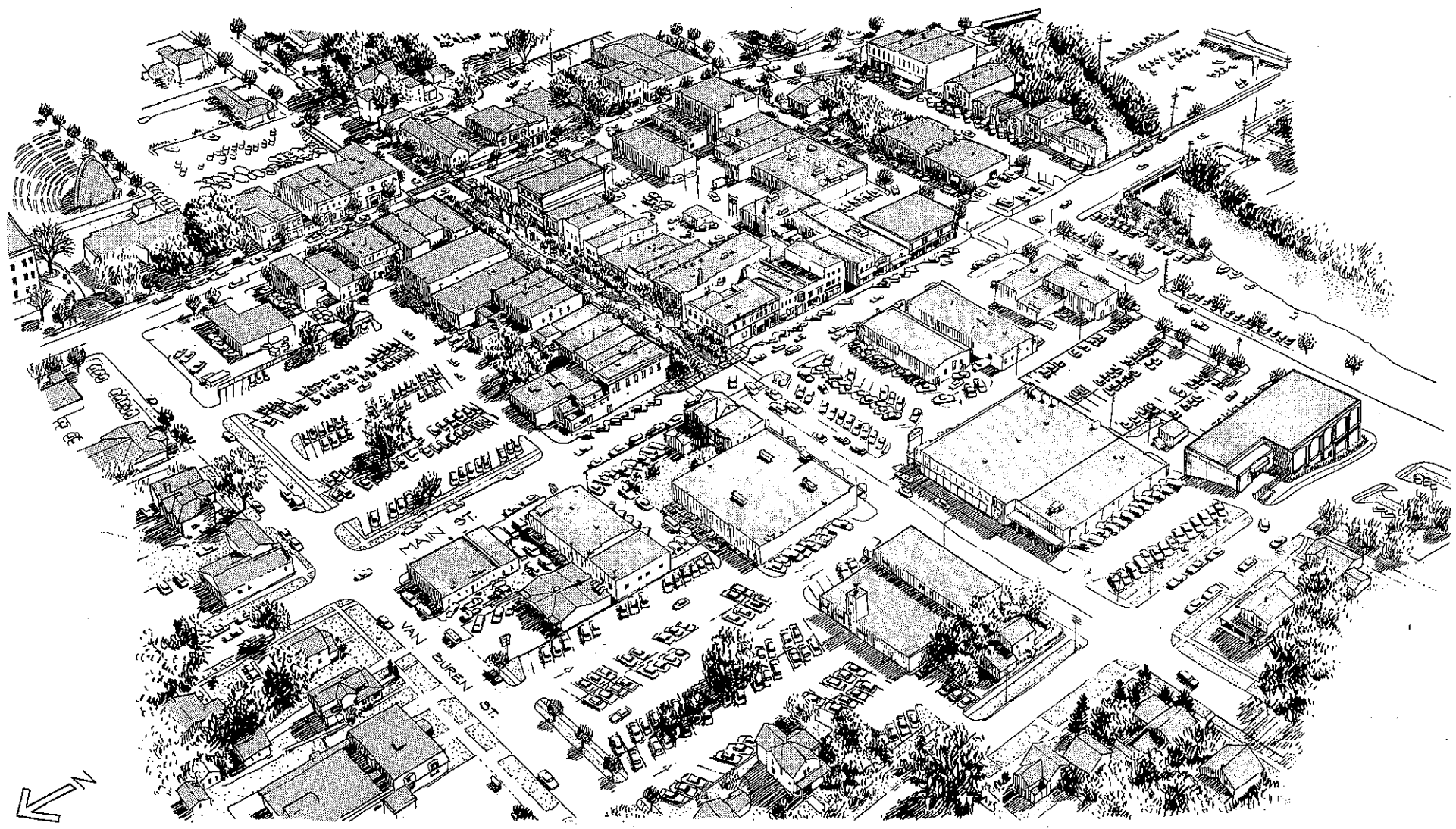
Parking improvements have also been started with city acquisition of some of the properties shown on the sketch. The municipal lots south of Van Buren will be expanded, municipal lots will be developed west of Webster, the present lot north of Jackson will be expanded, and parking will be added along the alley east of Washington and behind the YMCA. Temporary riverfront parking will be retained at this stage. Chicago Street west of Washington will be converted to a parking facility only. Note that the large existing trees around the houses being acquired for parking are retained in the parking lots. This is quite feasible and essential to moderate the large parking areas until new landscaping can grow to sufficient size, or until later stage parking decks are constructed.

These parking improvements provide 120 new off-street spaces, which, minus the on-street loss of 30 spaces, leaves a net gain of 90 new, close-in parking spaces. See the TRAFFIC AND PARKING PLAN and our Supplementary Report for additional detail on both street and parking improvements.

A landscaped Pedestrian Mall on Jefferson, from Washington to Main, is perhaps the most significant Phase I improvement. The mall would provide an essential focus for the central district and the major urban outdoor space in the city of Naperville.

It has been said that the market place is historically the most fundamental, most civically important kind of urban space. Ancient shopping streets and bazaars are now being emulated by modern shopping center malls (Oakbrook, Woodfield) and by their counterparts in city centers—pedestrian shopping malls. It has been demonstrated time and again that the vitality of intense shopping districts (downtowns and regional centers alike) depends on pedestrian flow and the resultant “impulse” and comparison shopping, and that motor traffic only detracts from the area.

A mall on Jefferson Street has long been discussed in Naperville, as the ideal location and scale of the street combined with the intensity of retail uses along this block (and the potential of the next block west) make it a natural choice. It is now, perhaps for the first time, feasible because it is being



Aerial View Phase I

staged within the larger context of the overall downtown improvement, which includes supporting parking, street improvements, building remodeling, the future bus system, and a plan for orderly expansion as business grows. In addition, the existence of an organization (CAN-DO) with a full-time executive director to coordinate all details, generate support, and develop the program for financing (establishing an assessment district, etc.) is essential to a project of this scope.

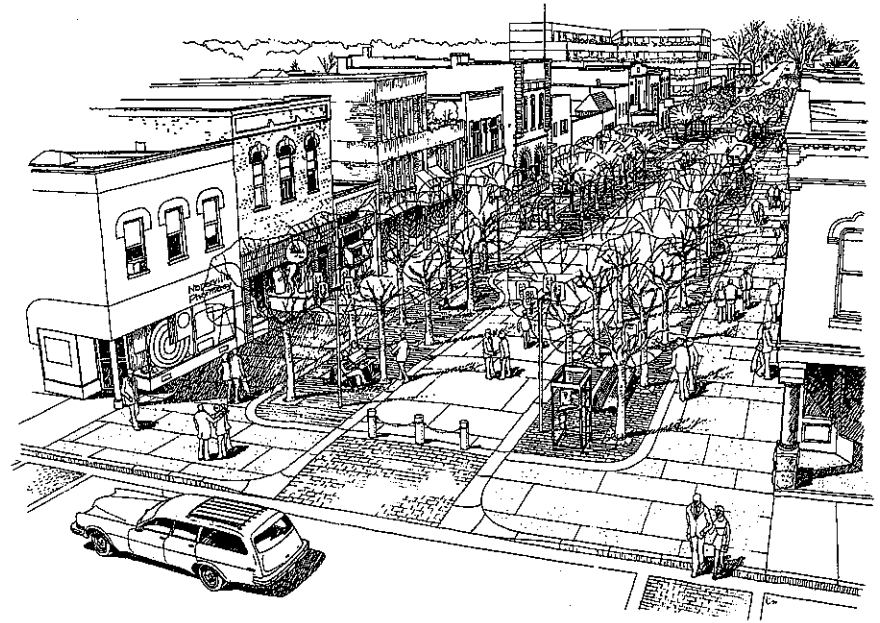
The mall as shown will be closed to all private traffic, providing ample area for continuous promotional activities (sidewalk days, fashion shows) as well as outdoor dining, noon-hour concerts, flower vendors, art shows, Sunday flea markets and other activities designed to attract people to the downtown area. The pavement design will, however, delineate a clear zone for occasional vehicles, which will include moving and service trucks, emergency vehicles, and possibly even private autos at nights and on Sundays.

The design also incorporates entirely new, enriched paving, large selected shade trees, benches and other street furniture, pedestrian-scaled lighting, and in later stages, an array of other well-designed elements including fountains and major sculpture.

More specific details about the mall can be found in our Progress Report #3 (pages 5-10) and the final Supplementary Report.



Jefferson Street — Existing



The Jefferson Street Mall

Landscaping and park improvements, so long neglected in downtown Naperville, must be incorporated in Phase I to set the pace for more extensive improvements in later phases. An intensive street program for the entire central area, reclamation of the riverfront, new Civic Center parks, pedestrian malls and plazas—these are ambitious goals for the final phase but will, we feel, contribute more to the improved character and quality of the central district environment than all the other improvements combined. Civic pride and our basic value system is reflected in our care for parks and landscaping, and the record is poor to date.

Central Park must be extensively improved in Phase One. Complete regrading, substantial new planting, paths, lighting, benches, play sculpture—all of the elements of the best professional park design must be included, as this is step one and must set an example for all the other work to come.

There is now opposition to the proposal for a needed access drive and parking behind the YMCA in Central Park. This action typifies that of many well-meaning but single-purpose groups who fail to comprehend the dimensions of the total downtown situation or see that all must work together to accomplish the extensive rehabilitation so vitally needed. We will need less special-purpose advocacy and much more cooperation and effort expended for the greater good. Both parks and parking are essential, of course—we propose to significantly increase both, as the plan makes abundantly clear.

The street tree planting along Washington, now under contract, should be supplanted by additional tree planting in the lawn areas outside of the right-of-way north of Van Buren. Additional street trees (in 1975-77) should be planted along the barren expanse of Jackson, from Washington to Webster and along Jefferson, from Washington to Ellsworth.

The first segment of the riverfront park should be installed from Main Street 150' north. (Thereby eliminating the highly inefficient corner of the existing parking lot).

Well done renovation and remodeling of the existing buildings to remain—particularly the store fronts and signs—will represent a major private contribution to downtown revitalization and should begin immediately, particularly along the mall. Entire blocks should be professionally studied and general design sketches developed so that all buildings can be well coordinated and harmonious with both one another and with the street improvements themselves. In this way maximum effect can be achieved for each property while cost savings can be realized from the economies of joint effort.

Concurrently with shop and store front renovation, the older buildings which make inefficient use of their lots should begin the process of remodeling and expansion. Upper-level space can be converted to offices which look over the mall—some with direct access to future parking decks behind. The rear facades of stores should also be renovated and landscaped, with entrances providing access to the parking facilities.

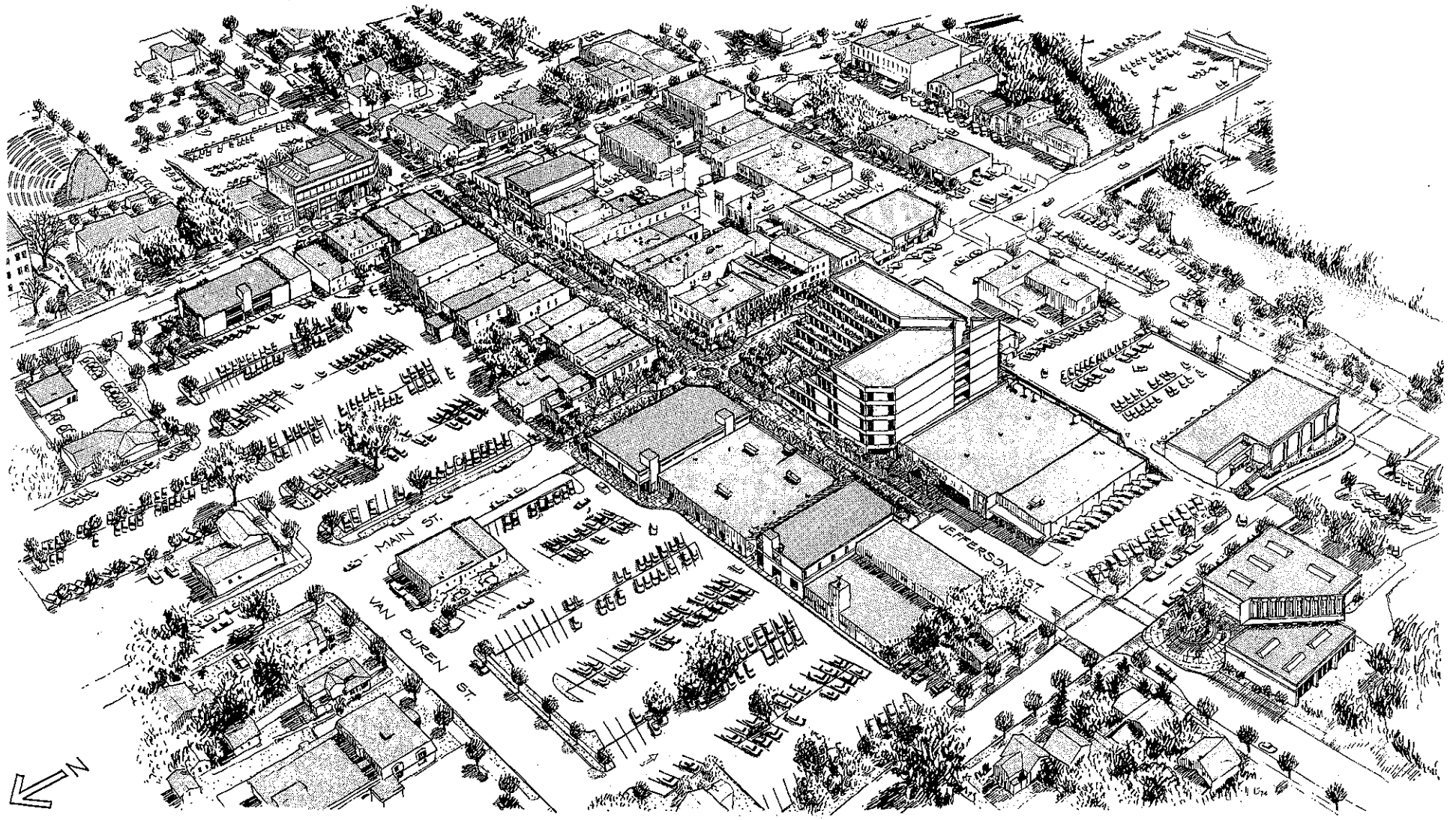
New buildings are shown on Jefferson (the Neuland Property) and on Main (Dean's lot). These represent two prime sites for new construction in the core area, but a number of the other sites shown in the Phase Two plans could well be developed earlier should property owners so desire. The market is there, as well as the demand for new business space in the downtown area.

Phase two improvements represent a logical extension of the initial phase of work, expanding parking facilities and street capacity gradually in close relationship to the increase in retail and business facilities. These improvements should be accomplished by 1982-1985. The plan shown opposite illustrates Alternate IIB, which is the medium-growth projection. Note that the Phase One plan relates equally well to the low-growth and to the high-growth projections described and illustrated in the Supplementary Report. For example, the medium-growth projection shows the landscaped pedestrian mall extended along Jefferson and Main, with traffic removed. The low-growth projection (IIA) extends only a semi-mall beyond Main, which allows private auto movement and drop-off, but no parking. The high-growth projection (IIC) provides for an enclosed, climate-controlled mall west of Main developed in conjunction with the major new retail buildings in this area. This enclosed mall would, of course, still focus on the original one-block open mall, which would remain as the "old-town" section and the garden of the central shopping district. In brief, the improvements shown in this medium-growth alternate of Phase Two are as follows:

Surface parking is further expanded south of Van Buren, replacing the auto dealer, 7-11 store, and the service station on Washington, and encroaching into the right-of-way of Van Buren between Main and Washington. A parking deck is constructed on Jackson, behind the National, possibly with direct access into the National building. Another deck would be developed behind a new Naperville National Bank building, again with direct access to the bank's second level. Both of these decks utilize the sloping topography to minimize the need for costly ramps. Surface parking is expanded north of Van Buren, on the Netzley property, and in other areas as shown. Street improvements include the completion of the Mill Street arterial, essential by this time to relieve north-south traffic on Washington, and the widening of sections of Webster, Van Buren, Benton and possibly Aurora Ave. Studies have been made of special widening layouts to preserve the mature existing trees, and occasionally a curb may project out into the parking lane to preserve a tree otherwise threatened by the street widening.

Central Park development would be completed (play sculpture, fountains, etc.); the street tree program would be extended along other streets as they are widened and improved (Webster, Van Buren and Benton) and a carefully designed Riverfront Park would replace most of the parking area south of Jackson. This park would include bike and walking paths, new river-edge treatment, extensive landscaping, seating areas and special activity areas for fishing and other water-related uses.

The mall, as described above, would be extended along Main and Jefferson as shown. The plan assumes that either the Police or the Fire department would still remain in the present building. If, however, both departments can relocate to the Civic Center by this stage, the building would be converted to retail use and the mall extended up to Webster.



Aerial View Phase IIb



Main Street – Existing



The Main Street Mall

Main Street is shown with the mall extending to the alleys only. If the transit system is in operation at this time, Main Street would incorporate two lanes for buses and would include special bus-stop areas. A mall plaza is proposed at the corner of Main and Jefferson to create a special "activity space" in this prime central location.

A number of new buildings are proposed, located primarily along the mall to fill the "gaps" of present parking lots, obsolete buildings, or other open space. These are all shown as retail stores with offices on the upper levels; no one-story buildings should be allowed. We have shown a larger structure on the corner of Main and Jefferson; this prime corner should provide space for good retail shops and restaurants or possibly a major store on both ground and mezzanine levels, and three or four floors of prestige offices above. We show the building stepping back to provide balconies for the upper levels, overlooking the mall and plaza activity. This design would also allow direct sunlight to reach the plaza. A building of this scale would become a focal point for downtown Naperville, visible for many blocks, and a symbol of the central district's new role in Naperville affairs.

We also show expansion of various older buildings onto their rear lots. New zoning and relief from on-site parking requirements, plus the demand for retail expansion should make these remodelings highly feasible. Facade renovation and interior remodeling would also continue during this phase.

Development of the Perimeter Area, which consists of the twelve blocks immediately adjacent to and surrounding the central core, would be well underway by this stage. New zoning and urban design controls which delineate parking zones; height, bulk and setback requirements; landscaped open area requirements; and allowable land use would be in effect. The result would be a sensitive, controlled development of this critical transition area which allows both retention of the finer old homes and construction of new facilities which are compatible in scale, siting and character to existing structures.

The Civic Center area, described more fully in prior reports, would also be under development by this phase. The sketch illustrates an initial stage of construction which would contain city offices and possibly the new fire station. In addition, new offices for the Park District and possibly the School District would be completed elsewhere on the site, and a pedestrian way, beginning at the Jefferson Mall, would interconnect all new facilities.

This Phase Three plan represents the final or ultimate stage of central district development. Completion of the plan as shown will create a unique and highly practical city core, enjoying much of the efficiency and convenience of a modern shopping center, yet more of the charm, character and variety of a country town. The mixture of older buildings with new, a richly landscaped and busy mall, and a shopping atmosphere devoid of automobile intrusions should insure a unique and highly desirable downtown environment.

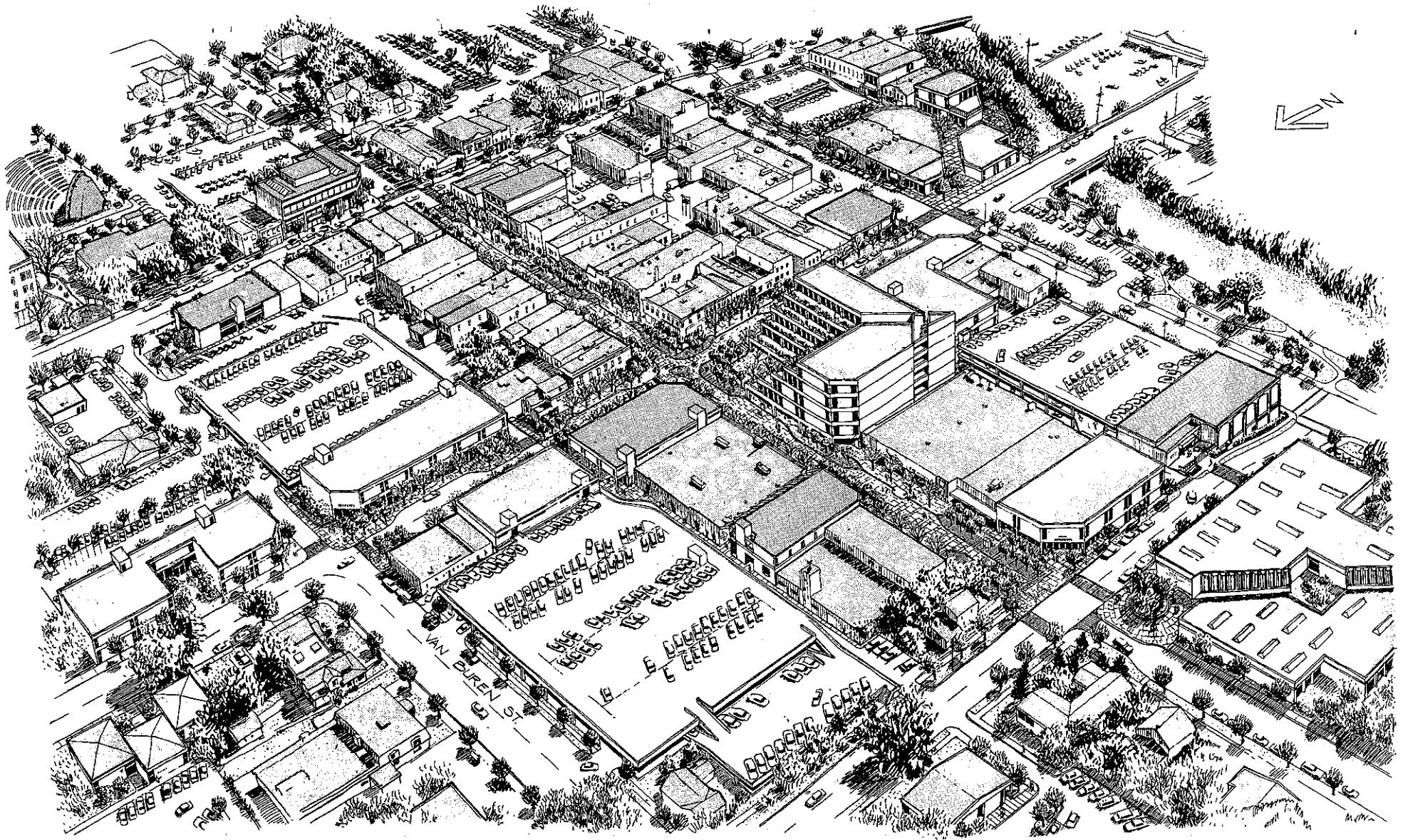
The goal, of course, is to achieve the efficiency and compactness of the best new shopping centers without having to look like one.

Again, we venture to term this an "ultimate" phase because we propose that central core growth and development should not continue to any real extent once this stage is reached. This will be a complete and balanced plan, with a pedestrian mall already extended to an ideal walking length (800 feet, which is the maximum length of any new regional center); adequate, ideally located parking; and a concentration and diversity of shops and services quite adequate to create a very significant "draw" within the market area. We must stress that conservation and preservation are equally as important in old Naperville as is new development—this plan is intended to balance both. The challenge lies not only in the art of proper design of the business district to assure a healthy and productive downtown economy, but also in the wisdom of limiting or guiding urban expansion before it destroys the very qualities which make the older section so desirable.

Remodeling, replacement of obsolete facilities and similar improvements will continue, of course, but any major expansion of the downtown core should be restrained by carefully fashioned zoning controls. The plan shown, of course, is only one of six alternate schemes for the third phase, as illustrated in the Supplementary Report. Major recommendations of this plan include the following:

The Jackson Street parking deck would be expanded to three levels; two-level decks would be developed south of Van Buren. Sixty-five feet of former parking area along Main Street would now be converted to business use. Two-level decks are also proposed at Washington and Jackson and in the Civic Center area. Other surface parking in the Perimeter area would be developed in the rear yard space of former homes, as shown in the lower two corners of the sketch. No "side-yard" parking would be allowed.

Street improvements would be as described in the Supplementary Report and in the TRAFFIC AND PARKING STUDY, resulting in a new system of perimeter collector streets (Ellsworth, Benton, Eagle, Jackson) which provide a circulation route around the major CBD activity area. Other streets would be designed to discourage non-CBD traffic while providing access to parking facilities serving the business core.



Aerial View Phase IIIb1

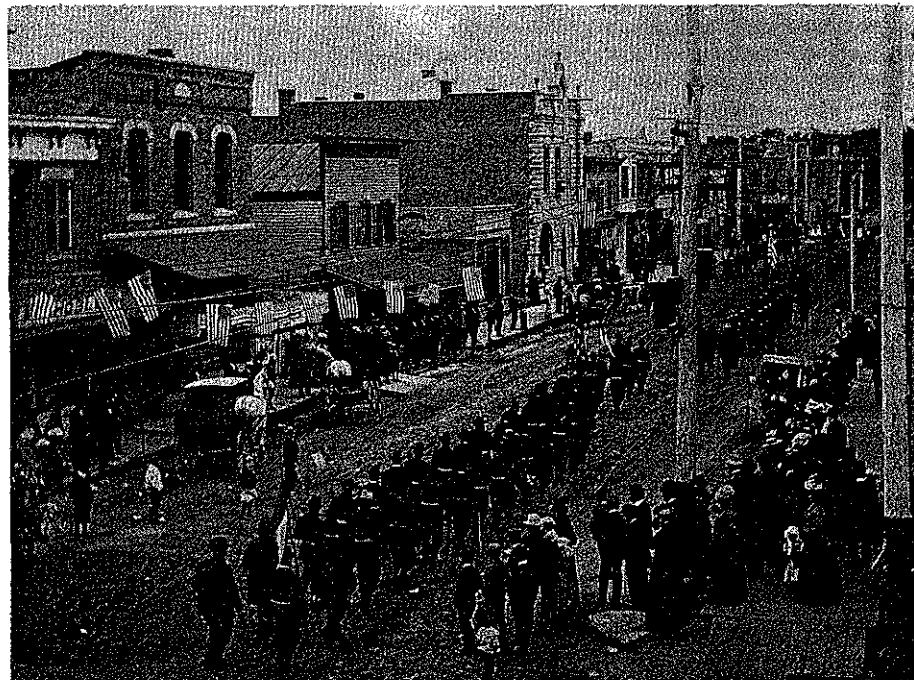
The mall would be completed to Webster Street, with a semi-mall or transit-way on Main extended to Jackson and Van Buren. Additional pedestrian ways or arcades would extend into the "Riverfront Block" (between Washington, Jackson and Main) and through the Civic Center on to Aurora Avenue and the Naper Settlement.

One of many alternates is shown here for the "Riverfront Block"—this one retaining perhaps half of the existing structures, but removing some along the river to open up the waterfront for restaurants, offices and a plaza. Others would be replaced by new parking facilities. This unique block, with excellent auto access, views over the river and easy pedestrian access to the central retail core deserves far more than the normal piecemeal approach to redevelopment. A well-planned, comprehensive full-block development could greatly increase the productivity and value of these properties and could be an outstanding asset to the central district of Naperville.

The riverfront park would be extended beyond Centennial Beach, completing a path system on to the north. Street tree planting is extended along all improved streets. Various "mini-parks" and "paseos" would be developed in the perimeter area in conjunction with new development. All permanent parking lots will be well landscaped and lighted.

New construction is shown along the mall both south and north on Main and on Jefferson west of the National. The Firehouse and possibly the National Store would be renovated for prime retail use. Continued renovation and expansion of appropriate perimeter area houses would take place.

The Civic Center expansion would continue, with new public facilities being provided in conjunction with the population growth of the city.



This report has described, in abbreviated form, the concepts and the basic recommendations of the Urban Design Plan.

It is our hope that this report and the accompanying drawings will provide material for all interested persons to study and relate to their own central area concerns; that it will generate response which can be incorporated in subsequent design stages, and that it will be continually refined and up-dated as new, more up-to-date information becomes available.

Upon review, approval and adoption of this Design Plan by CAN-DO and the City Council, the implementation work can and should immediately begin. Although the scope of services of our present contract does not include an implementation program, the means for effectuating these proposals have been given a great deal of consideration during this current design and planning stage. Indeed, they have shaped and moderated many of the recommendations incorporated in this plan. We have previously outlined the general implementation techniques and procedures in Progress Report 3, including a list of steps to be taken over the next months. (We have now completed step 4 of the 8 outlined). We can now, as the next step, outline in detail the action program needed to put the plan into effect. However, the Urban Design Plan's adoption, which indicates a commitment to carry out its proposals, is a necessary first step, before which additional implementation studies would be premature.

The action program will outline and organize the many detailed financial and regulatory devices needed to carry out the plan. Zoning regulations must be rewritten, with a special zone for the Retail Core, another for the Perimeter Area, and perhaps also a Civic Center zone which provides appropriate controls for areas devoted to governmental and cultural uses. Particular attention must be paid to parking, allowable and conditional uses, site coverage and setbacks, and signs. Perhaps incentives for historic restoration or other unique design features should be included, and possibly supplementary zoning controls such as a Design Review Combining Zone will be useful. We would outline our specific recommendations for these central district zones, and work with Barton-Aschman Associates, Inc. and city representatives to complete this essential step, without which no rehabilitation can occur.

Detailed financial feasibility studies of the many recommendations must accompany detailed design. This work should include the planners, parking consultants, city representatives, municipal finance consultants, the CAN-DO executive and private businessmen and bankers. Fitting design proposals with financial requirements inevitably is a complex process, never complete until all possible sources of the funds are determined and priorities for construction projects carefully evaluated.

Final recommendations for financing parking facilities, in particular, are a first order of business. The proper division of costs between users, the city and downtown businesses must be determined and the proper structure for a parking authority agreed upon.

Assessment districts, if used, will require reaching consensus among owners of the affected property as to the need, the boundaries and the method of distributing cost. Or perhaps a Special Service

District, as authorized by the 1970 Illinois Constitution, will be appropriate. One of these techniques will be needed to finance the mall and work should soon begin to set up the proper district.

Detailed design and cost estimates must be provided for both public and private projects. This has already begun for the many Phase One projects now underway by the city; Washington Street, Central Park, the Municipal Center expansion and parking and Civic Center land acquisition. Design work should soon begin on the mall, other street and private landscaping areas, store front remodeling and new private building construction.

All of these implementation tasks should be included in the Action Program, needed soon as the next step in the central district planning process.

Downtown revitalization is a difficult undertaking, and often fails from lack of cooperation and leadership. Naperville has these necessary qualities. We feel that the development recommendations are realistic and that the Phase One projects can all be accomplished, thereby setting the stage for more achievement and increasing confidence in the future of downtown Naperville. We are most pleased to be a part of this venture.

