



City of Aurora

44 East Downer Place
Aurora, Illinois 60505
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Legistar History Report

File Number: 21-0071

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**General
Ledger #:**

In Control: Building, Zoning,
and Economic
Development
Committee

File Created: 01/27/2021

File Name: Pulte Home Company / Lincoln Crossing / Preliminary
Plat

Final Action:

Title: A Resolution Approving a Preliminary Plat for Lincoln Crossing Subdivision on vacant land generally located at the southeast corner of Wolf's Crossing and Eola Road (Pulte Home Company - 21-0071 / WH07/4-21.017-Psd/Ppn - TV - Ward 9)

Notes:

Agenda Date: 04/14/2021

Agenda Number:

Sponsors:

Enactment Date:

Attachments: Exhibit "A" Preliminary Plat - 2021-03-31 - 2021.017,
Land Use Petition and Supporting Documents -
2021-01-26 - 2021.017, Plat of Survey - 2021-01-26 -
2021.017

Enactment Number:

Planning Case #: WH07/4-21.017-Psd/Ppn

Hearing Date:

Drafter: tvacek@aurora-il.org

Effective Date:

Related Files:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
2	Planning and Zoning Commission	04/07/2021	Forwarded	Building, Zoning, and Economic Development Committee	04/14/2021		Pass
Action Text: A motion was made by Mr. Chambers, seconded by Mrs. Owusu-Safo, that this agenda item be Forwarded to the Building, Zoning, and Economic Development Committee, on the agenda for 4/14/2021. The motion carried.							
Notes: See Attachment for Items 21-0069, 21-0070, 21-0071, 21-0072, 21-0073 and 21-0074.							
Aye: 7 At Large Anderson, At Large Cameron, Fox Valley Park District Representative Chambers, At Large Elsbree, At Large Gonzales, At Large Owusu-Safo and Chairperson Bhatia							

Attachment for Items 21-0069, 21-0070, 21-0071, 21-0072, 21-0073 and 21-0074:

21-0069 An Ordinance providing for the execution of an Amendment to the Annexation Agreement with the owners of record of territory, commonly known as the Lincoln Prairie Planned Development District, located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line in the City of Aurora, Will County, Illinois (Pulte Home Company – 21-0069 / WH18/2-21.016-AA/PPD/R – TV – Ward 9) (PUBLIC HEARING)

Mrs. Vacek said I am going to actually pull up and share my screen just so you can see this. I do have Mark Phipps, who is the new Development Coordinator, also from the Engineering Department. Just to give you a little background, the subject property is approximately 534 acres of vacant land, which is part of the Lincoln Prairie Planned Development District. The property was annexed into the city in December of 2002 pursuant to the approved Annexation Agreement. A Plan Description was also approved at that time, which included a variety of land uses, including residential, commercial and primarily manufacturing. At that time, the city was really interested having an industrial area to relocate existing industrial uses that were operating throughout the city in incompatible residential neighborhoods. However, the industrial vision really never came to fruition and the property has sat undeveloped. As you may recall, in February of this year, the city did approve the Wolf's Crossing Sub-Plan Area, which we designated the future land uses for property to be primarily low density residential and some commercial uses located in keynotes. There are several petitions that are before you tonight. The amendment to the Annexation Agreement, an amendment to the Plan Development District, the Preliminary Plan and Plat for Lincoln Crossing and then a Preliminary Plan and Plat for Lincoln Prairie by Del Webb. These are being reviewed concurrently under separate actions. The Petitioner is requesting approval of the amendment to the Annexation Agreement. The proposal includes revising the Planned Development District to change the future land uses to low density residential and commercial. The Annexation Agreement does provide provisions regarding the school and park land/cash dedication ordinance. It also provides provisions regarding the extension of utilities, including on and off-site water main improvements and the construction of a lift station, which will provide sanitary sewer to much of the property. Consistent with the 2002 Annexation Agreement and the amendment that was made in 2016, the developer will be required to complete the buildout of the recently realigned Eola Road. The agreement also requires improvement to Wolf's Crossing and 111th Street. Road improvements to Route 30 will be pursuant to the Illinois Department of Transportation's review and permitting. Concurrently with the proposal, the Petitioner is requesting approval of an amendment to the Plan Description for the Lincoln Prairie Planned Development. The Plan Description established 4 land use areas in 6 parcels. Parcel 1, which is located in this kind of pink area, that is traditional single family detached residential. Parcel 2, which is in yellows and the oranges, are age restricted single family detached residential. Parcel 3 and 6 are commercial parcels, which are in the pink. Parcel 4 and 5, which are kind of these flex parcels here that are kind of in the creamy color, those are flex parcels, which can be developed under either Parcel 1 or Parcel 2, so traditional single family or the age restricted single family. A Special Sign District is being proposed for the site with the size, type and location of temporary and permanent identification signage. The Petitioner is also requesting a Preliminary Plat and Plan for Lincoln Crossing Subdivision on Parcel 1, which is this northern parcel adjacent to the Wolf's Crossing. The proposal is to construct 162 traditional detached single family homes. Lastly, the Petitioner is requesting approval of a Preliminary Plat and Plan for Lincoln Prairie by

Del Webb Subdivision on Parcel 2, which again, is that yellow portion, yellow and orange portion. The proposal is to construct 550 age restricted detached single family residential homes within a gated community in 3 phases. One thing I did want to note is that since it is a gated community, the streets will be private. The Homeowner's Association will be responsible for the maintenance of those private streets along with the amenity center that's going to be built, all the common areas and landscaping and they will also be mowing and doing snow removal for the individual residential lots. With that, I will turn it over to the Petitioner so that they can go into a little bit more detail, unless you have any questions for staff.

Chairman Pilmer said any questions of staff?

Mrs. Vacek said I'm going to stop sharing. I believe the Petitioner is on the line and I believe that they do have a PowerPoint presentation.

Chairman Pilmer said at this time, I would ask the Petitioner and anyone that's going to present with the Petitioner and I'll swear you in in as this is a public hearing.

The Petitioners were sworn in.

Good evening. My name is Russ Whitaker. I'm an attorney at the law firm of Rosanova and Whitaker in Naperville. I'm here this evening on behalf of Pulte Home Company as the contract purchaser of the property that's at issue this evening. I think you can see the PowerPoint presentation I have up. I have, as you can see on the participant's bar, I do have a whole team of consultants with me. I've got Matt Brolley, who is the Land Entitlement Manager for Pulte. With me here this evening I also have a number of our professional consultants that were responsible for preparation of the plans and reports that are subject of the meeting this evening. I'm going to do a quick overview, some more specific detail with respect to the plans for the project and then we'll defer back to you for any questions you may have. As we skip ahead here, just some quick background about Pulte. I know some of you have seen us before you with other Pulte projects here, but as a reminder, Pulte is a publicly traded home building company. We've been building in the Chicago market for 50 years. We've had top selling communities in the Chicagoland market, 2017, 2018, and 2019 and we are annually selling about 450 homes in the Chicago region. As a result of this background, we certainly feel like we have a solid understanding of the suburban Chicagoland housing market. As I mentioned, we've done a bit of work in Aurora specifically. Just a couple of the projects we've worked on in the City of Aurora over the last couple of years, we started with the Deerbrook single family homes back in 2016. Sold through a number of single family lots with Meadows and Estates type plans in that subdivision. In 2019, we were before the Planning Commission and did land development projects for both Laurelton Place, which is a 41 lot single family subdivision Estate series homes and then Meadowridge Townhomes. Currently, Laurelton Place is sold out, but we're still going through construction building final homes there. Meadowridge is still in the sales and development process. What some of you may not know is that Pulte is actually the owner of the Del Webb brand. Del Webb is widely regarded as a market leader in the space that is sort of defined as 55 plus age restricted housing market. Many of you may think of Del Webb as being very popular in the south, whether it's the Carolinas, Florida or Arizona, but it has also been popular here in the Chicago market, particularly as we see the population aging in the area. There are currently 4 Del Webb communities in Illinois. This Del Webb community we are proposing for Aurora would be our latest.

Tracey had a map up kind of showing you the property already. The property is over 500 acres, as Tracey mentioned, annexed in 2002 and has really sat vacant with no development opportunities over the last roughly 20 years for a myriad of reasons. We think the repositioning pursuant to the Comprehensive Plan and what we've got proposed here for really the first two phases of the project here will allow us to develop this parcel that is really the southernmost tip of the City of Aurora. As you can see on this plan, it may be a little bit difficult to see at this scale, but I think Tracey mentioned we have divided the property, that overall property that is subject to the Annexation and the Planned Development, into 6 different parcels. We see each of those parcels as really being individual and distinct development projects. As Tracey mentioned, we are getting approvals for all 6 of those parcels today in terms of annexation and setting up Plan Description details, but we have some more specific detail with respect to Parcel 1, which is located here and we commonly refer to as Lincoln Crossing and then Parcel 2, which is a larger component here, we refer to as Lincoln Prairie by Del Webb. I show this exhibit to show that, in fact, 4 of the 6 parcels are low density, roughly 2½ units an acre residential development. The other 2 parcels are designated for commercial development. We've not developed specific site plans for that commercial development. We see some of the rooftops here being a necessary driver for some of the additional commercial development in the area. However, we've looked at these sites and kind of worked into what the mass development of those sites would be and we've developed utility systems, stormwater, roadway configurations off of the ultimate development of those commercial parcels, planning that they could be developed at up to 240,000 square feet of commercial space. When we look at the composite lotting plan here, which is what Tracey showed, I think we've got a couple of updates here just changing some parcel designations, but otherwise, it is the same lotting plan. You can see some additional detail being picked up with respect to the overall layout and improvement of the property, including the road network, stormwater function, open space and amenities. I want to start out here by talking a little bit about Parcel 1, which as I said is Lincoln Crossing. Lincoln Crossing will consist of 163 single family lots. The housing product is traditional single family product like you would be accustomed to seeing Pulte build, very comparable to what was constructed in Deerbrook and at Laurelton Place. So the concept here is that we would be moving forward on this project yet in 2021 and would be able to begin selling in that community as we are finishing construction at Laurelton Place and sort of building off of that momentum that we've built in south Aurora in the last couple of years. One of things I wanted to point out here with Lincoln Crossing is you see two different sort of purple colors on the plan here. Those are representative of 2 different series, or 2 different product lines that we'll be offering. The Meadows series, as you can see up here, is sort of a darker purple color. There are 112 Meadow series lots. The standard Meadow series lot is 55 by 130 and would get larger from there. The Meadow series accommodates a 40 foot wide home, which is our standard Meadow series product similar to some of which was built back at Deerbrook. The Estate series is slightly larger lots, slightly larger homes. The Estate series is depicted in that lighter purple color, 62 by 130 foot lots, so on these lots we are accommodating that larger 50 foot wide home. I would note that ingress and egress to the north at Wolf's Crossing. Internal roadways will comply with all of the city standards. There is a full access at Wolf's Crossing, a secondary access to the south here. At Eola Road would also be a full access point. I would point out that we've maintained nice buffers around the perimeter of the property. In scale here, looks relatively small along Wolf's Crossing Road, but there are generous buffers that would be landscaped along Wolf's Crossing Road and then also along Eola Road and providing a buffer to the adjacent industrial property. You see a stormwater detention basin to the south and then an approximately 4 acre neighborhood park here in the southeast corner serving as a transition point between the Lincoln Crossing property and the Del Webb property

that kind of extends to the south off the screen. I talked about those series. Just a very quick note here on the product. We will be offering a number of different floor plans in each of the series. You see the Meadows and the Estate series detailed here, homes starting from that 2,400 square foot range in the Meadows ranging up to about 3,200 square feet, a lot of different configurations. Pulte is proud to provide a lot of optionality to buyers and we've seen some of those options having been very popular, particularly in Laurelton. By way of example, on Laurelton, we talked about sunroom additions and in actuality we looked back at the numbers today and found that 40% of all of the buyers at Laurelton did, in fact, select that sunroom option. I think 35% of buyers selected the third car garage option. We see these base square footages often being optioned up in sales that have been occurring in Aurora lately. Plan elevations, these are just representative. We do not have elevation approvals as part of the Preliminary process, but it is hard to get through a residential subdivision without helping to explain the character. So you can see here the two homes on the top are 40 foot product, the Mercer and the Newberry. The two homes on the bottom are 50 foot Estate series product, the Riverton and Hilltop. You can see that there's a variety of options provided in each of these elevations from the larger face of brick and stone to base elevations, which do not include that masonry element. One of the other things I wanted to talk about, which I think is a really cool element here that I think serves as a real benefit to that Lincoln Crossing project, is a pedestrian bridge. This pedestrian bridge is actually an improvement that's contemplated at part of the Del Webb project, but I think it is a critical talking point as part of the Lincoln Crossing project because, of course, Lincoln Crossing is traditional single family homes generating kids. Here we have a pedestrian bridge leading from sort of that south element of Lincoln Crossing, as you can see in this picture here, over Eola and providing the connection to future commercial parcel on the east side of Eola Road. If you are familiar with the area, just to the north is Wolf's Crossing Elementary and Bednarcik Junior High, so this would allow the opportunity for kids to be walking to school rather than having to be bussed to school. I also show this because as we begin to talk about Del Webb next, I think this helps provide some understanding of the character of the subdivision that's going to be created here. You can see that we're not sparing expense in terms of signage and identification of the subdivision as part of that bridge element. We think it is critical to be able to get the seniors and the traditional residents over to the commercial and provide access to school. So we saw this as a very cool component. You can see how we've layered in a lot of landscaping here in order to make sure that the aesthetic here is consistent with the character of what we would want to build in a Del Webb community. Just to reorient here, I would note that the picture we were just looking at for the pedestrian bridge links across right in this location, just to the north of that access road coming into Del Webb and coming into Lincoln Crossing. So if we take a quick look the Del Webb component of the project here, you can see that this is largest component of the overall project, consisting of approximately 200 acres. As Tracey mentioned, this is an age restricted project. It is that the age restriction will be in compliance with federal regulations under the Fair Housing Act and more specifically, the Housing for Older Persons Act, or HOPA. Under HOPA, which is actually an exemption to the Fair Housing Act, age discrimination is actually permitted in housing as long as you comply with some very specific requirements. Del Webb has obviously done this in a lot of different applications and those protections to insure compliance with HOPA will certainly be built into our declarations and we've also talked to the city and District 308 about providing a specific age restriction covenant, which both the city and District 308 would be able to enforce here. When we look at some of the more specific details, what you can see is that there are, in fact, 3 different product lines in the Del Webb series, so here on the left hand side you can the Scenic designated in the orange color here and up here. You can see the Distinctive, which is the slightly brighter yellow color. You can see them sort of in that middle

here and then you can see the Echelon, which is the largest series of homes in the lighter yellow color. You can see that some of those Echelon homes have a lot of adjacency to open space. One of the other critical components of any age restricted community is common maintenance. This is a unique element for age restricted projects where you normally see common maintenance with a townhome community. Here you would have that common maintenance with a single family age restricted community. The Homeowner's Association will perform mowing, landscaping, and snow removal, but in order to manage the cost associated with that, we impose a lot of restrictions on the single family homes. By way of example, no fences, no pools, no sheds or other type of improvements that would impair the ability to efficiently provide those services. The efficiency of those services is absolutely critical to our buyer pool, which is very concerned about being able to minimize HOA dues and maintenance costs. When we look at the product matrix for the Del Webb series, you can see the 3 different product lines. The Scenic product is a 34 foot wide home. The Distinctive series is a 40 foot wide home. The Echelon series is actually a 54 foot wide home and would come with the standard 3 car garage. You can see that while we are not providing any attached product, there is no duplex, there is no condominiums, there is no townhomes. We do have a wide variety of sizes available ranging on the low end from 1,500 square feet up to 2,700 square feet. I would again emphasize that these are all lot minimums with options that Pulte would make available, such as a sunroom. All of these are a ranch elevation that would have optional second story space. All of these minimum square footages could increase per buyer preference. Just a couple of representative elevations for the Del Webb product here. You can see the 3 different series types with the 34 foot product, the 40 foot product and then that 54 foot product between each series. A couple of other things I would emphasize as we take a last look at the site plan here, I think you see a lot of green in this plan. There is certainly an emphasis on open space here. I don't have an overall open space calculation because it is not required under the code, but open space, whether it be landscape buffers or whether it be ponds, is a critical element here. When you look at the lot configuration, I think you see that almost all of the lots back to open space. There are some configurations where it is not adjacent to open space, but those are sort of few and far between. So we are really focused in this Del Webb community on creating an active lifestyle providing that resort at home type lifestyle and we do that through the open space, the walking trails and the amenity center that's integral. A couple of other things here, I'm just going to work through a couple of details I have in my notes. All of the setbacks in the Del Webb series are 20 foot front, 20 foot rear and 5 foot side yards. These are standards that are carried across all of the Del Webb projects across the country. I would also note that the 3 different series is also a standard that is included across Del Webbs that you would find across the country. So if you are in either South Carolina, Aurora or Arizona, you would see these same 3 series types and the same 3 names carried throughout. I think the last thing I wanted to talk about is this amenities center. You see it noted here in the middle in purple, 11.2 acres, but it actually sits on, I think, 34 acres of total land area when you include some of the adjacent green space and ponds. This amenity center is really the heart of the community. It is what provides that active lifestyle. When we look at the amenities center, we think about two primary components. That is both the clubhouse and the outdoor amenities. The clubhouse anticipated here is not yet designed, but that clubhouse is anticipated to be approximately 16,000 square feet based on the 550 lots that we have in the Del Webb community. The clubhouse would include things like a great room, a billiards room, aerobics spaces, a fitness center, locker rooms and an indoor pool. The outdoor spaces are as exceptional as the indoor spaces, so areas around the clubhouse would include grilling stations, fire pits, patios for generally sitting and recreating with friends, a bocce ball court, a pickle ball court, gardens, a great lawn for movies or other outdoor events and an outdoor pool. Here you can see some representative images, a

clubhouse in another Del Webb community, fitness centers, some of the gathering spaces, pickle ball courts and something that's representative of the indoor pool that you would see in a Del Webb clubhouse. When we talk about outdoor spaces, the outdoor spaces will change depending on location and kind of what's selected for each Del Webb community. This is a board that we use to help identify what type of spaces or what type of character spaces we're looking to create in the Aurora community. While we haven't finalized the details on exactly which spaces would be incorporated in this plan, you should expect to see this type of character incorporated into that amenity center at Del Webb. Again, the emphasis is clearly on providing community spaces where residents can gather and enjoy a community of their peers. If you read any literature on senior housing, you'll find innumerable studies that talk about the positive health benefits that this type of active lifestyle provides for seniors. I know Tracey touched on this, but just very briefly, Parcel 3 in red, Parcel 4, Parcel 5 and Parcel 6, while these are under Pulte's control as part of our contract, we do see these as future development parcels. I talked about Parcel 3 and 6 commercial space being planned out at up to 240,000 square foot of retail space. We anticipate that space developing pursuant to the city's B-2 standards. Then as Tracey said, Parcel 4 and 5 are future residential parcels. We anticipate those parcels developing based on market demands. Those parcels would utilize the metrics associated with either Lincoln Crossing or Del Webb. So on this Parcel 4, if sales are going very well at Del Webb, the expectation is that we would in the future develop that Parcel 4 as an expansion of Del Webb, but we are maintaining flexibility given the kind of overwhelming size of this project. It is a lot of high level detail. We've spent a lot of time working on this project getting it to this stage. You may have some more specific questions. Like I said, I've got a team of experts on the phone that would be happy to drill down in more specific detail. With that, I'm going to turn it back over to you and let you ask us any questions you might have.

Chairman Pilmer said thank you. Any questions of the Petitioner?

Mr. Elsbree said I've got a couple of them, I guess. Del Webb is a gated community, correct?

Mrs. Vacek said that is correct.

Mr. Elsbree said so where are the gates? It looks like there's an entrance where the old Heggs Road used to be to the Del Webb project, the very south entrance there.

Mr. Whitaker said I apologize there. I had that written in my notes and never mentioned it, so yes, the internal roads are all private streets. We did that because it is a gated community so the city is not coming and having the obligation to maintain all of our roads. The gates are located at the node here and at the node here, so you can see where that normal roadway section divides into sort of a boulevard section in those locations. That's where the gates would be. Everything east of those gates would be private roads, would be owned and operated by the Homeowner's Association for Del Webb. Again, that is the national standard. It is consistent with what we do in any Del Webb, but I think they are still developed and built per city standards.

Mr. Elsbree said so that's exclusive to Del Webb, but not Lincoln Crossing, correct?

Mr. Whitaker said that's correct. You've got Lincoln Crossing just kind of here to the north. Lincoln Crossing is connecting down to that same road, but where Lincoln Crossing connects in, that is a public

road and they would have rights of ingress and egress. We expect that this Parcel 4 would develop and would have an access up to this road, and would have an access down to this road, so there is going to be some interconnection, which is why we really placed those gates where we did proximate to the entrance of the Del Webb.

Mr. Elsbree said that's exactly why I was asking. So there is no plan to have those frontage parcels exiting onto 30?

Mr. Whitaker said as of right now, we've got the singular access for Del Webb coming out to Route 30. That is depicted currently as a full access to Route 30. Route 30 is a state road, so any connection to Route 30 is going to be subject to IDOT approvals. So that full access is not currently permitted. We have a long process ahead with the State of Illinois to get that permitted. What I would point out, however, is that that access point is part of our Phase 2 project. This Del Webb community is broken into 3 phases. We would build Phase 1 with the access roads to the north connecting out to Eola Road. We would only construct this southern connection as part of Phase 2. To make sure that we had safe ingress and egress for all of our residents, we do have an emergency access to the north. You can't see that industrial subdivision in this depiction, but the connection through here goes to, I believe, it is Bodie Road and would provide an emergency ingress and egress connection until the second point of access was constructed.

Mr. Elsbree said I think you covered it. Thank you.

Mrs. Anderson said I have a question. Has there been any consideration about traffic control at the corner of Eola Road and Wolf's Crossing when this project is completed? Right now as it is, that intersection is horrible around rush hour, especially to get through literally down from Wolf's Crossing and to 30 all the way down to past Eola Road sometimes crossing over on Eola Road going down Wolf's Crossing and further down there as well. So, has there been a traffic study done on this area in preparation for this project?

Mr. Whitaker said yes, absolutely. We did prepare a traffic study. The traffic study was prepared by KOLA. I have Luay Aboona on the line. Luay is one of the foremost experts in preparing traffic studies for comprehensive projects like this. You're absolutely right that this is a difficult area. I think one of the reasons that this property hasn't developed for a long time is access is very difficult. The good news is that you have Eola Road, which carries a lot of traffic. You have Wolf's Crossing Road, which carries a lot of traffic. You have Route 30, which carries a lot of traffic, albeit maybe not very well. We will be dedicating right-of-way as will be necessary for future improvements to Lincoln Highway. Frankly, there's not a whole lot we can do to Lincoln Highway as a part of this. I'm sorry, I keep saying Lincoln Highway because it says there. I generally think of it as Route 30 though. There's nothing we can do to fix Route 30 with this project. The problems with Route 30 run from I'm going to say Plainfield all the way through Aurora, but it's probably not true because it goes to Montgomery and Joliet and all the rest. Route 30 is a 2 lane highway. It carries a lot of traffic. One of the things we've spent a lot of time talking about is really Eola Road because if we go back to the planning of this area, you may recall conversations about the WIKADUKE Trail, Will, Kane, DuPage, Kendall County, and that was the new north/south connector that was going to stem from I-88 down to I-55. So the City of Aurora went out and reconfigured Heggs Road, so you can see how Heggs used to extend through this property. There is

dedication that already occurred for the reconfiguration of Eola Road and the city built the first component of the fix for Eola Road, which is ultimately a key connection to the WIKADUKE Trail. As part of this project, we've been working with staff to make sure that the ultimate improvement to Eola Road would occur, so that's ultimately a 5 lane cross section carrying a lot more traffic capacity than it does today. You'll see the property just to our west here. It is located in the Village of Oswego. It is commonly referred to as the Oster property. That Oster property is the essential nexus that creates the connection for that leg of the WIKADUKE Trail. There are active proposals for development on the Oster property today. Like our property, it's very large and it's going to be years for that project to be completed. But as a result of what's happening here and what's happening on that western property, there is actually the opportunity for that section of the WIKADUKE Trail to be completed and we think that as the WIKADUKE Trail is completed, you begin to lessen the problems that you have on Route 30 and Wolf's Crossing because you've created some more efficient means of access through the area. So that was a really long winded way of answering your question. But at the same point in time, there is really a lot of moving parts that goes into the traffic here. But like I said, we did do a full traffic study. We've looked at this. We have frankly millions of dollars of roadway improvements that will be constructed as a result of the project.

Mrs. Anderson said thank you.

Mrs. Vacek said and just to add to that a little bit too, Oswego has been looking at Wolfs' Crossing on the west side of Route 30 to do some expansion. With that, I think there's like 3 or 4 phases that they are looking at doing. So that is in the process, but that would be in the Village of Oswego. Unfortunately, Aurora does not have actually any of the jurisdiction over that intersection at Wolf's Crossing and Route 30.

Mrs. Anderson said okay. Thanks Tracey.

Chairman Pilmer said are there any other questions of the Petitioner?

Mr. Chambers said actually I have a quick question. You had mentioned, Tracey, that that's Oswego from Route 30 that would be west on Wolf's Crossing. What about that section between Route 30 and Eola Road on Wolf's Crossing?

Mrs. Vacek said basically there is like a little landscape business on the southwest corner. We actually have annexed in that parcel. That is unincorporated and then on the north side is Oswego. Does that make sense?

Mr. Chambers said it does.

Mr. Whitaker said to expound on that, there is a mix of incorporated and unincorporated properties between Route 30 and the EJ&E. The EJ&E is the defining line to the City of Naperville. This is a weird property in that the EJ&E is the boundary with Naperville, 111th is the boundary with Plainfield and Route 30 is the boundary with Oswego. So this is whatever shape this might be. I don't know. This is the southern most tip of Aurora and so some of the capacity to control what's happening on Wolf's Crossing is a little bit limited. This industrial development here is in the county. There's not sufficient

right-of-way to do a bunch of road improvements on Wolf's Crossing as Tracey said. There's stuff over here that's in the county. There's not the capacity to do it. Frankly, that Route 30/Wolf's Crossing intersection, none of it is in Aurora and there is very little capacity to make improvements there.

Mrs. Vacek said and I probably should have just clarified the gas station that's on the north side is in the Village of Oswego, but then there is the church property, which is just west of that, which is in the city.

Mr. Cameron said Eola Road comes by the commercial, that kind of a pie shaped one. What's the status of the development of Eola and curving around? Does that wait until the commercial property is done? What's that status of Eola at that point?

Mrs. Vacek said Russ, do you want to talk about the timing?

Mr. Whitaker said that road is built today, so from Wolf's Crossing to Route 30 this section is designed, this geometry, I guess, of Eola is completed. However, it's one lane in each direction in its existing configuration. By way of example, it doesn't have curb and gutter because the city knew that that road was going to be expanded when development occurred. So as these phases of development occur, we will be expanding that roadway. By way of example, we'll add a turn lane at one point in time, we'll add additional through lanes at another point in time. If this commercial property were to develop to its fullest extent, I mean it is like 240,000 square feet of total commercial space, like I said, that's a lot of commercial space, but if it develops to that extent, we would anticipate that there would be a right in/right out here and that there would also be a lighted intersection here at Eola Road. We don't know how some of that stuff is actually going to develop at this point in time yet, so we've got a process by which we are phasing in improvements over a period of time with various parcels contributing to those improvements to make sure they can ultimately be completed as part of the full buildout of this property.

Mr. Cameron said thank you.

Mrs. Owusu-Safo said just a minor clarification. Are you saying that your improvements will begin at Wolf's Crossing when you go to the 5 lane geometry? It's going to start from Wolf's Crossing all the way to Route 30 for this development or is it just going to be within where the commercial property is Parcel 3 south to Route 30?

Mr. Whitaker said that's a great catch and a good clarification. This parcel here on the corner is owned by a single purpose entity who technically owns it, LFI, Location Finders International, are the folks behind that, so this is also a future commercial development parcel that is not part of our project right now. They could be responsible for some component, but portions of that intersection are more fully built out at the intersection of Wolf's Crossing Road. This parcel here, I believe it is like 10 acres in total, is unincorporated, so there is no right-of-way dedicated to the center of Eola Road for the ultimate expansion. We are left with completing our improvement at the south extent of that unincorporated property because that is where the right-of-way that we control, or the City of Aurora controls, would stop.

Mrs. Vacek said then obviously eventually when they go and develop those parcels, those commercial parcels, they will be on hook to do improvements to the road, the full improvement to the road, for that 5 lane section.

Mrs. Owusu-Safo said so just a follow up. Did the traffic study that was performed for this development look at the traffic impact due to this development or when the whole section is reconstructed?

Mr. Whitaker said so we looked at this development plus a background growth that I think we got from CMAP. I don't remember specifically what the background growth factor that we incorporated in was, whether it would be like 1% or 2% a year, but I know that the other sort of organic growth that occurs in the community is absolutely factored into the traffic study.

Mr. Chambers said so I have a question. What were the findings from the traffic study?

Mr. Whitaker said well the findings go on for a little bit of time. There were a number of findings with respect to the traffic study. By way of example, we needed a turn lane, a left turn lane in from Wolf's Crossing Road. There's an existing cross section on Wolf's Crossing Road to accommodate that turn lane. We will make sure that the turn lane gets striped out and completed to facilitate the development of Parcel 1. The development of Lincoln Prairie and Parcel 1 did not dictate large scale regional improvements to the traffic. Quite frankly, I think the overall residential development of this property was like 40% of the total traffic that was going to be generated by the development in total. So you had very significant traffic being generated by the commercial. If you look at the Annexation Agreement, what you'll see is that we've shown how we will be completing improvements that are recommended by the traffic study, but the improvements are not being completed at one point in time. The improvements are being completed in phases as different portions of the project develop. Parcel 1 is responsible for the improvements necessary to substantiate Parcel 1. When Del Webb develops, it's responsible for a portion of the public improvements necessary to substantiate the additional traffic from Del Webb. The same thing with 4, 5, 3 and 6. I guess that's not giving you exactly the specific details of the defined improvements. I do have Luay Aboona on the phone if you would like to hear from Luay. We can certainly call him up and he can talk a little bit more about some of these specific recommendations.

Chairman Pilmer said I'll ask Mr. Chambers. Does that help or do you want additional clarification?

Mr. Chambers said I think that helps and the clarification is there in regard to understand, and correct me if I'm wrong, but the traffic study is based on the phases and based off of Phase 1 are you saying that the traffic study shows that Wolf's Crossing and Eola Road would provide, currently in the statement, it is saying it would be able to accommodate the traffic through your Phase 1?

Mr. Whitaker said that is exactly what I'm saying. You said it better than I said it though.

Mr. Chambers said you definitely provided the clarification there, so thank you for that.

Chairman Pilmer said any additional questions for the Petitioner?

Mr. Elsbree said I guess I have one more to ask. That south entrance again to Del Webb, now the way I'm looking at that, that's going to include a railroad crossing then too? Is there a railroad that runs along 30 there?

Mr. Whitaker said a great question. That's an abandoned railway, so there is not a railroad crossing that would occur there. That railroad is gone.

Mr. Elsbree said that's been a very dangerous strip and why many people are asking about the traffic. For years, that Heggs Road and Route 30 is very dangerous there, so I'm assuming that's what people's concerns are.

Mr. Whitaker said I fully understand. I used to live just down the street at Wolf's and Douglas, so I was through this area often on my way to work. My kids play soccer at the fieldhouse just down the street, so I'm out here on a regular basis and certainly experienced what happens at that Wolf's and 30 intersection.

Mrs. Owusu-Safo said another question. Does the improvement include tying in the bike path? I believe it terminates at Wolf's Crossing. Does it provide continuity to get, I don't know, if there are any provisions being included for a multi-use path or some kind of bike path?

Mrs. Vacek said are you talking at the intersection of Eola and Wolf's Crossing there?

Mrs. Owusu-Safo said yes, I'm talking about the path that ends at Wolf's Crossing and Eola. Does this development provide some kind of continuity for the path?

Mrs. Vacek said yes. As Eola gets built out, there will be a path on the west side of Eola and there will be a sidewalk on the east side of Eola.

Mrs. Owusu-Safo said okay, as part of the phased project, right?

Mrs. Vacek said yes.

Chairman Pilmer said any other questions for the Petitioner? Hearing none, at this time I will open the public hearing for these cases. If anyone wishes to speak to the Commission regarding either of these cases, they would have the opportunity to do so. I think staff will confirm, I don't believe anyone has registered to speak.

Mrs. Vacek said there is actually one person who is registered. I believe his name is Paul and I believe that he is on. He is muted.

Chairman Pilmer said if I could have the speaker unmute their phone and then I will virtually swear you in.

The witness was sworn in.

I'm Paul Hunkele, 2283 Shiloh Drive in Aurora. One of the questions I had, a lot of the talk around the commercial development, if it is even developed in the near future, how are we going to meet the needs of over 600 additional homes for our consumers without any immediate commercial plans being added to this area?

Chairman Pilmer said do you have any other questions Paul?

Mr. Hunkele said the only other question I had is how this would impact our schools that are already overcrowded adding an additional 162 single family homes.

Chairman Pilmer said I don't think there are any other callers, so I will go to the Petitioner and ask him if they can answer those 2 questions, 1 how the timeline, I guess, for the commercial development and then the impact on the school systems.

Mr. Whitaker said I'll start with that first one, the commercial. There's a, as I referenced, the parcel here at the corner of Eola and Wolf's Crossing has been set up zoned for commercial development for roughly 20 years. The demand had not been there. There's not been retail development in the area. There's just not a lot of population density immediately to the south. As the area begins to develop with additional residential, we know that those retail users are counting rooftops. They are looking at disposable income in the area and that's how they are choosing locations for their commercial development, on top of many other factors. We think from a location standpoint we're at a great spot here, but at the end of the day, there's nothing we can do to force that commercial development. The commercial developers are going to have to come. They are going to have to find that there's sufficient demand in the market to be able to support whatever it would be, a grocery store, a Starbucks, or some sort of large scale development, but when we talk about something that's 240,000 square feet in size, it is a very large scale development that we would imagine being sort of a grocery type led anchor regional shopping center. I think that addresses the commercial component. With respect to the schools, frankly, I would say that this development overall is one of the best gifts that District 308 could be given at this point in time. Yes, there will be students generated from the Lincoln Crossing's development. However, we know there will be no students generated from that Lincoln Prairie by Del Webb development. All of those Lincoln Prairie homeowners will pay a tax bill that's commensurate with any other resident that would be sending kids to the school. The product of that is we pay a whole lot of property taxes with absolutely zero impact to the School District. I don't have the exact numbers right at my fingertips, but I think the net positive revenue to District 308 was like \$4 million dollars annual. All of the taxes generated by this Del Webb project are going to generate a revenue surplus of circa \$4 million dollars for District 308. My understanding is that one of the biggest challenges for District 308 today is resources. This type of community where you've got Del Webb paired with Lincoln Crossing, Lincoln Crossing will generate some students, not a huge student load, but by virtue of no student load developed at the Del Webb component, this is an overwhelming win for District 308.

Mrs. Vacek said and just to add to that, it's my understanding that the enrollment is actually going down in 308, so they do have plenty of capacity for the 162 single family residents.

Chairman Pilmer said thank you. I don't know if there any additional questions from the public at this time.

Mr. Chairman, this is Alderman Bugg.

Good evening Alderman Bugg.

Alderman Bugg said thank you. I just wanted to jump in on the public hearing quickly to lend some insight on the area. As far as the traffic, currently the Eola realignment was really necessary even before this project came on board. The realignment opened up during COVID. The traffic patterns, even in the problems that we have on Wolf's Crossing, are already in the process of changing as people learn that there is a new way to go from the realignment and not stay on Wolf's Crossing. The congestion that is there is already going to dissipate even before the widening of Eola by the project and possible widenings of Wolf's Crossing by the project. So, really we tried to cure that problem before the project got going and believe me, the congestion is and has been an issue. Secondly, I agree with Mrs. Vacek on the school issue that the gentleman asked about. Both Pulte, myself and the city inquired with the School District. There is capacity at not just the adjacent schools to the project, but also the schools to the south. That was confirmed by the Superintendent and his staff, so there will not be a problem. Again, that's just the Lincoln Crossing. Of course, there is no impact from the 55 and over community. I want to thank Pulte for the presentation. They've done great work in the area, as they mentioned with Laurelton Place and with Deerbrook. We're very excited about this proposal. I appreciate all the detail that they put into it. Thank you Mr. Chairman.

Chairman Pilmer said thank you Alderman Bugg. If nothing else from the public, at this point I will close the public hearing and I will turn it back to staff.

Mrs. Vacek said so I'm going to take each and every one of these as individual. I will start with the Annexation Agreement. Staff would recommend conditional approval of the Ordinance providing for the execution of an Amendment to the Annexation Agreement with the owners of record of territory, commonly known as the Lincoln Prairie Planned Development District, located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line in the City of Aurora, Will County, Illinois with the following conditions:

1. That the Exhibits be updated and approved by the City's Engineering Division and Zoning and Planning Division to match the language within the restated Annexation Agreement prior to City Council approval.
2. That the Petitioner work with the City on the language for Section D.6.a. of the Annexation Agreement regarding the distribution of offsite watermain cost within this development prior to City Council approval.
3. Each phase of development of the subject property shall obtain Final Engineering approval from the Engineering Division and shall obtain all necessary permits or approvals from other Federal, State, and local government agencies having jurisdiction over the development.

MOTION OF CONDITIONAL APPROVAL WAS MADE BY: Mr. Cameron

MOTION SECONDED BY: Mr. Elsbree

AYES: Mrs. Anderson, Mr. Bhatia, Mr. Cameron, Mr. Chambers, Mr. Elsbree, Mr. Gonzales,
Mrs. Owusu-Safo
NAYS: None

Mrs. Vacek said this will next go to our Building, Zoning and Economic Development Committee on Wednesday, April 14th, at 4:00 p.m. via Zoom.

21-0070 An Ordinance approving an Amendment to the Plan Description for the Lincoln Prairie Planned Development District located east of U Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line (Pulte Home Company – 21-0070 / WH18/2-21.016-AA/PPD/R – TV – Ward 9) (PUBLIC HEARING)

Mrs. Vacek said staff would recommend approval of the Ordinance approving an Amendment to the Plan Description for the Lincoln Prairie Planned Development District located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line.

MOTION OF APPROVAL WAS MADE BY: Mrs. Anderson

MOTION SECONDED BY: Mr. Gonzales

AYES: Mrs. Anderson, Mr. Bhatia, Mr. Cameron, Mr. Chambers, Mr. Elsbree, Mr. Gonzales,
Mrs. Owusu-Safo

NAYS: None

FINDINGS OF FACT

1. Is the proposal in accordance with all applicable official physical development policies and other related official plans and policies of the City of Aurora?

Mr. Chambers said yes and these are listed in the staff report.

2. Does the proposal represent the logical establishment and/or consistent extension of the requested classification in consideration of the existing land uses, existing zoning classifications, and essential character of the general area of the property in question?

Mrs. Anderson said yes it does.

3. Is the proposal consistent with a desirable trend of development in the general area of the property in question, occurring since the property in question was placed in its present zoning classification, desirability being defined as the trend's consistency with applicable official physical development policies and other related official plans and policies of the City of Aurora?

Mr. Elsbree said yes it is consistent.

4. Will the proposal maintain a compatible relationship with the traffic pattern and traffic volume of adjacent streets and not have an adverse effect upon traffic or pedestrian movement and safety in the general area of the property in question?

Mr. Chambers said based off of the traffic study for Phase 1, it should be adequate.

5. Will the proposal allow for the provision of adequate public services and facilities to the property in question and have no adverse effect upon existing public services and facilities?

Mr. Cameron said they will all be provided.

6. Does the proposal take adequate measures or will they be taken to provide ingress and egress so designed as to maximize pedestrian and vehicular circulation ease and safety, minimize traffic congestion, and not substantially increase the congestion in the public streets?

Chairman Pilmer said based on the testimony we've heard tonight, I would say it does. We've heard a lot of discussion about ingress and egress and additional features that would help with vehicle circulation as well as the pedestrian circulation and congestion in the public streets.

Mrs. Vacek said this will next go to our Building, Zoning and Economic Development Committee on Wednesday, April 14th, at 4:00 p.m. via Zoom.

21-0071 A Resolution approving a Preliminary Plat for Lincoln Crossing Subdivision on vacant land generally located at the southeast corner of Wolf's Crossing and Eola Road (Pulte Home Company – 21-0071 / WH07/4-21.017-Psd/Ppn – TV – Ward 9)

Mrs. Vacek staff would recommend conditional approval of the Resolution approving a Preliminary Plat for Lincoln Crossing Subdivision on vacant land generally located at the southeast corner of Wolf's Crossing and Eola Road with the following conditions:

1. That the documents be revised to incorporate the Zoning and Planning staff comments included in the memo dated April 5, 2021 prior to City Council approval.
2. That the subject property shall obtain Final Engineering approval from the Engineering Division and shall obtain all necessary permits or approvals from other Federal, State, and local government agencies having jurisdiction over the development.

MOTION OF CONDITIONAL APPROVAL WAS MADE BY: Mr. Chambers

MOTION SECONDED BY: Mrs. Owusu-Safo

AYES: Mrs. Anderson, Mr. Bhatia, Mr. Cameron, Mr. Chambers, Mr. Elsbree, Mr. Gonzales,
Mrs. Owusu-Safo

NAYS: None

Mrs. Vacek said this will next go to our Building, Zoning and Economic Development Committee on Wednesday, April 14th, at 4:00 p.m. via Zoom.

21-0072 A Resolution approving a Preliminary Plan for Lincoln Crossing Subdivision on vacant land generally located at the southeast corner of Wolf's Crossing and Eola Road (Pulte Home Company – 21-0072 / WH07/4-21.017-Psd/Ppn – TV – Ward 9)

Mrs. Vacek said staff would recommend conditional approval of the Resolution approving a Preliminary Plan for Lincoln Crossing Subdivision on vacant land generally located at the southeast corner of Wolf's Crossing and Eola Road with the following conditions:

1. That the documents be revised to incorporate the Zoning and Planning staff comments included in the memo dated April 5, 2021 prior to City Council approval.
2. That the subject property shall obtain Final Engineering approval from the Engineering Division and shall obtain all necessary permits or approvals from other Federal, State, and local government agencies having jurisdiction over the development.

MOTION OF CONDITIONAL APPROVAL WAS MADE BY: Mr. Elsbree

MOTION SECONDED BY: Mr. Cameron

AYES: Mrs. Anderson, Mr. Bhatia, Mr. Cameron, Mr. Chambers, Mr. Elsbree, Mr. Gonzales, Mrs. Owusu-Safo

NAYS: None

Mrs. Vacek said this will next go to our Building, Zoning and Economic Development Committee on Wednesday, April 14th, at 4:00 p.m. via Zoom.

21-0073 A Resolution approving a Preliminary Plat for Lincoln Prairie by Del Webb Subdivision on vacant land located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line (Pulte Home Company – 21-0073 / WH18/2-21.018-Psd/Ppn – TV – Ward 9)

Mrs. Vacek said staff would recommend conditional approval of the Resolution approving a Preliminary Plat for Lincoln Prairie by Del Webb Subdivision on vacant land located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line with the following conditions:

1. That the documents be revised to incorporate the Zoning and Planning staff comments included in the memo dated April 5, 2021 prior to City Council approval.
2. That the subject property shall obtain Final Engineering approval from the Engineering Division and shall obtain all necessary permits or approvals from other Federal, State, and local government agencies having jurisdiction over the development.

MOTION OF CONDITIONAL APPROVAL WAS MADE BY: Mrs. Owusu-Safo

MOTION SECONDED BY: Mr. Chambers

AYES: Mrs. Anderson, Mr. Bhatia, Mr. Cameron, Mr. Chambers, Mr. Elsbree, Mr. Gonzales, Mrs. Owusu-Safo

NAYS: None

Mrs. Vacek said this will next go to our Building, Zoning and Economic Development Committee on Wednesday, April 14th, at 4:00 p.m. via Zoom.

21-0074 A Resolution approving a Preliminary Plan for Lincoln Prairie by Del Webb Subdivision on vacant land located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line (Pulte Home Company – 21-0074 / WH18/2-21.018-Psd/Ppn – TV – Ward 9)

Mrs. Vacek said staff would recommend conditional approval of the Resolution approving a Preliminary Plan for Lincoln Prairie by Del Webb Subdivision on vacant land located east of US Route 30, south of Wolf's Crossing, north of 111th Street and west of Canadian National Rail Line with the following conditions:

1. That the documents be revised to incorporate the Zoning and Planning staff comments included in the memo dated April 5, 2021 prior to City Council approval.
2. That the subject property shall obtain Final Engineering approval from the Engineering Division and shall obtain all necessary permits or approvals from other Federal, State, and local government agencies having jurisdiction over the development.

MOTION OF CONDITIONAL APPROVAL WAS MADE BY: Mrs. Anderson

MOTION SECONDED BY: Mr. Elsbree

AYES: Mrs. Anderson, Mr. Bhatia, Mr. Cameron, Mr. Chambers, Mr. Elsbree, Mr. Gonzales,
Mrs. Owusu-Safo

NAYS: None

Mrs. Vacek said this will next go to our Building, Zoning and Economic Development Committee on Wednesday, April 14th, at 4:00 p.m. via Zoom.