

Meeting Held Electronically



COMMITTEE OF THE WHOLE MEETING
Monday, February 1, 2021
(Immediately following the Village Board Meeting)

AGENDA

CALL TO ORDER

ROLL CALL

AUDIENCE COMMENTS

TRUSTEE COMMENTS

DISCUSSION

- Petition #21-01: Opus I-88 Corporate Park (Valley Green Golf Course)
- New Tax Incrementing Finance District (TIF)
- Naming of Silo
- Waste Hauler RFP

EXECUTIVE SESSION

ADJOURN

Initials: SB

VILLAGE OF NORTH AURORA BOARD REPORT

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES
CC: STEVE BOSCO, VILLAGE ADMINISTRATOR
FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR
SUBJECT: PETITION 21-01: OPUS I-88 CORPORATE PARK
AGENDA: FEBRUARY 1, 2021 COMMITTEE OF THE WHOLE MEETING

DISCUSSION

OPUS Development Company, LLC is proposing a 1,056,811 square foot two-phased, three-building speculative industrial development on the 67.15 acres that comprise the Valley Green Golf Course site and the vacant land located to the west of (and currently owned by) Euclid Beverage on Overland Drive. The development would provide approximately 694 passenger parking spaces (354 land banked spaces for future use) and approximately 279 trailer parking spaces. Access to the development will be provided via two full access drives off Overland Drive. The developers are labeling this project the 'Opus I-88 Corporate Park'.

A public hearing was conducted on this item before the Plan Commission at their January 5, 2021 meeting. The Plan Commission recommended approval of all items associated with Petition #21-01, subject to the 12 conditions listed in the staff report, along with four conditions added by the Plan Commission:

- The Village shall open dialogue regarding cross access between the 314 Kingswood Drive property and the properties located directly to the east.
- Any rooftop heating, ventilation, or air conditioning equipment visible from any adjacent property or right of way shall be screened by an architectural element and be at least six feet from any supporting wall of the building to allow safe access to the roof by the fire department.
- Site plan approval shall be required by the Plan Commission prior to the issuance of a fence permit.
- Any dead landscaping shall be removed and replaced in a timely manner with the species indicated on the approved landscaping plan.

With regard to the condition that the petitioner open access dialogue with the property owner to the east, staff notes that a meeting was held on January 27, 2021 to further discuss the topic. Although the meeting did not conclude with any immediate resolution, both parties were able to discuss the challenges and limitations that would occur in the presence or absence of access.

Staff would like to take this opportunity to solicit feedback from the Village Board on Petition #21-01.

**STAFF REPORT TO THE VILLAGE OF NORTH AURORA PLANNING COMMISSION
FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR**

GENERAL INFORMATION

Meeting Date: January 5, 2021

Petition Number: #21-01

Petitioner: Josh Bauer -
OPUS Development Company, LLC

Location: 314 Kingswood Dr. &
200 Overland Dr.

Property Index Numbers:
15-04-351-017, -020 & -024

Development Size: 67.15 acres



Requests: 1) Map Amendment to establish the O-R-I Office, Research and Light Industrial Zoning District (Golf Course Property) 2) Special Use - Planned Unit Development with deviations to the Zoning and Subdivision Ordinances 3) Site Plan Approval 4) Preliminary Final Plat

Current Zoning: R-1 Single Family Residence District (Golf Course Property) & O-R-I Office, Research and Light Industrial District

Contiguous Zoning: North: R-1 Single Family Residence District, South: O-R-I Office, Research and Light Industrial District, East: R-1 Single Family Residence District (vacated BNSF Right-of-Way), West: I-2 General Industrial District

Current Land Use: Golf Course & Vacant Land

Comprehensive Plan Designation: 'Office/Industrial'

PROPOSAL

OPUS Development Company, LLC is proposing a 1,056,811 square foot two-phased, three-building speculative industrial development on the 67.15 acres that comprise the Valley Green Golf Course site and the vacant land located to the west of (and currently owned by) Euclid Beverage on Overland Drive. The development would provide approximately 694 passenger parking spaces (354 land banked spaces for future use) and approximately 279 trailer parking spaces. Access to the development will be provided via two full access drives off Overland Drive. The developers are labeling this project the 'Opus I-88 Corporate Park'.

REQUESTED ACTIONS

Map Amendment to establish the O-R-I Office, Research and Light Industrial Zoning District

Building A (Phase 1) would be built on land located in the O-R-I Office, Research and Light Industrial District. The proposed Warehousing, Storage, and Distribution Facility use of the land is classified as a permitted use in the O-R-I Office, Research and Light Industrial District. Buildings B (Phase 1) and C (Phase 2) would be built on the Valley Green Golf Course site, which is currently located in the R-1 Single Family Residence District. The proposed Warehousing, Storage, and Distribution Facility use of the land is prohibited in the R-1 Single Family Residence District. As such, the petitioner is requesting a map amendment (“rezoning”) to change the zoning of the Valley Green Golf Course to the O-R-I Office, Research and Light Industrial District where the use is classified as a permitted use.

According to the Zoning Ordinance, the purpose of the O-R-I Office and Light Industrial Research District is *to provide for the grouping of office, research and light industrial uses compatible in scope of services and methods of operation*. As noted, a portion of the development would be built in the O-R-I Office, Research and Light Industrial District, which is currently located in the Tollway Park of Commerce, a business park that consists primarily of other Warehousing, Storage, and Distribution Facility uses.

The Comprehensive Plan designates the properties within the proposed development area as ‘Office/Industrial’ which would be consist with the proposed Warehousing, Storage, and Distribution Facility use of the properties.

Special Use –Planned Unit Development with deviations

Per Section 17.5.4 of the Zoning Ordinance, any nonresidential or multiple-family parcel, or parcels of land two acres or more in size shall be required to be a planned unit development. The total site area for the proposed development is 67.15 acres and *Warehousing, Storage, and Distribution Facility* is deemed to be a nonresidential use. As previously mentioned, the use is classified as a permitted use in the O-R-I Office, Research and Light Industrial District.

For reference purposes, the following table illustrates the yard and bulk regulations of the O-R-I Office, Research and Light Industrial District:

Yard & Bulk Regulations	Zoning District	
	O-R-I	Proposed
BULK REGULATIONS		
Lot Area, Minimum	2 acres	Building A = 6.59 acres Building B = 33.77 acres Building C = 26.79 acres
Lot Width, Minimum	150 ft.	Building A = 342’ Building B = 70’ Building C = n/a
Building Height, Maximum	50 ft.	Building A = 38’10” Building B = 43’ Building C = n/a

Floor Area Ratio (FAR), Maximum	None	n/a
Lot Coverage, Maximum	60%	Building A = 37% Building B = 37% Building C = 35%
YARD REGULATIONS		
Front Yard, Minimum	30 ft.	All buildings in conformance
Front Yard, Minimum - Abutting Residential District	100 ft.	“
Rear Yard, Minimum	20 ft.	“
Rear Yard, Minimum - Abutting Residential District	50 ft.	“
Interior Side Yard, Minimum	15 ft.	“
Interior Side Yard, Minimum - Abutting Residential District	30 ft.	“
Corner Side Yard, Minimum	30 ft.	“

Landscaping Trees (Zoning Ordinance Deviation Required)

Section 14.5.B.3 of the Zoning Ordinance requires shade trees to be provided for manufacturing, warehouse and distribution developments at a minimum of one tree per one thousand (1,000) square feet of total lot area, minus the area of the building. According to the submitted landscape plan, there is 528,245 square feet of on-lot landscaping area (area exclusive of building, improved surfaces and detention ponds) that comprises the entirety of the development. 528 trees are being proposed, which is one tree per 1,000 square feet of available site area. As the aforementioned landscape provision specifically states, “minus the area of the building”, the Zoning Ordinance is unclear as to whether other manmade improvements (parking lots, drive aisles, detention ponds) are excluded from the available site area.

Lot Width (Zoning Ordinance Deviation Required)

The Zoning Ordinance defines Lot Width as *the minimum horizontal distance between the side lot lines of a lot measured at the required front yard setback line*. The front yard setback in the O-R-I District is 30 feet. While the actual lot dimensions for all three lots is considerably large, the access point for Building B on Overland Drive would be 70 feet in width where 150 feet is required per the O-R-I District. That portion of the property is not intended to accommodate a building, but rather the access drive that eventually leads to all of the properties.

Loading Space Orientation (Zoning Ordinance Deviation Required)

Section 14.11.B of the Zoning Ordinance requires loading spaces in all zoning districts to be located and oriented so as not to be visible from the street and adjacent properties, while still allowing access to the use it is serving. The loading spaces associated with Building A are only located on north building façade whereas the south building façade faces Overland Drive. The loading spaces for Buildings B & C are located on the north and south façade as those buildings are cross-dock warehouse buildings. As the properties to the north, south and west are already developed it would be impossible for the loading spaces to not be oriented, and subsequently visible, from an adjacent

property. The petitioner has provided an exhibit that illustrates the distance from Buildings A & B to be in excess of 500 feet from the residential properties to the north.

In addition, loading spaces in all zoning districts shall be screened as much as possible, unless such screening is determined unnecessary by the Community Development Director. Such screening shall consist of a solid wood fence, masonry screen wall or slatted chain link fence to a height of not less than six feet or a continuous evergreen or dense deciduous shrub hedge, or a combination.

A continuous hedge of trees and shrubs currently line the north property line of the golf course. In order to preserve and bolster the natural landscape buffer, additional clusters of evergreen trees would be installed (at a minimum height of six feet) where any gaps in the hedge exist. As some of the existing trees between the buildings and north property line may be lost to the built environment and detention ponds, priority of new trees was emphasized between the buildings and the north property line.

Lot Frontage

Section 12.1.C of the Zoning Ordinance 'Frontage on a Public or Private Street', requires all zoning lots to front on a public street, unless otherwise approved as a planned unit development. Per the submitted plans Buildings A and B would have direct frontage on Overland Drive; however, Building C would not have direct frontage on Overland Drive. Building C would take access through Building B's access drive to Overland Drive. Staff notes that the proposed development would be approved as part of a planned unit development; as such, Building C would have the ability to take access through Building B's access drive.

Sanitary Sewer Extension (Subdivision Ordinance Deviation Required)

Section 16.12.150.C of the Subdivision Ordinance requires sanitary sewers to be extended to the property lines of the tract under development at the developer's expense, sized to provide sanitary service to the limit of the projected service area - with no recapture. With the exception of the proposed development's eastern boundary, the subject property is surrounded by property that has been already been developed. Staff reviewed the area utilities with the Public Works Department and determined that an extension of sanitary sewer would not be necessary given the availability of existing infrastructure.

Site Plan Approval

Per Section 17.4.4(B) of the Zoning Ordinance, site plan review shall be required for each building permit application for multi-family, townhouse, commercial, and industrial development for which a site plan has not already been approved.

Preliminary Final Plat of Subdivision

A Plat of Subdivision, known as the Preliminary Plat of Subdivision for Valley Green Subdivision, is being proposed to establish the Opus I-88 Corporate Park as three separate lots. Lot 1 would consist of 6.59 acres and include Building A. Lot 2 would consist of 34.73 acres and include Building B. Lot 3 would consist of 27.43 acres and include Building C. The Plat also contains stormwater management and access easements to allow the three lots to function as one unified development.

FINDINGS

The Community Development Department finds that the information presented **meets** the Standards for Map Amendments, Specials Uses, Site Plan Review and Planned Unit Developments as set forth in the Zoning Ordinance. Based on the above considerations, staff recommends that the Plan Commission make the following motion recommending **approval** of Petition #21-01, subject to the following conditions:

1. Site plan review (non-public hearing) shall be obtained from the Plan Commission and Village Board prior to building permit issuance for Building C.
2. A separate building permit shall be required for each guardhouse so the Village may work with the petitioner to validate the optimal location of each guardhouse in order to avoid any potential impact on site circulation.
3. All business activities shall be conducted completely within the confines of the buildings.
4. A photometric plan shall be submitted and approved by the Village prior to building permit issuance.
5. Any tree of good quality larger than six inches in diameter when measured twelve (12) inches above the ground, which are not located within fifteen (15) feet of or within a building footprint, within the road footprint or in those areas listed Section 16.12.010.C.3.a of the Subdivision Ordinance, shall be tagged by the petitioner and evaluated by the Village for preservation.
6. The hedge of trees and shrubs currently located along the north property line of the golf course shall be preserved to the greatest extent possible to maintain natural landscape buffering.
7. Vehicular access shall be limited to Overland Drive with restricted emergency access at Willow Way.
8. All motor vehicles, including trucks, shall be prohibited from parking or idling in any area designated as a truck or car bypass lane.
9. On-site management shall effectively monitor and regulate all on-site trucking activities in order to minimize any light, sound or odor emissions.
10. Construction traffic shall be limited to Overland Drive with restricted emergency access at Willow Way.
11. Construction traffic shall not impede on the ability of the Village and Fire Protection District to provide emergency services.
12. All dumpsters located on the subject property shall be screened per Section 14.11.A of the Zoning Ordinance.

VALLEY GREEN GOLF COURSE REDEVELOPMENT

PROJECT NARRATIVE

Opus I-88 Corporate Park ("Project") is a proposed two (2) phased, three (3) building industrial development project located on 67.15 acres of land in North Aurora, Illinois. Phase I consists of two (2) buildings, a 543,638 square foot cross-dock building on 33.77 acres and a 104,978 square foot rear-load building on 6.59 acres. Phase II is a planned 408,195 square foot cross-dock building on 26.79 acres.

The Project is located in the I-88 corridor, a highly sought after transportation and logistics market which attracts both bulk industrial users as well as local users with smaller footprints. Opus I-88 Corporate Park is located 1.5 miles northwest of I-88 and the Route 31 full four-way interchange, north of Airport Road and just west of Route 31, a major north/south thoroughfare.

The Project is designed to accommodate multiple tenants in multiple size ranges. Building A, a 104,978 square foot rear-load building contemplates up to two (2) tenants ranging from 30,000 SF to 70,000 SF, however the building is a great option for single-tenant users as well. Building B is a 543,638 square foot cross-dock building that is designed to accommodate up to two (2) users, but is also a great option for a large single-tenant user. Building B is designed with multi-tenant flexibility by integrating a second tenant truck/car bypass road for users requiring a secured truck court / trailer parking. Phase II contemplates a 408,195 square foot cross-dock building to be constructed after Building B has been leased. Phase II land also provides flexibility to expand Building B to pursue up to 1M square foot users.

The combination of the Project's location within a relatively land constrained submarket, availability of labor, quality construction, and convenient highway access will provide tremendous appeal to tenants looking to establish a local and/or regional distribution center.

The properties are encumbered by limited wetland issues, including both jurisdictional and non-jurisdictional wetlands, as well as environmental contamination. Wetland determinations have been submitted to USACE for concurrence with our findings. Our Phase II environmental report required that we work through the IEPA voluntary cleanup program. Our environmental team is fully engaged with us and we are working to obtain a no further action letter prior to closing on the sites.

We look forward to working with the Village of North Aurora on this exciting new project.

Sincerely,

Josh Bauer
Senior Manager
Opus Development Company, L.L.C.

APPLICATION FOR SPECIAL USE

VILLAGE OF NORTH AURORA
Board of Trustees
25 East State Street
North Aurora, IL 60542

PETITION NO. 21-01

FILE NAME Valley Green Development

DATE STAMP

RECEIVED

OCT 19 2020

VILLAGE OF
NORTH AURORA

I. APPLICANT AND OWNER DATA

Name of Applicant Josh Bauer

Applicant Address 9700 Higgins Road Suite 900, Rosemont, IL 60018

Applicant Telephone # 847-318-1624

Email Address Josh.Bauer@ops-group.com

Property Owner(s) Emmett McEnery ^{of Summit Enterprises} and Michael Douglas of Just Golf INC f/k/a Campbell Pierce

Owner Address _____

Owner Telephone # _____

II. ADDRESS, USE AND ZONING OF PROPERTY

Address of Property 314 Kingwood Drive, North Aurora, IL / TBD Overland Drive, North Aurora, IL
(indicate location if no common address)

Legal Description: See attached

Parcel Size 314 Kingwood: 60.58 Acres / TBD Overland Drive: 6.59 Acres

Present Use 314 Kingwood: Golf Course / TBD Overland Drive: Vacant land
(business, manufacturing, residential, etc.)

Present Zoning District 314 Kingwood: R-1 / TBD Overland Drive: O-R-1
(Zoning Ordinance Classification)

III. PROPOSED SPECIAL USE

Proposed Special Use O-R-1

(Zoning Ordinance Classification)

Code Section that authorizes Special Use Title 17 - Zoning/Chapter 4 - Section 4.3 (special use)

Has the present applicant previously sought to rezone or request a special use for the property or any part thereof? NO

If so, when? N/A to what district? N/A

Describe briefly the type of use and improvement proposed

Industrial warehousing and manufacturing

What are the existing uses of property within the general area of the Property in question?

O-R-1: Industrial facilities

R-1: single family

To the best of your knowledge, can you affirm that there is a need for the special use at the particular location? (Explain) Yes. In order to obtain a map amendment to

develop the properties, the petitioner will require a special use.

Attach hereto a statement with supporting data that the proposed special use will conform to the following standards:

1. The proposed special use is, in fact, a special use authorized in the zoning district in which the property is located.
2. The proposed special use is deemed necessary for the public convenience at that location.
3. The proposed special use does not create excessive additional impacts at public expense for public facilities and services, and will be beneficial to the economic welfare of the community.
4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations.

5. The proposed special use will be designed, located, operated, and maintained so as to be harmonious and compatible in use and appearance with the existing or intended character of the general vicinity.
6. The proposed special use will not significantly diminish the safety, use, enjoyment, and value of other property in the neighborhood in which it is located.
7. The proposed special use is compatible with development on adjacent or neighboring property.
8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site.
9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance.
10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.
11. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations.

IV CHECKLIST FOR ATTACHMENTS

The following items are attached here to and made a part hereof:

1. Introduction Letter. Please include information relevant to the proposed use of the property and business operations (hours of operation, number of employees, etc.).
2. Legal Description of the subject property(s).
3. Illinois Land Surveyor's plat of survey.
4. Site Plan illustrating all existing and proposed improvements.
5. Statement and supporting data regarding Standards for Special Uses (above).
6. Filing fee in the amount of \$300.00, if paid by check make payable to the Village of North Aurora.
7. Specified escrow deposit (\$4,000 minimum). May be included with filing fee. Remaining funds refundable upon project completion.
8. Visit the Illinois Department of Natural Resources' website www.dnr.state.il.us and initiate a consultation using DNR's [EcoCat](#) online application.
9. Visit the Kane DuPage Soil and Water Conservation District's website www.kanedupageswcd.org for a Land Use Opinion Application

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

The Applicant is responsible for publishing a legal notice in the newspaper, sending United States mail notices to properties within 250 feet, and posting a sign on the property advertising the public hearing. These shall be in accordance with village Ordinances at the times decided by the Village of North Aurora.

The undersigned hereby agrees to reimburse the Village for all costs of court reporter fees for attendance at and transcript of hearing(s) and other professional service fees for services rendered in connection with this application as defined in Appendix B of the North Aurora Zoning Ordinance. Such reimbursement shall be made promptly upon receipt of invoices from the Village, whether or not this application for special use is approved.

I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.



Applicant or Authorized Agent

10 - 19 - 2020

Date

Owner

Date

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

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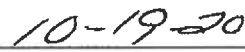
I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.

Applicant or Authorized Agent

Date



Owner



Date

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I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.

Applicant or Authorized Agent

Date

Owner

Date

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I, _____, being first duly sworn on oath depose
and say that I am trust officer of _____ and that the following are all of the
beneficiaries of the _____.

TRUST OFFICER

SUBSCRIBED AND SWORN TO

Before me this _____ day of _____, 20_____.

A Notary Public in and for such County

Following are the names and addresses of all property owners within 250 feet of the property in questions for which the special use being is being requested.

TAX PARCEL NO.

PROPERTY OWNER

MAILING ADDRESS

See attached Exhibit with parcel PIN numbers. Property owner and mailing address to be supplemented.


I, Josh Bauer, being first duly sworn on oath certifies that all of the above statements and the statements contained in any papers or plans submitted herewith are true and correct.

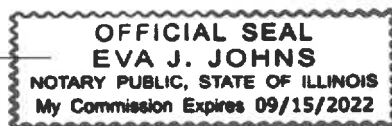

Applicant Signature

10-19-2020
Date

SUBSCRIBED AND SWORN TO

Before me this 19 day of October, 2020.


Notary Public



APN	OwnerName	LandUse	Street Number	Compass	Street Name	Road Name	Apartment City	State	StoZip
15-05-478-007	JOAN HEDLEY	LIGHT INDUSTRIAL	189		POPLAR	PL	7	NORTH AURORA	IL 60542
15-04-351-017	SUMMIT ENTERPRISES OF ILLINOIS LTD	VACANT LAND- INDUSTRIAL	200		OVERLAND	DR		NORTH AURORA	IL 60542
15-05-478-006	ANDREW SZAVAY	LIGHT INDUSTRIAL	189		POPLAR	PL	6	NORTH AURORA	IL 60542
15-05-281-003	FOX VALLEY PARK DISTRICT	TAX EXEMPT			POPLAR	PL		NORTH AURORA	IL 60542
15-04-301-013	JOHN & CAROL MIRK	SFR	410		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-301-003	RONALD & JANICE ORLAND	SFR	504		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-301-005	DANIEL HANNON	SFR	426		PRINCETON	DR		NORTH AURORA	IL 60542
15-05-478-002	STAY IN PROPERTIES LLC SERIES 5	LIGHT INDUSTRIAL	189		POPLAR	PL	2	NORTH AURORA	IL 60542
15-04-326-029	RICHARD CUMMINGS	SFR	303		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-326-028	DOROTHY MEDINA	SFR	305		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-326-019	ZIA & KHAMIS KATANEH	LIGHT INDUSTRIAL	323		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-05-400-096	NICOLE REGIS	SFR	195		POPLAR	PL		NORTH AURORA	IL 60542
15-04-301-012	ERIK & KIMBERLY SOVER	SFR	412		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-326-033	BUFFY STEVENS	SFR	28 S		WILLOW	WAY		NORTH AURORA	IL 60542
15-05-400-035	MICHAEL ROTHER	LIGHT INDUSTRIAL	195		POPLAR	PL	3	NORTH AURORA	IL 60542
15-05-400-005	NICOLE REGIS	LIGHT INDUSTRIAL	195		POPLAR	PL		NORTH AURORA	IL 60542
15-04-351-002	NORTH AURORA VILLAGE OF	TAX EXEMPT	205		POPLAR	PL		NORTH AURORA	IL 60542
15-04-301-006	KAREN PRITCHARD	SFR	424		WATER TOWER	DR		NORTH AURORA	IL 60542
15-04-326-017	ENRIQUEZ DIAZ	SFR	327		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-352-011	USA KRWIWEDE	LIGHT INDUSTRIAL	504		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-05-280-005	MAYA BENSON	SFR	602		AIRPORT	RD		NORTH AURORA	IL 60542
15-04-301-001	NORTH AURORA VILLAGE OF	TAX EXEMPT			PRINCETON	DR		NORTH AURORA	IL 60542
15-05-400-039	SPRINGS WESTERN & DMB MARINO	LIGHT INDUSTRIAL	201		PRINCETON	DR		NORTH AURORA	IL 60542
15-05-400-038	150 LLC	LIGHT INDUSTRIAL	137-199-19		POPLAR	PL		NORTH AURORA	IL 60542
15-05-478-008	IOSHUA GEMAUER	LIGHT INDUSTRIAL	189		POPLAR	PL	8	NORTH AURORA	IL 60542
15-04-351-014	SLAKER & ROBERT SLAKER FAMILY	AGRICULTURAL (NEC)	136 S		LINCOLNWAY	DR		NORTH AURORA	IL 60542
15-04-325-024	BRAYAN VARGAS & MARIA ROSA	SFR	312		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-05-400-001	COMMONWEALTH EDISON CO	COMMERCIAL (NEC)	422		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-301-007	CHRISTINE JOHNSON	SFR	501		OVERLAND	DR		NORTH AURORA	IL 60542
15-04-351-018	PAUL SUBURBAN BUS DIV REG TRANS AUTHORITY	TAX EXEMPT			OVERLAND	DR		NORTH AURORA	IL 60542
15-04-351-008	DAVID WOLFE	LIGHT INDUSTRIAL	203		POPLAR	PL		NORTH AURORA	IL 60542
15-05-400-005	208 POPLAR PLACE LLC	LIGHT INDUSTRIAL	189		POPLAR	PL	1	NORTH AURORA	IL 60542
15-05-478-001	D & S IT PROPERTIES INC	LIGHT INDUSTRIAL	195		POPLAR	PL		NORTH AURORA	IL 60542
15-05-400-037	NICOLE REGIS	LIGHT INDUSTRIAL	195		POPLAR	PL		NORTH AURORA	IL 60542
15-04-301-014	MANCY REID	SFR	408		POPLAR	PL		NORTH AURORA	IL 60542
15-04-326-020	SHARON SKAGGS	SFR	321		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-326-023	JOSEPH & ROBERTA BLODEAU	SFR	315		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-326-018	DAVID & SUSAN TYDORAN	SFR	325		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-301-016	YANIRA REYES & VICTOR CARABALLO	SFR	28		CEDAR	DR		NORTH AURORA	IL 60542
15-05-280-002	PAUL & CORINNA YOUNG	SFR	608		PRINCETON	DR		NORTH AURORA	IL 60542
15-05-280-004	SARAH CANNON	SFR	604		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-301-011	KENNETH SADOWSKI	SFR	21		CEDAR	DR		NORTH AURORA	IL 60542
15-04-155-006	MELISSA BURNETT	SFR	189		POPLAR	PL	5	NORTH AURORA	IL 60542
15-05-478-005	ANDREW SZAVAY	LIGHT INDUSTRIAL	26 S		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-351-001	COMMONWEALTH EDISON CO	COMMERCIAL (NEC)	101		WILLOW	WAY		NORTH AURORA	IL 60542
15-04-326-032	EMERSON & CARA BANDEMER	SFR	317		OVERLAND	DR		NORTH AURORA	IL 60542
15-04-352-013	ALLEN REAL ESTATE INVESTMENTS LLC	LIGHT INDUSTRIAL	301		AIRPORT	RD		NORTH AURORA	IL 60542
15-04-401-032	CORE JUPITER NEWAY 1 LLC	LIGHT INDUSTRIAL	24 S		CHERRYTREE	CT		NORTH AURORA	IL 60542
15-04-301-017	JESUS CRUZ	SFR	502		CHERRYTREE	DR		NORTH AURORA	IL 60542
15-04-301-007	ROSEMARY OREGOSO	SFR	418		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-301-009	HOWARD & EVELYN REPP	SFR			PRINCETON	DR		NORTH AURORA	IL 60542
15-04-351-015	BURLINGTON NORTHERN & SANTA FE RAILWAY	VACANT- RESIDENTIAL LAND	S		WILLOW	WAY		NORTH AURORA	IL 60542
15-04-301-015	MARIA SANCHEZ	SFR	406		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-326-022	JUDITH ENGLISH & DICK SELF	SFR	317		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-351-024	CAMPBELL & PIERCE INC	COMMERCIAL (NEC)	314		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-326-026	BRYAN OROZCO	SFR	309		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-301-002	ANDRES & DIANE VARGAS	LIGHT INDUSTRIAL	506		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-401-024	TOLLWAY PARK OF COMMERCE OWNERS ASSOCIATION	SFR	610		PRINCETON	DR		NORTH AURORA	IL 60542
15-05-280-001	VAT PROPERTIES LLC SERIES 610 PRINCETON	SFR	102		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-351-021	METROPOLITAN & ROBERT B FOOTLIK	LIGHT INDUSTRIAL	25 S		OVERLAND	DR		NORTH AURORA	IL 60542
15-04-326-008	CHERYLL GOBLER	SFR	191		CHERRYTREE	CT		NORTH AURORA	IL 60542
15-05-400-034	M & L INDUSTRIES LLC	LIGHT INDUSTRIAL	26 S		POPLAR	PL		NORTH AURORA	IL 60542
15-04-301-018	ANGELINA PEDRAZA	SFR	26 S		CHERRYTREE	CT		NORTH AURORA	IL 60542
15-04-401-021	SLAKER & ROBERT SLAKER FAMILY	AGRICULTURAL (NEC)	S		LINCOLNWAY	DR		NORTH AURORA	IL 60542
15-04-351-022	SP REALTY LLC	LIGHT INDUSTRIAL	500		OVERLAND	DR		NORTH AURORA	IL 60542
15-04-301-020	DAVID & CYNTHIA COOK	SFR	416		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-351-013	100 OVERLAND DRIVE LLC	LIGHT INDUSTRIAL	100		OVERLAND	DR		NORTH AURORA	IL 60542
15-05-400-059	NORTH AURORA VILLAGE OF	TAX EXEMPT	201 S		RANDALL	RD		NORTH AURORA	IL 60542
15-04-351-020	SUMMIT ENTERPRISES OF ILLINOIS LTD	LIGHT INDUSTRIAL	200		OVERLAND	DR		NORTH AURORA	IL 60542
15-04-326-027	BRIAN EDERATI	SFR	307		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-326-002	ROBERTO MONCADA	SFR	23 S		CHERRYTREE	CT		NORTH AURORA	IL 60542
15-04-326-021	ALEJANDRO & RAMON RAMIREZ	SFR	319		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-05-400-040	203 POPLAR PLACE LLC	LIGHT INDUSTRIAL	203		POPLAR	PL	4	NORTH AURORA	IL 60542
15-05-478-004	MICHAEL ROTHER	LIGHT INDUSTRIAL	189		POPLAR	PL		NORTH AURORA	IL 60542
15-04-256-001	STATE BANK OF GENIEVA 555	COMMERCIAL (NEC)	220		JOHN	ST		NORTH AURORA	IL 60542
15-04-326-025	ALLEHMANN	SFR	311		KINGSWOOD	DR		NORTH AURORA	IL 60542
15-04-301-008	DAVID & PHYLLIS POPRIEWEILL	SFR	430		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-401-003	COMMONWEALTH EDISON CO	COMMERCIAL (NEC)	136 S		LINCOLNWAY	DR		NORTH AURORA	IL 60542
15-05-280-003	ELIZABETH MURPHY	SFR	606		PRINCETON	DR		NORTH AURORA	IL 60542
15-04-401-025	FIRST INDUSTRIAL INVESTMENT II LLC	LIGHT INDUSTRIAL	241		AIRPORT	RD	261-26	NORTH AURORA	IL 60542

PROPERTY LEGAL DESCRIPTION

EUCLID BEVERAGE (TBD @ Overland Drive)

PARCEL 1:

THAT PART OF LOT 2 IN TOLLWAY PARK OF COMMERCE LYING WESTERLY OF THE WESTERLY LINE OF LOT 1 OF TOLLWAY PARK OF COMMERCE RESUBDIVISION NUMBER 3, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 IN TOLLWAY PARK OF COMMERCE RESUBDIVISION NO. 1 LYING EASTERLY AND NORTHEASTERLY OF THE EASTERLY LINE OF LOT 1, IN TOLLWAY PARK OF COMMERCE RESUBDIVISION NUMBER 2, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PROPERTY LEGAL DESCRIPTION

VALLEY GREEN GOLF COURSE

PARCEL 1:

THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE SOUTH ALONG THE WEST LINE OF SAID QUARTER, 175.02 FEET; THENCE EASTERLY ALONG A LINE THAT FORMS AN ANGLE OF 85 DEGREES, 40 MINUTES, 0 SECONDS TO THE LEFT WITH THE WEST LINE OF SAID SOUTHWEST 1/4 100.29 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH SAID WEST LINE 200 FEET; THENCE WEST AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 100 FEET TO THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH ALONG SAID WEST LINE TO A POINT 20 FEET NORTH OF THE SOUTHWEST CORNER OF THE NORTH 1/2 OF THE SOUTHWEST 1/4; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 90 DEGREES, 32 MINUTES, 0 SECONDS TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE 2263.02 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 349.26 FEET, A DISTANCE OF 383.68 FEET TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE NORTH ALONG SAID WEST LINE 745.27 FEET TO A POINT 390.15 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE WESTERLY IN A DIRECT LINE 2465.49 FEET TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE SOUTH ALONG THE WEST LINE OF SAID QUARTER SECTION 1325.80 FEET TO THE SOUTHWEST CORNER OF THE NORTH 1/2 OF SAID SOUTHWEST 1/4 FOR THE POINT OF BEGINNING; THENCE NORTH ALONG THE WEST LINE OF SAID QUARTER SECTION 20 FEET; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 89 DEGREES 28 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED COURSE 2,263.02 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 349.26 FEET, A DISTANCE OF 383.68 FEET TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE SOUTH ALONG SAID WEST RIGHT OF WAY LINE 190.35 FEET TO THE SOUTH LINE OF THE NORTH 1/2 OF SAID SOUTHWEST 1/4; THENCE WEST ALONG SAID SOUTH LINE, BEING A LINE FORMING AN ANGLE OF 89 DEGREES 49 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED COURSE, 2573.67 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

**I-88 CORPORATE PARK
NORTH AURORA, ILLINOIS
APPLICATION FOR:
SPECIAL USE PERMIT**

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PROJECT SUMMARY

- I. Introduction
- II. Qualifications
- III. Description of the Project
- IV. Statement of Conformity

**I-88 CORPORATE PARK
PROJECT SUMMARY
APPLICATION FOR SPECIAL USE PERMIT
314 Kingswood Drive, North Aurora, Illinois
October 29, 2020**

I. INTRODUCTION

Opus Development Company, L.L.C., (“Applicant”), is the contract purchaser of the property located at 314 Kingswood Drive, North Aurora, Illinois (the “Property”), and is the developer of the proposed industrial buildings (the “Project”). In order to construct and operate the Project, Applicant is applying for a Special Use Permit to allow for the Project to be developed and operated as described.

This Project Summary, the formal Village Application, the survey, and all other exhibits and supporting documentation submitted by the Applicant are part of this application for the zoning approval for the Zoning Request (the “Written Application”). In addition to the Written Application, the further documentation, studies and testimony of the Applicant, their attorneys, engineers and consultants included by reference in this application are all part of the Applicant’s specific responses to, and evidence of satisfaction of, each of the standards, requirements and findings of fact required pursuant to the Code in connection with the Zoning Request (collectively, the “Application”).

II. QUALIFICATIONS

The Opus Group was founded in 1953 and is actively involved in industrial, senior living, multi-family, student housing, retail, and office developments. The Opus Group has a national footprint, and services clients such as Best Buy, Cargill, ConAgra Foods, Hewlett Packard, Nissan and Siemens, and will partner with Principal Real Estate Investors to ensure the viability and quality of the Project.

The various reports and plans that are being provided as part of this Application are from experts in their field. To name just a couple of the consultants contributing to this Application, these experts include the firm KLOA, Inc., which is noted for doing traffic studies and engineering since 1995, representing over 150 years of professional experience, and Jacob & Hefner Associates, Civil Engineering firm, with offices across the United States, offering full services in a range of disciplines as one of the nation’s premier planning, engineering and design consulting firms. This dedicated team of consultants, assisting Applicant, will contribute to the Project being designed, constructed and operated at the highest quality.

III. DESCRIPTION OF THE PROJECT

Opus I-88 Corporate Park (“Project”) is a two phased, three (3) building industrial speculative development project located on 67.15 acres of land in North Aurora, Illinois. The first phase of the Project consists of two (2) buildings, a 543,638 square foot cross-dock building on 33.77 acres and a 104,978 square foot rear-load building on 6.59 acres (currently zoned O-R-I). The second phase, which will commence after the stabilization of the 543,638 square foot building in phase one, is a 27 acre parcel that is currently planned to accommodate a 408,195 square foot cross-dock building.

The first phase of the Project will commence upon land acquisition by Applicant, currently scheduled for March 2021. Applicant would begin construction immediately on the two (2) buildings in phase I and scheduled construction completion for both buildings would be December 2021. Estimated stabilization for the buildings in phase I is June 2023.

The Project will bring significant tax revenue to North Aurora and because this is not a residential use, the schools, parks, police department and fire department will be minimally impacted. The state of the art industrial buildings in the planned development will attract high end companies to North Aurora, which provides potential employment opportunities and shall increase commerce to the already existing businesses in the community. There will also be minimal added traffic to the surrounding roadways as Opus I-88 Corporate Park is located only about 1.5 miles from the I-88 and Route 31 four-way interchange. This limits the distances that the trucks would travel to and from the highway.

The proposed special use shall be a complement to the Village of North Aurora and to the surrounding area by providing high-end industrial buildings to North Aurora, and shall be properly screened with deciduous and evergreen trees such that the residents to the north of Kingswood Drive will have very limited line of sight to the trucks utilizing the buildings. The Village of North Aurora's Comprehensive Plan earmarks these properties for O-R-I zoning and industrial development, which is in direct alignment with the Opus proposed development plans. The proposed zoning is consistent with the existing use and zoning of nearby properties.

Access from the industrial buildings will be via Overland Drive on the south of the site away from the residential to the north of the site. From Overland drive, trucks will travel east via Airport Road and then travel South via Route 31 to get to the I-88 interchange. Access to the industrial buildings will be via the same route. Total distance from the buildings to the interchange is 1.5 miles.

IV. Statement of Special Use Conformity

The following statement with supporting data shows that the proposed special use will conform to the following standards:

1. The proposed special use is, in fact, a special use authorized in the zoning district in which the property is located.
 - a. **Planned Unit Developments are classified as a special use in the O-R-I and R-1 zoning districts.**
2. The proposed special use is deemed necessary for the public convenience at that location.
 - a. **This property is an extension of an existing Tollway Park of Commerce Business Park. The Tollway Park of Commerce land uses consist of similar warehouse buildings.**
3. The proposed special use does not create excessive additional impacts at public expense for public facilities and services, and will be beneficial to the economic welfare of the community.
 - a. **The proposed project will have a large economic benefit, including job creation, property tax generation, including a large TIF increment. New job creation can lead to new retail uses and additional tax generation within the Village of North Aurora.**

4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations.
 - a. **The Village of North Aurora Comprehensive Plan recommends office/industrial for all the properties within the development area.**
5. The proposed special use will be designed, located, operated, and maintained so as to be harmonious and compatible in use and appearance with the existing or intended character of the general vicinity.
 - a. **The proposed project is simply an extension of the existing Tollway Park of Commerce, which includes numerous warehouse buildings. We paid particular attention to the single-family properties to the North, and have provided a very large buffer to these residences. More specifically, the center of the north face of Building B is approximately 536 feet from the north side of the Com Ed easement, and approximately 625 feet from the single-family residences when measuring in a straight line. The site design pushes buildings to the south to provide the largest buffer possible.**
6. The proposed special use will not significantly diminish the safety, use, enjoyment, and value of other property in the neighborhood in which it is located.
 - a. **Passive warehouses are consistent with this immediate area. The proposed industrial use is relatively quiet within the confines of the property and the specific users will be confined to the buildings.**
7. The proposed special use is compatible with development on adjacent or neighboring property.
 - a. **As mentioned in our answers to question #2 & question #5, this property is an extension of the Tollway Park of Commerce. The immediately adjacent uses include similar warehouse uses thus the special use is consistent and compatible with the development on the adjacent properties.**
8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site.
 - a. **The access to and from this property will be by way of Route 31 intersection at Airport Road. The development plan contemplates the exact same traffic pattern that exists today. We have engaged KLOA, a well-respected traffic consultant to prepare a traffic study which suggests that the proposed development is both safe from a traffic standpoint and does not change the level of service of the current roads that provide access to and from the property.**
9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance.
 - a. **The proposed site plan exceeds the amount of parking and also provides future land banked parking should tenants require it.**
10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.
 - a. **Yes. We have already submitted preliminary engineering plans for Village review, and adequate utilities exist to serve the property. We will also provide adequate detention both on and off site. A traffic study has been completed that confirms that access and traffic patterns are safe and remain at the same level of service that exists today.**

11. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations.

- a. **The special use is for a Planned Unit Development. The underlying warehouse uses are a permitted use in the O-R-I district.**

Site Plan Review and Planned Unit Development Standards:

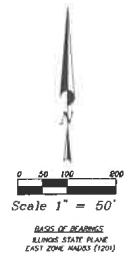
Opus Development Company, L.L.C. has reviewed the standards for Planned Unit Developments, and feel we meet all of the standards that are outlined.

ALTA/NSPS LAND TITLE SURVEY

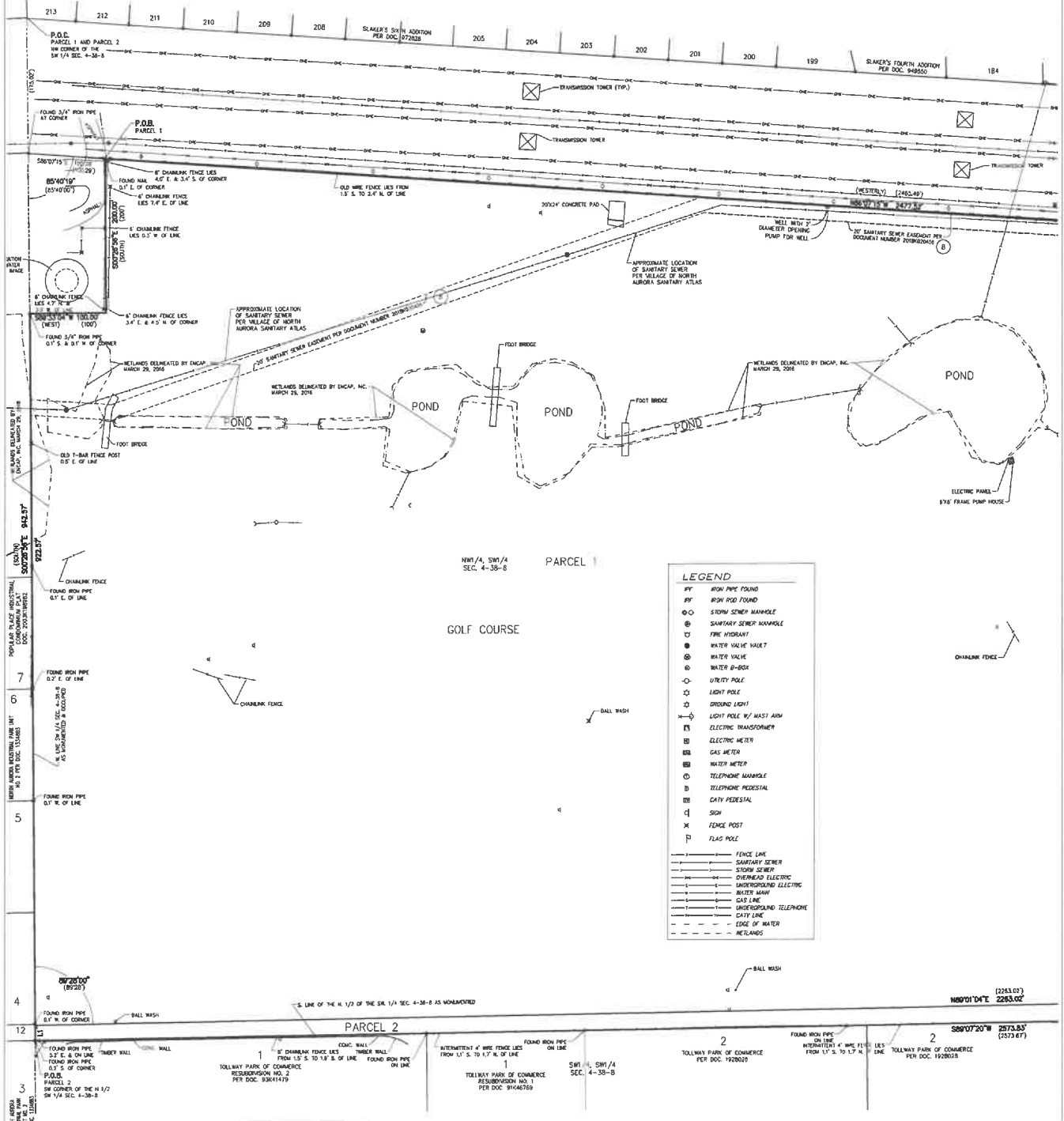
OF
PART OF THE SOUTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL
MERIDIAN, KANE COUNTY, ILLINOIS



NEIGHBORHOOD MAP
(NOT TO SCALE)



Scale 1" = 50'
BASE OF BEARINGS
ILLINOIS STATE PLANE
EAST ZONE ANGLES (2001)



LEGEND

- PT IRON PIPE FOUND
- PF IRON PIPE FOUND
- SO STORM SEWER MANHOLE
- SS SANITARY SEWER MANHOLE
- FI FIRE HYDRANT
- WV WATER VALVE VAULT
- WV WATER VALVE
- WB WATER B-BOX
- UP UTILITY POLE
- LI LIGHT POLE
- GL GROUND LIGHT
- LP LIGHT POLE W/ MAST ARM
- ET ELECTRIC TRANSFORMER
- EM ELECTRIC METER
- GM GAS METER
- WM WATER METER
- TM TELEPHONE MANHOLE
- TP TELEPHONE PEDestal
- CP CAST IRON PEDestal
- SI SIGN
- FP FENCE POST
- FL FLAG POLE

- FENCE LINE
- SANITARY SEWER
- STORM SEWER
- OVERHEAD ELECTRIC
- UNDERGROUND ELECTRIC
- WATER MAIN
- GAS LINE
- UNDERGROUND TELEPHONE
- DATA LINE
- EDGE OF WATER
- METALINES

LINE TABLE	
L1	N00°26'34"W 26.10' NORTH (11')
L2	S00°28'14"E 190.35' SOUTH (190.35')

JACOB & HEFNER
ASSOCIATES
1111 Madison Street, Suite 100, Chicago, IL 60601
Phone: (773) 462-1455, (773) 462-1456
Fax: (773) 462-1457
www.jacob-hefner.com
Surveyors: Jacob Heffner, Jacob Heffner, Jacob Heffner
License No. 000000000, 000000000, 000000000

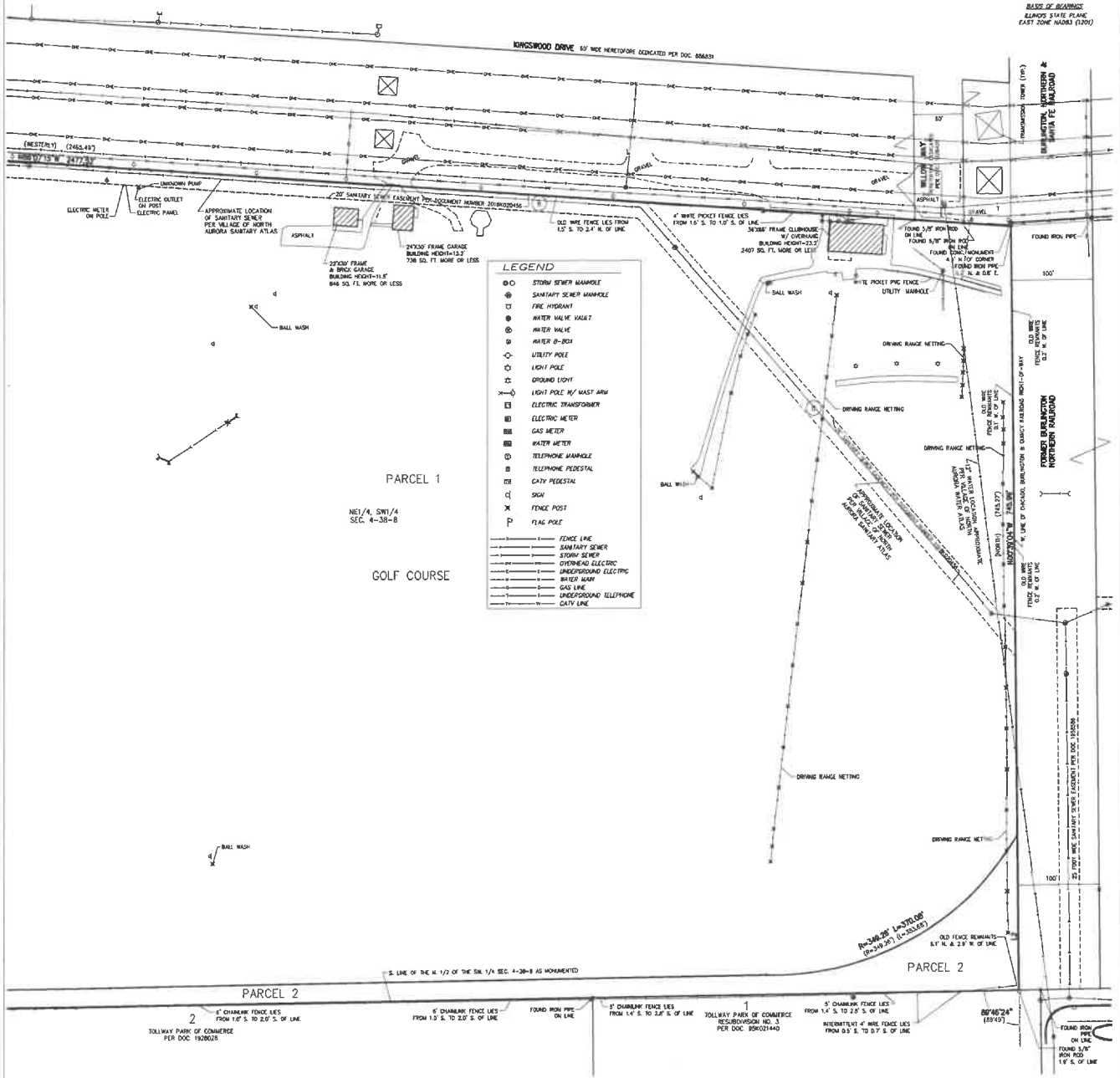
Survey No.	72450
Ordered By	OPUS DEVELOPMENT COMPANY, LLC
Description	ALTA/NSPS LAND TITLE SURVEY
Date Prepared	APRIL 3, 2000
Scale	1" = 50'

ALTA/NSPS LAND TITLE SURVEY

OF
PART OF THE SOUTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL
MERIDIAN, KANE COUNTY, ILLINOIS



BASE OF BEARINGS
ILLINOIS STATE PLANE
EAST ZONE NAD83 (1201)



LEGEND

○	STORM SEWER MANHOLE
⊙	SANITARY SEWER MANHOLE
□	FIRE HYDRANT
⊕	WATER VALVE VAULT
⊕	WATER VALVE
⊕	WATER 8" PIPE
⊕	UTILITY POLE
⊕	GROUND LIGHT
⊕	LIGHT POLE W/ MAST ARM
⊕	ELECTRIC TRANSFORMER
⊕	ELECTRIC METER
⊕	GAS METER
⊕	WATER METER
⊕	TELEPHONE MANHOLE
⊕	TELEPHONE PEDESTAL
⊕	CATV PEDESTAL
⊕	SNOW
⊕	FENCE POST
⊕	FLAG POLE
---	FENCE LINE
---	SANITARY SEWER
---	STORM SEWER
---	OVERHEAD ELECTRIC
---	UNDERGROUND ELECTRIC
---	WATER MAIN
---	GAS LINE
---	UNDERGROUND TELEPHONE
---	CATV LINE

LINE TABLE

1	N80°26'34"W 20.00'	NORTH 20
2	S00°34'04"E 180.33'	SOUTH 180.33'

JACOB & HEFNER
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www.jacob-hefner.com
Surveying, Engineering, Planning
Since 1950, Serving the Greater Chicago Area

Survey No: F0400
Ordered By: OPUS DEVELOPMENT COMPANY, LLC
Designed By: ALTA/NSPS LAND TITLE SURVEY
Date Prepared: APRIL 3, 2000
Scale: 1" = 50'

OF
PART OF THE SOUTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8, EAST OF THE THIRD PRINCIPAL
MERIDIAN, KANE COUNTY, ILLINOIS

PART 2:
THENCE SOUTHWESTLY 1/4 SECTION 4, TOWNSHIP 38 NORTH,
RANGE 1 EAST OF THE THIRD PRINCIPAL MERIDIAN, AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER TOWNSHIP 1/4; THENCE
SOUTH ALONG THE WEST LINE OF SAID QUOTED SECTION 123.80 FEET TO
A POINT OF BEGINNING; THENCE 1/2 SECTION 4, TOWNSHIP 38 NORTH,
RANGE 1 EAST OF THE THIRD PRINCIPAL MERIDIAN, AS FOLLOWS:
FOR THE POINT OF BEGINNING, THENCE NORTH ALONG THE WEST LINE OF SAID
SECTION 123.80 FEET TO A POINT OF BEGINNING; THENCE SOUTH 69 DEGREES
30 MINUTES TO THE RIGHT WITH THE PROLONGATION
OF THE LAST DESCRIBED COURSE 2,830.00 FEET TO A POINT OF CURVATURE;
THENCE CURVED TO THE LEFT BY AN ARC OF 70 DEGREES 30 MINUTES
140.26 FEET, A DISTANCE OF 381.66 FEET TO THE WEST LINE OF THE RIGHT
HAND QUOTED SECTION 123.80 FEET TO A POINT OF BEGINNING;
THENCE SOUTH ALONG WEST RIGHT OF WAY LINE 190.35 FEET TO THE
SOUTH LINE OF THE NORTH 1/2 OF SAID WESTWAY 1/4; THENCE WEST
ALONG THE NORTH LINE OF SAID WESTWAY 1/4 190.35 FEET TO A
POINT OF BEGINNING; THENCE SOUTH 49 DEGREES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED
COURSE 1,000.00 FEET TO A POINT OF BEGINNING, THE TOWNSHIP OF
AURORA, KANE COUNTY, ILLINOIS.

A FIELD DELINEATION OF WETLANDS CONDUCTED BY ENCAP, INC., WAS PERFORMED ON THIS SITE ON MARCH 29, 2016. A MAP WAS PROVIDED BY ENCAP SHOWING THE WETLAND AREAS ON THIS SITE. DELINEATION MARKERS WERE LOCATED IN 2016 AND LINEWORK CONNECTING THESE MARKERS ARE AS SHOWN HEREON.

11) UTILITY STATEMENT JULIE.DWG NUMBER A061445.
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM THE FIELD SURVEY.
INFORMATION OF FIELD JULIE MARKINGS, AND COSTING DRAWINGS AND UTILITY ATLASSES
FROM THE VILLAGE OF NORTH AURORA, COMMONWEALTH OF ILLINOIS COMPANY AND MOOR,
THE VILLAGE OF NORTH AURORA, COMMONWEALTH OF ILLINOIS, AND THE VILLAGE OF ORANGE
ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED, THE SURVEYOR
FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT
LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS
SHOWN ON THE MAP. THE INFORMATION IS NOT AVAILABLE. THE SURVEYOR HAS NOT
PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

DATED THIS 3RD DAY OF APRIL IN THE YEAR 2020.

Survey No.:	F248c		
Ordered By:	OPUS DEVELOPMENT COMPANY, LLC		
Description:	ALTA/NSPS LAND TITLE SURVEY		
Date Prepared:	APRIL 3, 2020		
Scale:	1" = 50'	Field No.:	104-111-10
		Prepared By:	BN

SHEET 3 OF 3

JACOB & HEFNER
ASSOCIATES
1000 Butterfield Road, Suite 100, Downers Grove, IL 60515
PHONE: (630) 572-6600 FAX: (630) 572-4401
www.jacobandhefner.com
Interior Professional Design Firm
Landscape Architectural Firm

OF
PART OF LOT 2 IN TOLLWAY PARK OF COMMERCE ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 23, 1988, AS DOCUMENT NO. 1928028, AND PART OF LOT 1 IN TOLLWAY PARK OF COMMERCE RESUBDIVISION NO. 1 ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 27, 1991, AS DOCUMENT NO. 91K046769, ALL WITHIN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8 EAST, OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.



APPLICATION FOR MAP AMENDMENT

VILLAGE OF NORTH AURORA
25 East State Street
North Aurora, IL 60542

PETITION NO. 21-01

FILE NAME Valley Green Development

DATE STAMP

RECEIVED

OCT 19 2020

VILLAGE OF
NORTH AURORA

I. APPLICANT AND OWNER DATA

Name of Applicant* OPUS Development Company, L.L.C.
Address of Applicant 9700 Higgins Rd, Suite 900, Rosemont, IL 60018
Telephone Numbers 847-318-1624
Name of Owner(s)* Summitt Enterprises, LLC / Just Golf Inc., f/k/a Campbell and Pierce
Telephone Number _____
Email Address _____
If Applicant is other than owner, attach letter of authorization from Owner.
Title of Record to the real estate was acquired by Owner on _____

II. ADDRESS, USE AND ZONING OF PROPERTY

Address of Property 314 Kingwood Drive, North Aurora, IL / TBD Overland Drive, North Aurora, IL
(Indicate location if no common address)
Legal Description: See attached

Parcel Size 314 Kingwood: 60.56 Acres / TBD Overland Drive: 6.59 Acres
Present Use 314 Kingwood: Golf Course / TBD Overland Drive: Vacant land
(Business, manufacturing, residential, etc.)
Present Zoning District 314 Kingwood: R-1 / TBD Overland Drive: O-R-1
(Zoning Ordinance Classification)

*In the event that the applicant or owner is a trustee of a land trust or a beneficiary or beneficiaries of a land trust, a statement identifying each beneficiary of such land trust by name and address and defining his/her interest therein shall be attached hereto. Such statement shall be verified by the trustee or by a beneficiary.

III PROPOSED MAP AMENDMENT

Proposed Zoning District O-R-1 (Zoning Ordinance Classification)

Has the present applicant previously sought to rezone the property or any part thereof? No
If so, when? _____

To what zoning district classification? N/A

What type of improvement to the Property is planned? Industrial Buildings

What will be the actual use of such improvement(s)? Industrial

What are the existing uses of the property within the general area of the Property in question?

~~vacant~~ Golf course and vacant land

IV CHECKLIST FOR ATTACHMENTS

The following items are attached hereto and made a part hereof:

1. Legal Description (may be included in items 2 or 5 below)
2. Two (2) copies of an Illinois Land Surveyor's plat of survey showing the nearest dedicated east-west and north-south streets, the right-of-way width and the distance of each street from the property in question.
3. Five (5) copies of a plot plan, 8 ½" x 11" or 8 ½ x 14" showing proposed construction if any.
4. A written certified list containing the names of registered owners, their mailing addresses and tax parcel numbers, of all properties within 250 feet of the property for which the amendment is requested.
5. A copy of owner's title insurance policy commitment or deed for the subject property.
6. Filing fee in the amount of \$300.00; if paid by check make payable to the 'Village of North Aurora'. Please note, an escrow deposit will also be required per Village Code.
7. Letter of authorization letter from owner, if applicable.
8. Disclosure of beneficiaries of land trust, if applicable.

Completed forms for the following must accompany application, if applicable:

9. Visit the Illinois Department of Natural Resources' website www.dnr.state.il.us and initiate a consultation using DNR's EcoCat online application
10. Visit the Kane DuPage Soil and Water Conservation District's website

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

The Applicant is responsible for publishing a legal notice in the newspaper, sending mail notices to properties within 250 feet and posting a sign(s) on the property advertising the public hearing. These shall be in accordance with Village Ordinances at the times decided by the Village of North Aurora.

The undersigned hereby agrees to reimburse the Village for all costs of court reporter fees for attendance at and transcript of hearing(s) and other professional service fees for services rendered in connection with this application as defined in Appendix B of the North Aurora Zoning Ordinance. Such reimbursement shall be made promptly upon receipt of invoices from the Village, whether or not this application for special use is approved.

I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.



Applicant or Authorized Agent

10-19-2020

Date

Owner

Date

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

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Applicant or Authorized Agent

Date



Owner

10-19-20

Date

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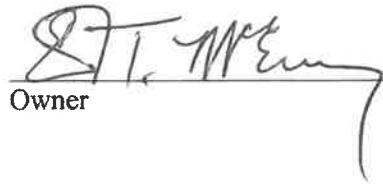
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The undersigned hereby agrees to reimburse the Village for all costs of court reporter fees for attendance at and transcript of hearing(s) and other professional service fees for services rendered in connection with this application as defined in Appendix B of the North Aurora Zoning Ordinance. Such reimbursement shall be made promptly upon receipt of invoices from the Village, whether or not this application for special use is approved.

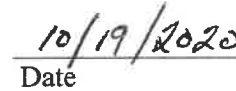
I (we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.

Applicant or Authorized Agent

Date



Owner



Date

**MAP AMENDMENT STANDARDS
APPLICATION FOR MAP AMENDMENT**

Please provide a typed response to each of the following standards:

1. Is the proposed amendment consistent with the existing use and zoning of nearby property?
2. Does the proposed amendment diminish the existing zoning of the subject property?
3. Does the proposed amendment promote the public health, safety, comfort, convenience and general welfare?
4. Does the proposed amendment provide a relative gain to the public, as compared to the hardship imposed upon the applicant?
5. Is the proposed amendment not feasible for development as it is presently zoned?
6. Has the property in question been vacant, as presently zoned, for a significant length of time considered in the context of development in the area where the property is located?
7. Is there evidence of community need for the use proposed by the applicant?
8. Is the proposed amendment consistent with the comprehensive plan?
9. Does the proposed amendment benefit the residents of the Village as a whole and not just the applicant, property owners, neighbors of any property under consideration, or other special interest groups?
10. Does the proposed amendment avoid creating nonconformities?
11. Does the proposed amendment remain consistent with the trend of development, if any, in the general area of the property in question?
12. Are adequate public facilities available including but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are public facilities reasonably capable of being provided prior to the development of the use which would be permitted on the subject property if the Amendment were adopted.

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I, _____ being first duly sworn on
oath depose and say that I am trust officer of _____ and that the following
persons are all of the beneficiaries of _____.

Trust Officer

SUBSCRIBED AND SWORN TO

Before me this _____ day of _____, 20____

A Notary Public in and for such County.

Following are the names and addresses of all properties within 250 feet of the property in questions for which the Map Amendment is being requested.

TAX PARCEL NO.

NAME _____

MAILING ADDRESS

See Attached Exhibit with Parcel PIN Numbers. Names and mailing addresses to be
supplemented.

I, Josh Bauer, being first duly sworn on oath certify that all of the above statements and the statements contained in any papers or plans submitted herewith are true and correct.


Applicant Signature

10-19-2020
Date

SUBSCRIBED AND SWORN TO

Before me this 19 day of October, 20 20



Notary Public



APN	OwnerName	LandUse	Street Number	Compass	Street Name	Road Name	Apartment City	ShadeState	SizeZip
15-05-478-007	JOHN HEDLEY	LIGHT INDUSTRIAL	189		POPLAR	PL	7 NORTH AURORA IL	60542	
15-04-351-017	SUMMIT ENTERPRISES OF ILLINOIS LTD	VACANT LAND- INDUSTRIAL	200		OVERLAND	DR	NORTH AURORA IL	60542	
15-05-478-006	ANDREW SZAVAY	LIGHT INDUSTRIAL	189		POPLAR	PL	6 NORTH AURORA IL	60542	
15-05-281-003	FOX VALLEY PARK DISTRICT	TAX EXEMPT			POPLAR	PL	NORTH AURORA IL	60542	
15-04-301-013	JOHN & CAROL KIRK	SFR			PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-003	RONALD & JANICE ORLANDO	SFR			PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-005	DANIEL HANNON	SFR			PRINCETON	DR	2 NORTH AURORA IL	60542	
15-05-478-002	STAY IN PROPERTIES LLC SERIES 5	LIGHT INDUSTRIAL	426		POPLAR	PL	NORTH AURORA IL	60542	
15-04-326-029	RICHARD CUMMINGS	SFR	303		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-326-028	DOROTHY MEDINA	SFR	305		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-326-019	21A & KHAMIS KATANEH	SFR	323		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-05-400-036	NICOLE REGIS	LIGHT INDUSTRIAL	195		POPLAR	PL	NORTH AURORA IL	60542	
15-04-301-012	ERIK & KIMBERLY SOVER	SFR	412		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-326-023	BUFFY STEVENS	SFR	28 S		WILLOW	WAY	NORTH AURORA IL	60542	
15-05-478-003	MICHAEL ROTHER	LIGHT INDUSTRIAL	185		POPLAR	PL	3 NORTH AURORA IL	60542	
15-05-400-035	NICOLE REGIS	LIGHT INDUSTRIAL	205		POPLAR	PL	NORTH AURORA IL	60542	
15-05-400-006	205 POPLAR PLACE LLC	LIGHT INDUSTRIAL			POPLAR	PL	NORTH AURORA IL	60542	
15-04-351-002	NORTH AURORA VILLAGE OF	TAX EXEMPT			WATER TOWER	DR	NORTH AURORA IL	60542	
15-04-301-006	KAREN PRITCHARD	SFR	424		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-326-017	ENRIQUEZ OAZ	SFR	327		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-352-011	USA TRUIMWIEDE	LIGHT INDUSTRIAL	501		AIRPORT	RD	NORTH AURORA IL	60542	
15-05-286-005	MAYA BENSON	SFR	602		PRINCETON	DR	NORTH AURORA IL	60542	
15-05-400-039	SPRINGS WESTERN & DMB MARINO	TAX EXEMPT			PRINCETON	DR	NORTH AURORA IL	60542	
15-05-400-038	1160 LLC	LIGHT INDUSTRIAL	201		POPLAR	PL	NORTH AURORA IL	60542	
15-05-478-008	JOSHUA GEBAUER	LIGHT INDUSTRIAL	189		POPLAR	PL	8 NORTH AURORA IL	60542	
15-04-351-014	SLAKER & ROBERT SLAKER FAMILY	AGRICULTURAL (NEC)	136 S		LINCOLNWAY	PL	NORTH AURORA IL	60542	
15-04-326-024	BRYAN VARGAS & MARIA ROSA	SFR	313		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-05-400-001	COMMONWEALTH EDISON CO	COMMERCIAL (NEC)		N	RANDALL	RD	NORTH AURORA IL	60542	
15-04-301-007	CHRISTINE JOHNSON	TAX EXEMPT	422		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-325-028	PAGE DUBOURN BUS DIV REG TRANS AUTHORITY	LIGHT INDUSTRIAL	400		OVERLAND	DR	NORTH AURORA IL	60542	
15-04-325-008	209 POPLAR PLACE LLC	LIGHT INDUSTRIAL	501		OVERLAND	DR	NORTH AURORA IL	60542	
15-05-400-005	209 POPLAR PLACE LLC	LIGHT INDUSTRIAL	203		POPLAR	PL	NORTH AURORA IL	60542	
15-05-478-001	D & S II PROPERTIES INC	LIGHT INDUSTRIAL	189		POPLAR	PL	1 NORTH AURORA IL	60542	
15-05-400-037	NICOLE REGIS	LIGHT INDUSTRIAL	195		POPLAR	PL	NORTH AURORA IL	60542	
15-04-301-014	NANCY REDD	SFR	408		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-325-020	SHARON SKAGGES	SFR	321		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-325-023	JOSEPH & ROBERTA BILODEAU	SFR	315		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-326-018	DAVID & SUSAN TYORAN	SFR	325		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-301-016	YAMIRA REYES & VICTOR CARAMBALLO	SFR	23		CEDAR	DR	NORTH AURORA IL	60542	
15-05-286-002	PAUL & CORINNA YOUNG	SFR	608		PRINCETON	DR	NORTH AURORA IL	60542	
15-05-286-004	SARAH CANNON	SFR	604		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-011	KENNETH SADOWSKI	SFR	414		CEDAR	DR	NORTH AURORA IL	60542	
15-04-155-006	MELISSA BURNETT	SFR	21		POPLAR	PL	5 NORTH AURORA IL	60542	
15-05-478-005	ANDREW SZAVAY	LIGHT INDUSTRIAL	189		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-351-001	COMMONWEALTH EDISON CO	COMMERCIAL (NEC)			WILLOW	WAY	NORTH AURORA IL	60542	
15-04-326-002	EMERSON & CARA BANDEMER	LIGHT INDUSTRIAL	28 S		OVERLAND	DR	NORTH AURORA IL	60542	
15-04-352-013	ALLEN REAL ESTATE INVESTMENTS LLC	LIGHT INDUSTRIAL	101		AIRPORT	RD	NORTH AURORA IL	60542	
15-04-401-022	CORE JUPITER NEWAY 1 LLC	LIGHT INDUSTRIAL	301		CHERRYTREE	CT	NORTH AURORA IL	60542	
15-04-301-017	JESUS CRUZ	SFR	24 S		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-004	ROSEMARY OREGOSO	SFR	502		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-009	HOWARD & EVELYN REPP	SFR	418		WILLOW	WAY	NORTH AURORA IL	60542	
15-04-351-015	BURLINGTON NORTHERN & SANTA FE RAILWAY	VACANT- RESIDENTIAL LAND		\$	PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-015	MARIA SANCHEZ	SFR			PRINCETON	DR	NORTH AURORA IL	60542	
15-04-326-022	JUDITH ENGLISH & DICK SELF	SFR	317		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-351-024	CAMPBELL & PIERCE INC	COMMERCIAL (NEC)	314		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-326-026	BRYAN OROZCO	SFR	309		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-002	ANDRES & DIANE VARGAS	LIGHT INDUSTRIAL	506		AIRPORT	RD	NORTH AURORA IL	60542	
15-04-401-024	TOLLWAY PARK OF COMMERCE OWNERS ASSOCIATION	LIGHT INDUSTRIAL	610		PRINCETON	DR	NORTH AURORA IL	60542	
15-05-280-001	VAT PROPERTIES LLC SERIES 610 PRINCETON	LIGHT INDUSTRIAL	102		OVERLAND	DR	NORTH AURORA IL	60542	
15-04-351-021	METROPOLITAN & ROBERT B FOOTLIK	SFR	25 S		CHERRYTREE	CT	NORTH AURORA IL	60542	
15-04-326-003	CHERYLL GOBLIT	SFR	191		POPLAR	PL	NORTH AURORA IL	60542	
15-05-400-034	M & L INDUSTRIES LLC	LIGHT INDUSTRIAL	131		CHERRYTREE	CT	NORTH AURORA IL	60542	
15-04-301-018	ANGELINA PEDRAZA	SFR	26 S		LINCOLNWAY	DR	NORTH AURORA IL	60542	
15-04-401-021	SLAKER & ROBERT SLAKER FAMILY	AGRICULTURAL (NEC)		\$	OVERLAND	DR	NORTH AURORA IL	60542	
15-04-351-022	SP REALTY LLC	LIGHT INDUSTRIAL	500		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-301-010	DAVID & CYNTHIA COOK	SFR	416		RANDALL	RD	NORTH AURORA IL	60542	
15-04-351-013	100 OVERLAND DRIVE LLC	LIGHT INDUSTRIAL	100		OVERLAND	DR	NORTH AURORA IL	60542	
15-05-400-059	NORTH AURORA VILLAGE OF	TAX EXEMPT	201 S		OVERLAND	DR	NORTH AURORA IL	60542	
15-04-351-020	SUMMIT ENTERPRISES OF ILLINOIS LTD	LIGHT INDUSTRIAL	200		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-326-027	BRIAN EDERATTI	SFR	307		CHERRYTREE	CT	NORTH AURORA IL	60542	
15-04-326-002	ROBERTO MONCADA	SFR	23 S		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-326-021	ALEANDRO & RAMON RAMIREZ	SFR	319		POPLAR	PL	4 NORTH AURORA IL	60542	
15-05-400-040	203 POPLAR PLACE LLC	LIGHT INDUSTRIAL	203		JOHN	ST	NORTH AURORA IL	60542	
15-05-478-004	MICHAEL ROTHER	COMMERCIAL (NEC)	189		KINGSWOOD	DR	NORTH AURORA IL	60542	
15-04-256-001	STATE BANK OF GENEVA 555	SFR	220		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-326-025	AL LEHMANN	SFR	311		LINCOLNWAY	DR	NORTH AURORA IL	60542	
15-04-301-008	DAVID & PHYLIS POPPELWELL	SFR	420		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-401-003	COMMONWEALTH EDISON CO	COMMERCIAL (NEC)	136 S		AIRPORT	RD	NORTH AURORA IL	60542	
15-05-280-003	ELIZABETH MAURPHY	SFR	606		PRINCETON	DR	NORTH AURORA IL	60542	
15-04-401-025	FIRST INDUSTRIAL INVESTMENT II LLC	LIGHT INDUSTRIAL	241		AIRPORT	RD	NORTH AURORA IL	60542	

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Notifications

Account

Map

3D

Map

Satellite

+

-

Help us improve



PROPERTY LEGAL DESCRIPTION

EUCLID BEVERAGE (TBD @ Overland Drive)

PARCEL 1:

THAT PART OF LOT 2 IN TOLLWAY PARK OF COMMERCE LYING WESTERLY OF THE WESTERLY LINE OF LOT 1 OF TOLLWAY PARK OF COMMERCE RESUBDIVISION NUMBER 3, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF LOT 1 IN TOLLWAY PARK OF COMMERCE RESUBDIVISION NO. 1 LYING EASTERLY AND NORTHEASTERLY OF THE EASTERLY LINE OF LOT 1, IN TOLLWAY PARK OF COMMERCE RESUBDIVISION NUMBER 2, IN THE VILLAGE OF NORTH AURORA, KANE COUNTY, ILLINOIS.

PROPERTY LEGAL DESCRIPTION

VALLEY GREEN GOLF COURSE

PARCEL 1:

THAT PART OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE SOUTH ALONG THE WEST LINE OF SAID QUARTER, 175.02 FEET; THENCE EASTERLY ALONG A LINE THAT FORMS AN ANGLE OF 85 DEGREES, 40 MINUTES, 0 SECONDS TO THE LEFT WITH THE WEST LINE OF SAID SOUTHWEST 1/4 100.29 FEET FOR THE POINT OF BEGINNING; THENCE SOUTH PARALLEL WITH SAID WEST LINE 200 FEET; THENCE WEST AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 100 FEET TO THE WEST LINE OF SAID SOUTHWEST 1/4; THENCE SOUTH ALONG SAID WEST LINE TO A POINT 20 FEET NORTH OF THE SOUTHWEST CORNER OF THE NORTH 1/2 OF THE SOUTHWEST 1/4; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 90 DEGREES, 32 MINUTES, 0 SECONDS TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE 2263.02 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 349.26 FEET, A DISTANCE OF 383.68 FEET TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE NORTH ALONG SAID WEST LINE 745.27 FEET TO A POINT 390.15 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHWEST 1/4; THENCE WESTERLY IN A DIRECT LINE 2465.49 FEET TO THE POINT OF BEGINNING; IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTHWEST 1/4 OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTHWEST 1/4; THENCE SOUTH ALONG THE WEST LINE OF SAID QUARTER SECTION 1325.80 FEET TO THE SOUTHWEST CORNER OF THE NORTH 1/2 OF SAID SOUTHWEST 1/4 FOR THE POINT OF BEGINNING; THENCE NORTH ALONG THE WEST LINE OF SAID QUARTER SECTION 20 FEET; THENCE EASTERLY ALONG A LINE FORMING AN ANGLE OF 89 DEGREES 28 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED COURSE 2,263.02 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 349.26 FEET, A DISTANCE OF 383.68 FEET TO THE WEST LINE OF THE RIGHT OF WAY OF THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY; THENCE SOUTH ALONG SAID WEST RIGHT OF WAY LINE 190.35 FEET TO THE SOUTH LINE OF THE NORTH 1/2 OF SAID SOUTHWEST 1/4; THENCE WEST ALONG SAID SOUTH LINE, BEING A LINE FORMING AN ANGLE OF 89 DEGREES 49 MINUTES TO THE RIGHT WITH THE PROLONGATION OF THE LAST DESCRIBED COURSE, 2573.67 FEET TO THE POINT OF BEGINNING, IN THE TOWNSHIP OF AURORA, KANE COUNTY, ILLINOIS.

Map Amendment Standards

Application for Map Amendment

1. Is the proposed amendment consistent with the existing use and zoning of nearby property?

Yes, we are requesting a change in the zoning from the R-1 Single Family Residence to the O-R-I Office, Research, Light Industrial District. Many of the adjacent and surrounding properties are already zoned ORI, and we would be contiguous with that zoning designation.

2. Does the proposed amendment diminish the existing zoning of the subject property?

No, the proposed amendment will not diminish the existing zoning of the subject property because the development will be a first class industrial building that will be adequately shielded as necessary from the single family zoned property that is across the street to the north. The amendment will allow the development to occur immediately.

3. Does the proposed amendment promote the public health, safety, comfort, convenience and general welfare?

Yes, the proposed amendment shall allow for the project to be built in conformance with all applicable laws and codes and shall have no negative effects on public, safety or the general welfare.

4. Does the proposed amendment provide a relative gain to the public, as compared to the hardship imposed upon the applicant?

Yes, the proposed amendment provides a relative gain to the public as it will provide significant tax revenues, potential employment opportunities and shall increase commerce to the already existing businesses in the community.

5. Is the proposed amendment not feasible for development as it is presently zoned?

The proposed amendment is not feasible for development as it is presently zoned because industrial development is not allowed on property zoned R-1.

6. Has the property in question been vacant, as presently zoned, for a significant length of time considered in the context of development in the area where the property is located?

The petitioner is looking to assemble two properties, one of which has been vacant forever, and one of which was vacant until the current owner received a Special Use for a golf course. By assembling these two properties and completing the map amendment, the properties will be developed with best in class industrial buildings, which will create perpetual value for these two land sites based on the fact that an owner can build improvements on them.

7. Is there evidence of community need for the use proposed by the applicant?

The community will benefit from development due to the increase in taxes that are generated. There is also strong demand for Class A industrial buildings in this particular location due to the proximity to I-88.

8. Is the proposed amendment consistent with the comprehensive plan?

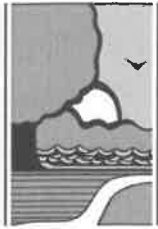
The proposed amendment is consistent with the comprehensive plan. The properties shall be developed adjacently to properties currently zoned in the Office Research Industrial District and in the Limited Industrial District and the General Industrial District. The project shall enhance the overall community with the development of first class industrial buildings that will provide significant tax revenue for the community.

9. Does the proposed amendment benefit the residents of the Village as a whole and not just the applicant, property owners, neighbors of any property under consideration, or other special interest groups? Yes, the proposed amendment provides a relative gain to the Village as a whole as it will generate significant property taxes, potential employment opportunities and shall increase commerce to the already existing businesses in the community.

10. Does the proposed amendment avoid creating nonconformities? Yes. The petitioner has worked to develop a project that complies with the O-R-I zoning code, avoiding as many nonconformities as possible.

11. Does the proposed amendment remain consistent with the trend of development, if any, in the general area of the property in question? The proposed amendment remains consistent with the trend of development in the general area as the property to the south and to the west have already been developed similarly to the proposed amendment.

12. Are adequate public facilities available including but not limited to, schools, parks, police and fire protection, roads, sanitary sewers, storm sewers, and water lines, or are public facilities reasonably capable of being provided prior to the development of the use which would be permitted on the subject property if the Amendment were adopted. The project shall create very little demand on public facilities. Since this is not a residential use, schools, parks, police and fire will have minimal impact by this project. The project will utilize the existing sanitary and storm sewers that run adjacent to the property. The petitioner is also conducting a traffic study to assure that the roads are able to handle the traffic generated by the project.



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

JB Pritzker, Governor

Colleen Callahan, Director

August 12, 2020

Susan Rowley
ENCAP, Inc.
2585 Wagner Court
DeKalb, IL 60115

RE: Overland Drive
Project Number(s): 2102342
County: Kane

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Adam Rawe

Adam Rawe
Division of Ecosystems and Environment
217-785-5500

PROJECT INFORMATION

Site Area	6715 Acres
Total Building Area	1,056,811 SF
FAR	0.36
Detention	6.7 Acres
Provided	2.6 Acres
Future	9.3 Acres
Total	

BUILDING A - PHASE 1

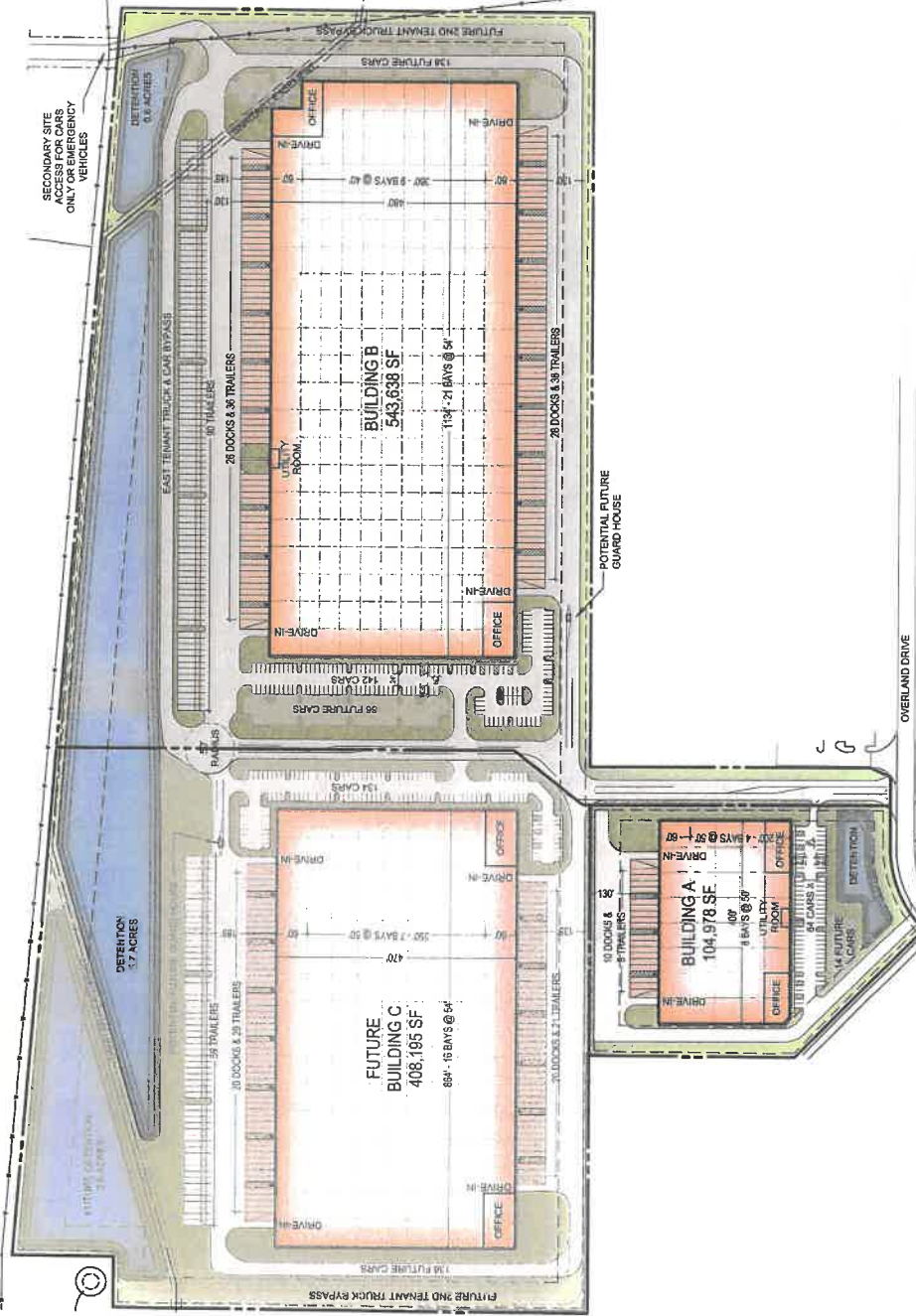
Building A Site	6.59 Acres
Building A Area	104,978 SF
Docks	10
Trailers	8
Drive-In Doors	2
Parking	
Provided	64
Future	14
Total	78

BUILDING B - PHASE 1

Building B Site	39.77 Acres
Building B Area	543,638 SF
Docks	54
Trailers	72
Dock Well	90
Across Dock	162
Total	
Drive-In Doors	4
Parking	
Provided	142
Future	204
Total	346

BUILDING C - PHASE 2

Building C Site	26.79 Acres
Building C Area	408,195 SF
Docks	40
Trailers	50
Dock Well	59
Across Dock	109
Total	
Drive-In Doors	4
Parking	
Provided	134
Future	136
Total	270



Concept Site Plan

12.22.2020

North Aurora Golf Course
North Aurora, IL



604 Plan

PROJECT INFORMATION

Site Area	67.15 Acres
Total Building Area	1,056,811 sf
FAR	0.36
Detention	
Provided	6.3 Acres
Future	2.6 Acres
Total	8.9 Acres

BUILDING A - PHASE 1

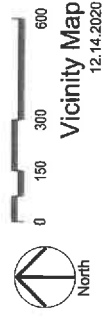
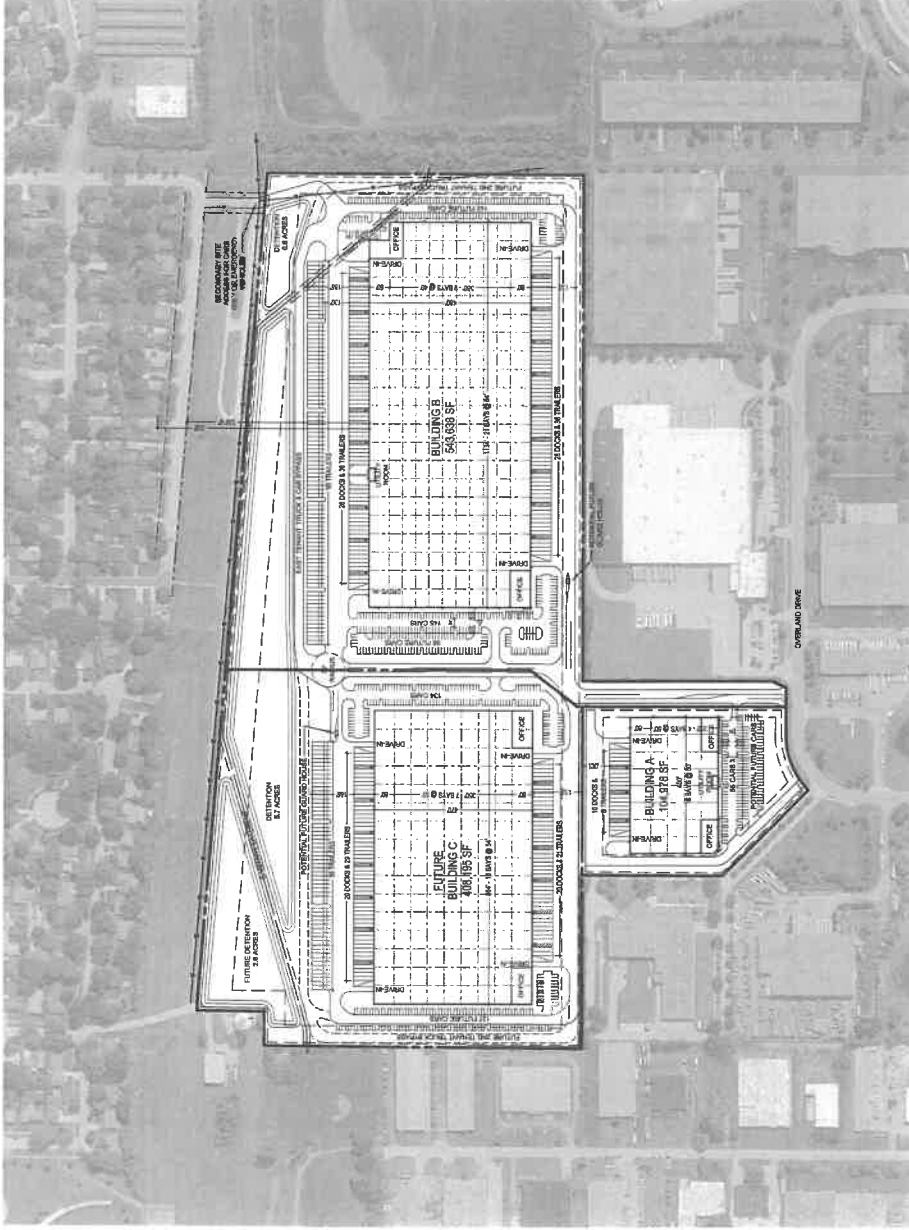
Building A Site	6.59 Acres
Building A Area	104,978 sf
Docks	10
Trailers	8
Drive-In Doors	2
Cars	65

BUILDING B - PHASE 1

Building B Site	33.77 Acres
Building B Area	543,638 sf
Docks	54
Trailers	72
Dock Wall	90
Across Dock	162
Total	4
Drive-In Doors	
Cars	145
Provided	216
Future	363
Total	

BUILDING C - PHASE 2

Building C Site	26.79 Acres
Building C Area	408,195 sf
Docks	40
Trailers	50
Dock Wall	59
Across Dock	109
Total	4
Drive-In Doors	
Cars	134
Provided	137
Future	271
Total	

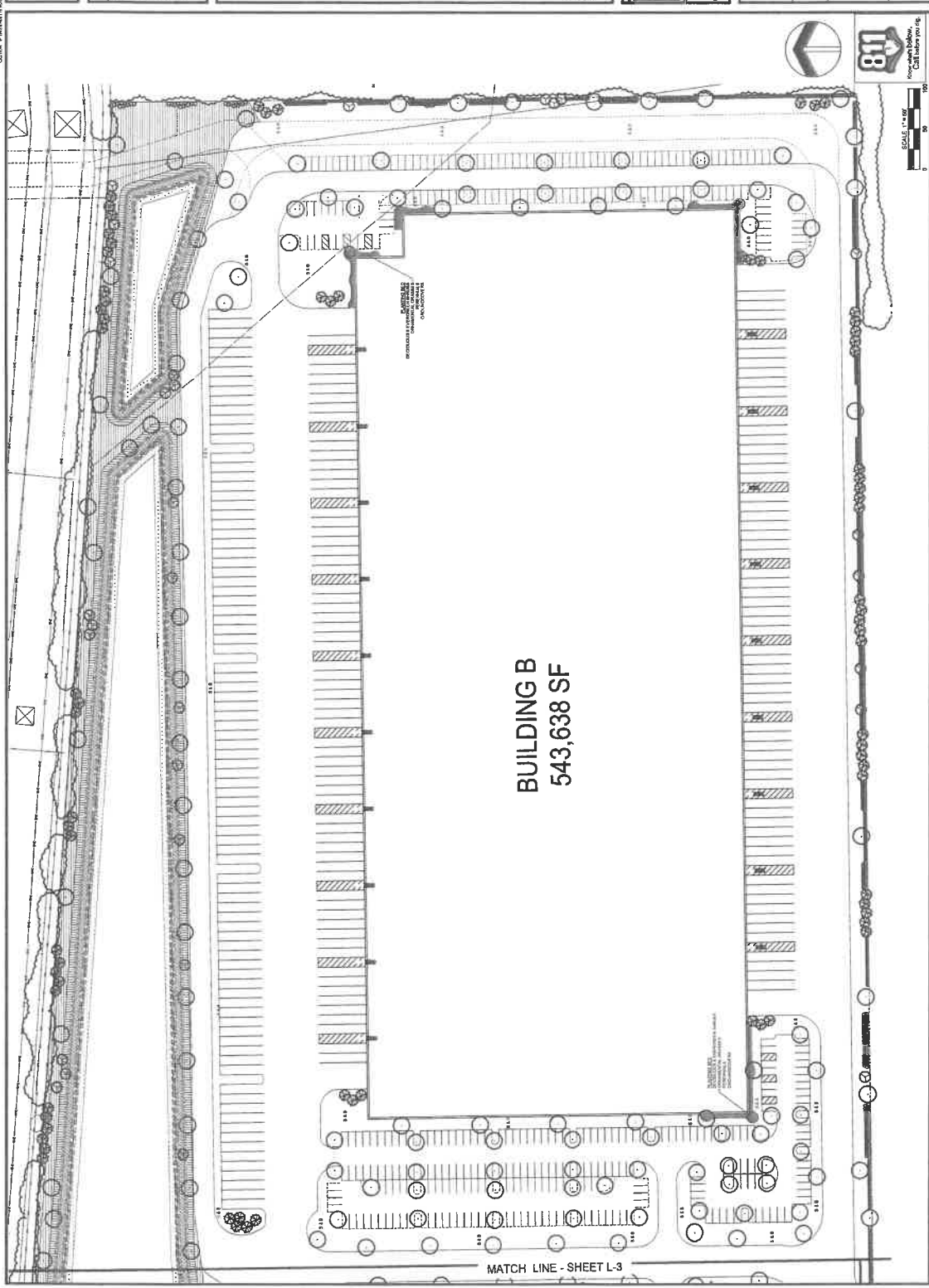


North Aurora Golf Course
North Aurora, IL



DATE: 10-14-20
SCALE: 1"=50'
PLANNER: JMR
DRAWN BY: _____
CHECKED: _____

SHEET L-2



MATCH LINE - SHEET L-3

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**NORTH
AURORA
INDUSTRIAL**
NORTH AURORA, IL 60151

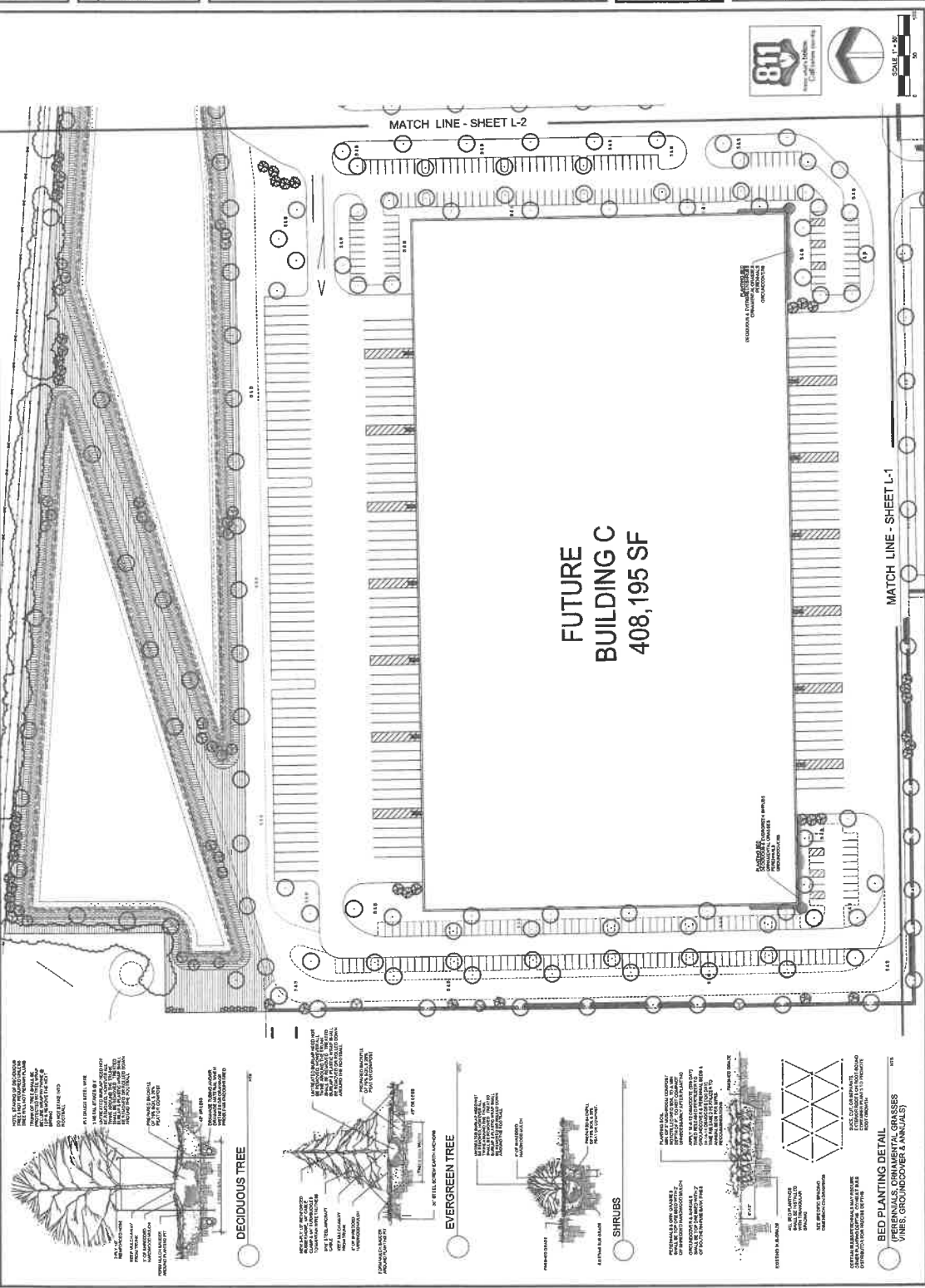
IRG
Irrigation
Company, Inc.
1111 S. Wacker Drive, Suite 100
Chicago, IL 60606
Phone: 312.329.1234
Fax: 312.329.1235
www.igirrigation.com

**PRELIMINARY
LANDSCAPE
PLAN**

PROJECT NO.: JOB NO.:
L1720-9241A

DATE: 10/15/20
SCALE: 1"=50'
PLANNER: JAE
DRAWN BY: JAE
CHECKED: JAE

**SHEET
L-3**



PRELIMINARY SITE IMPROVEMENT PLANS

FOR

NORTH AURORA GOLF COURSE REDEVELOPMENT

NORTH AURORA, ILLINOIS

OPUS DESIGN BUILD

F248C
11/16/20
GOLF COURSE REDEVELOPMENT



Sheet Number	Sheet Title
C0	COVER
C1	PRELIMINARY GEOMETRIC PLAN 1
C2	PRELIMINARY GEOMETRIC PLAN 2
C3	PRELIMINARY GEOMETRIC PLAN 3
C4	PRELIMINARY GRADING PLAN 1
C5	PRELIMINARY GRADING PLAN 2
C6	PRELIMINARY GRADING PLAN 3
C7	PRELIMINARY UTILITY PLAN 1
C8	PRELIMINARY UTILITY PLAN 2
C9	PRELIMINARY UTILITY PLAN 3

LEGEND	DESCRIPTION
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NO.	REVISION	DATE
1	ISSUE FOR PERMIT	11/16/20
2	CLIENT REVISIONS	11/16/20



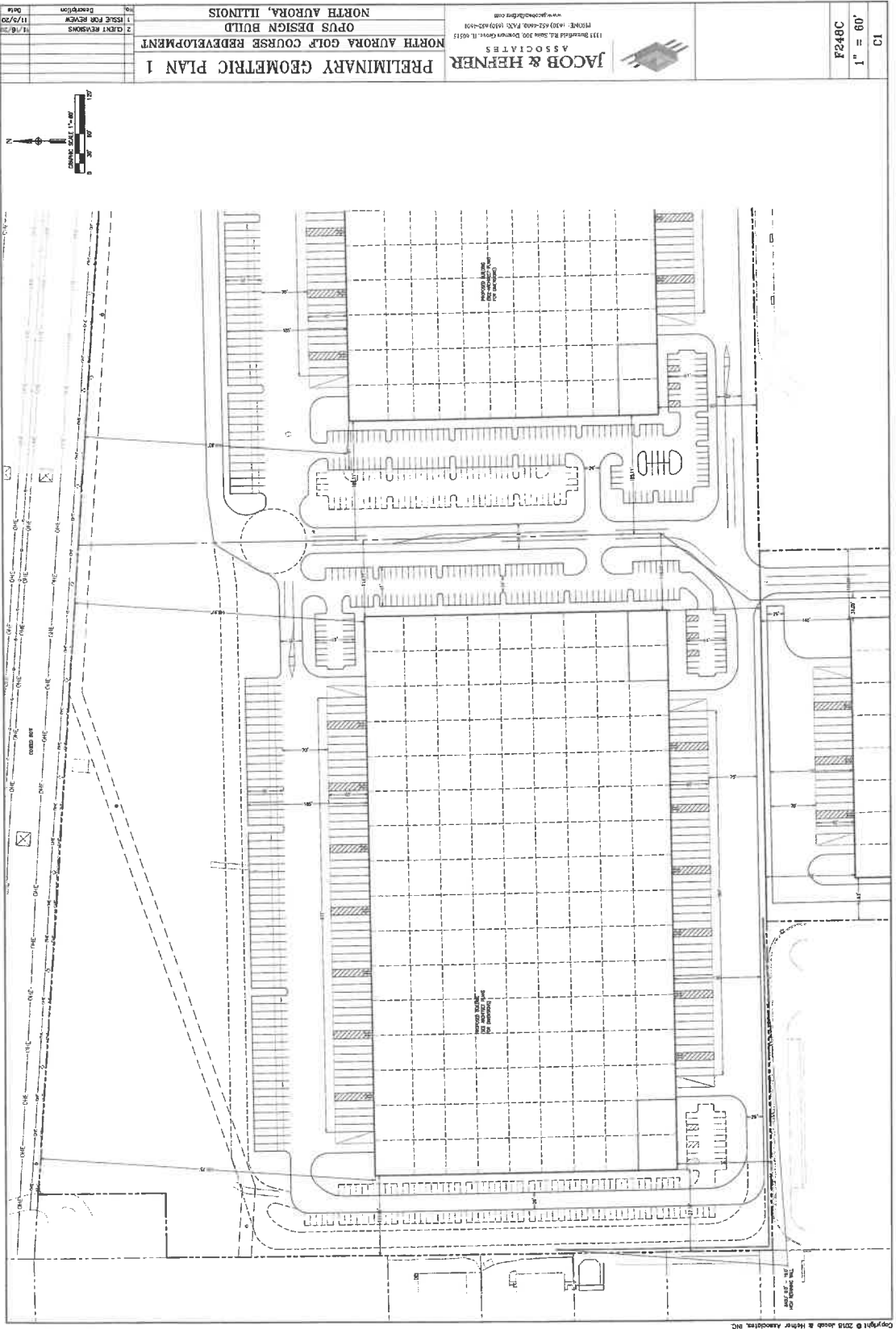
JACOB & HEFNER
ASSOCIATES

1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515
PHONE: (630) 652-4600, FAX: (630) 652-4601
www.jacobandhefner.com



Municipality: North Aurora
Township: North Aurora
Range: 1
Section: 1

FOR REVIEW PURPOSES ONLY



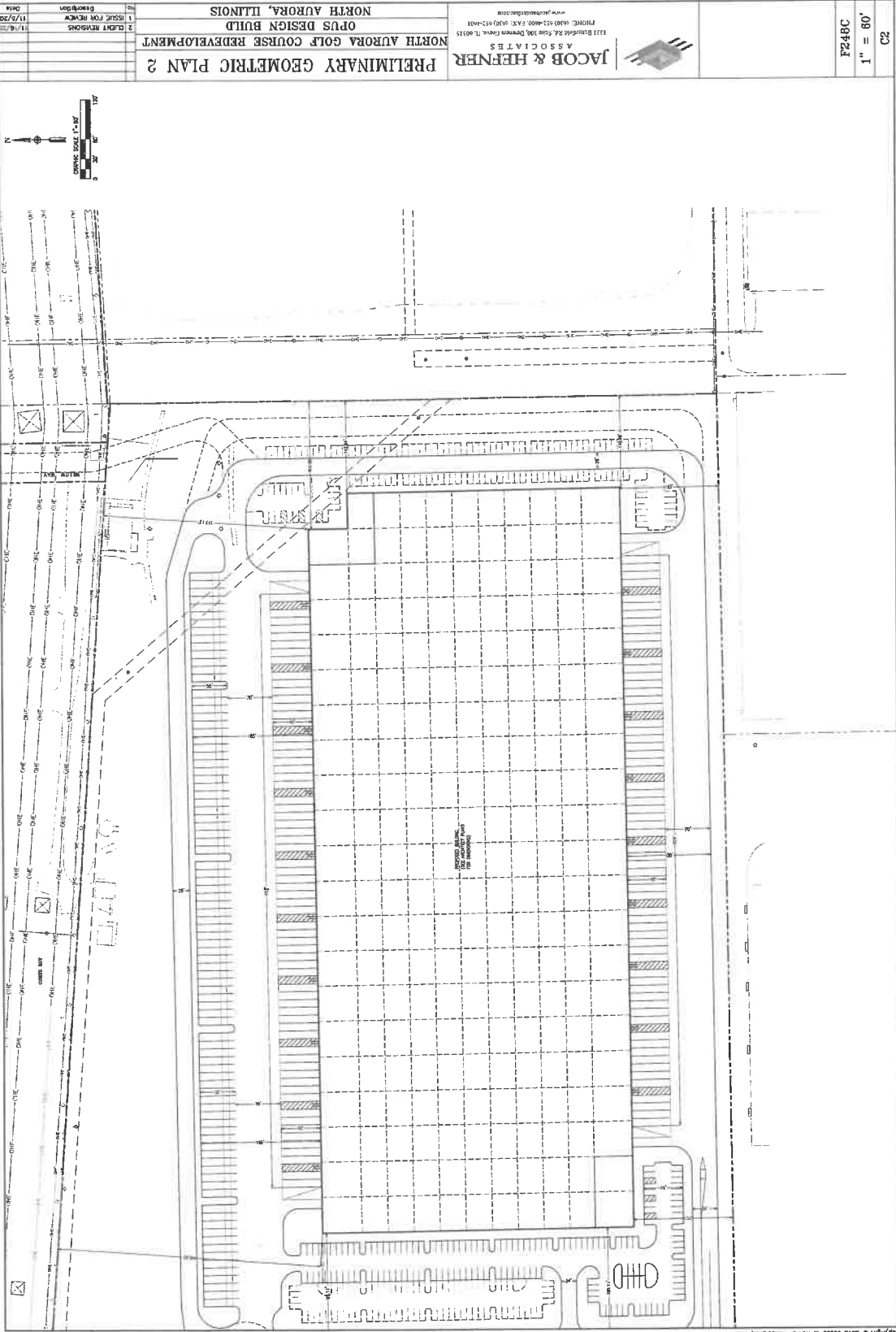
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2	CLIENT REVIEW	10/2/20

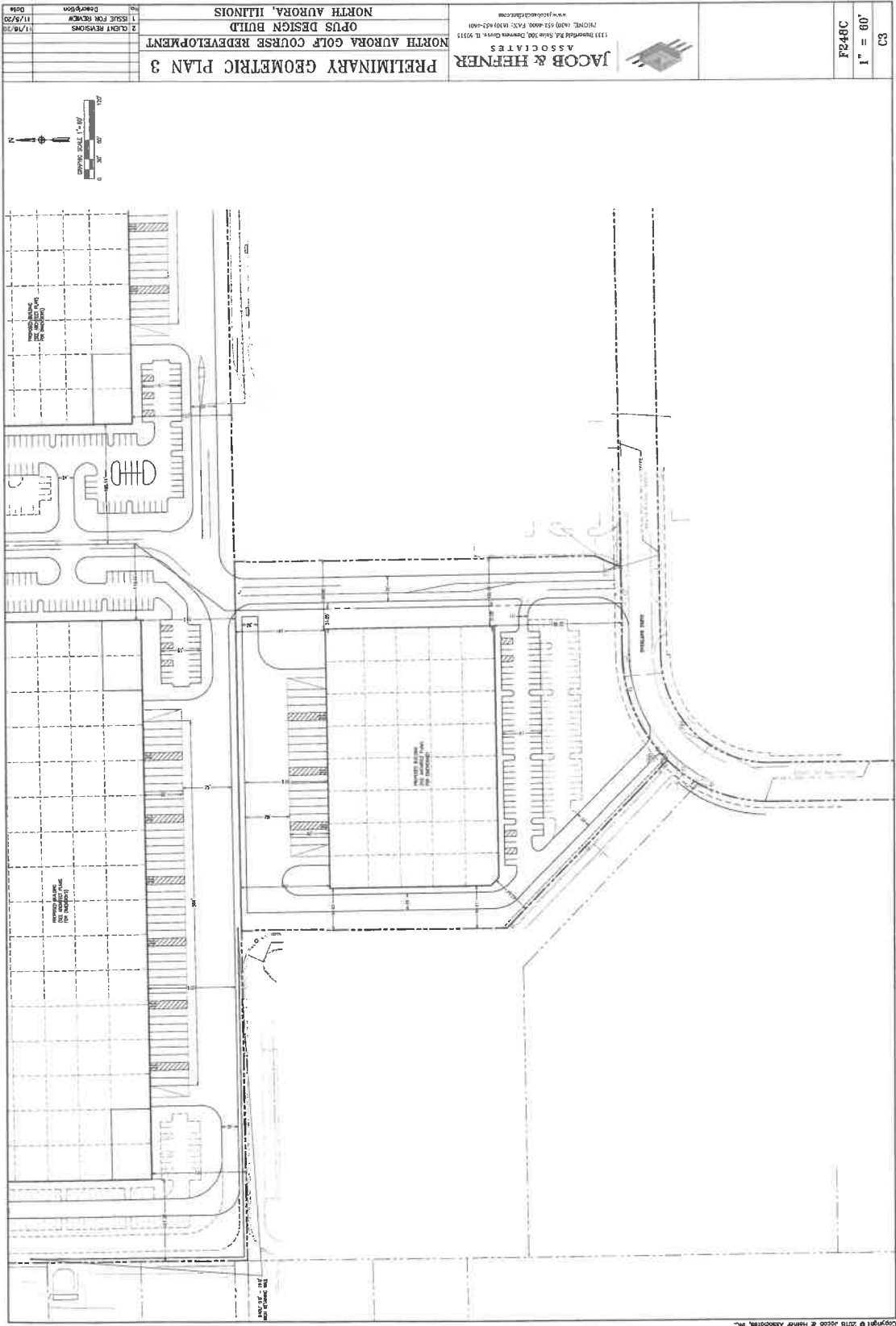
PRELIMINARY GEOMETRIC PLAN 1
 NORTH AURORA GOLF COURSE REDEVELOPMENT
 OPUS DESIGN BUILD
 NORTH AURORA, ILLINOIS

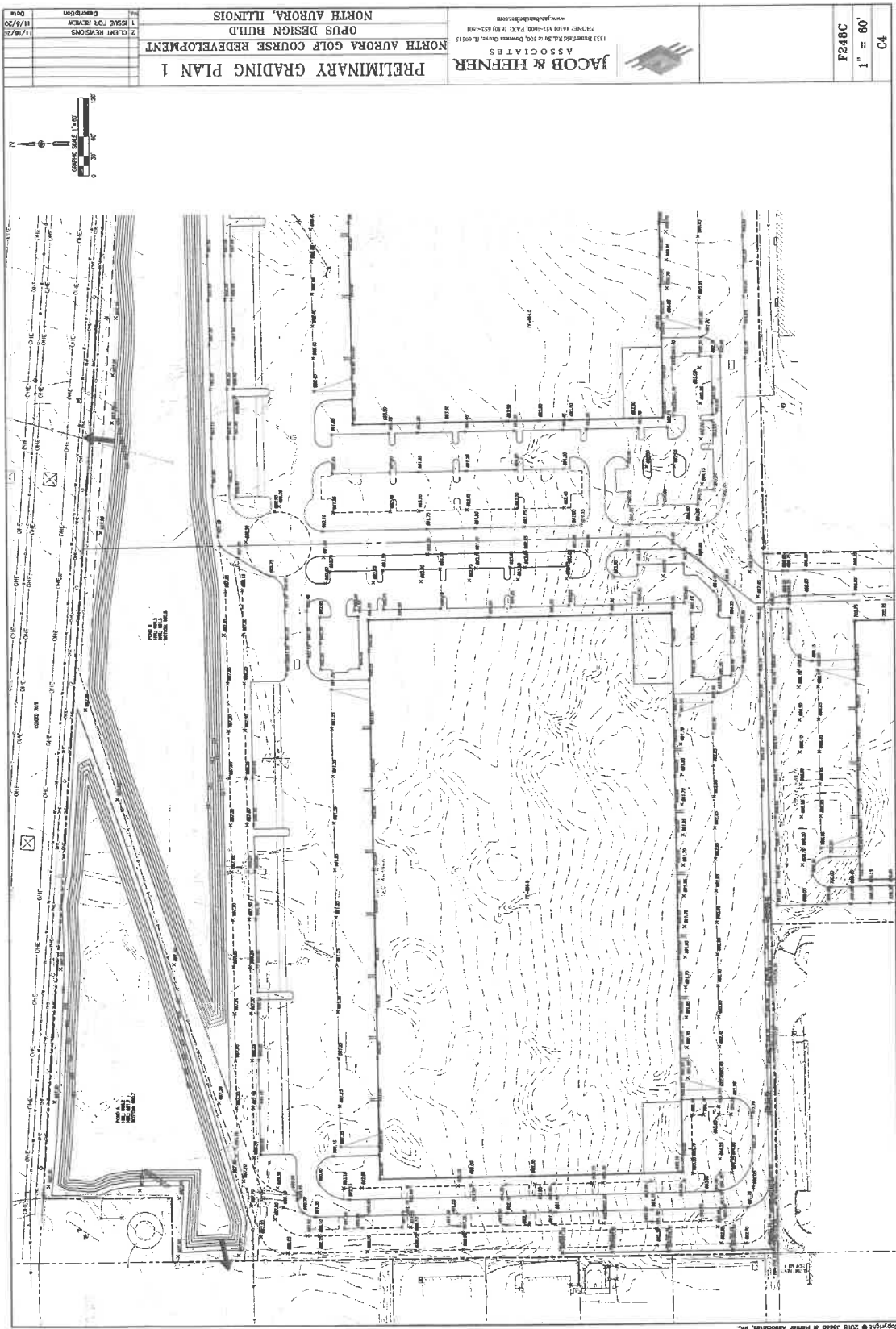
JACOB & HEFNER ASSOCIATES
 1311 Shawfield Rd. Suite 300 Downers Grove, IL 60515
 PHONE: (630) 452-6000 FAX: (630) 452-1000
 www.jacobandhefner.com



F248C
 1" = 60'
 C1







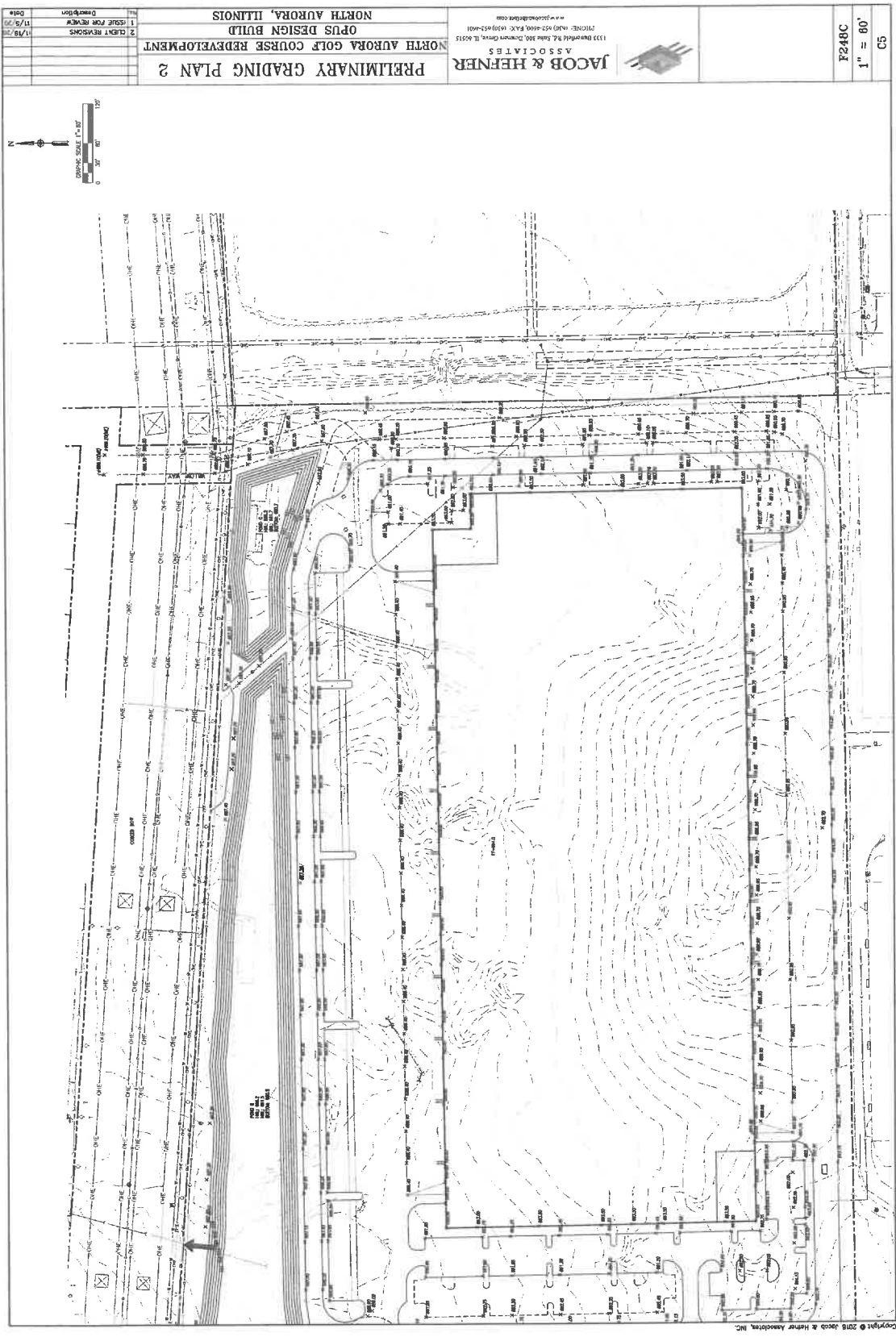
JACOB & HEFNER ASSOCIATES
1333 Hawthorne Rd., Suite 100, Downers Grove, IL 60515
PHONES: 630.433.1000, FAX: 630.433.1001
www.jacobandhefner.com




PRELIMINARY GRADING PLAN 1
NORTH AURORA GOLF COURSE REDEVELOPMENT
OPUS DESIGN BUILD
NORTH AURORA, ILLINOIS

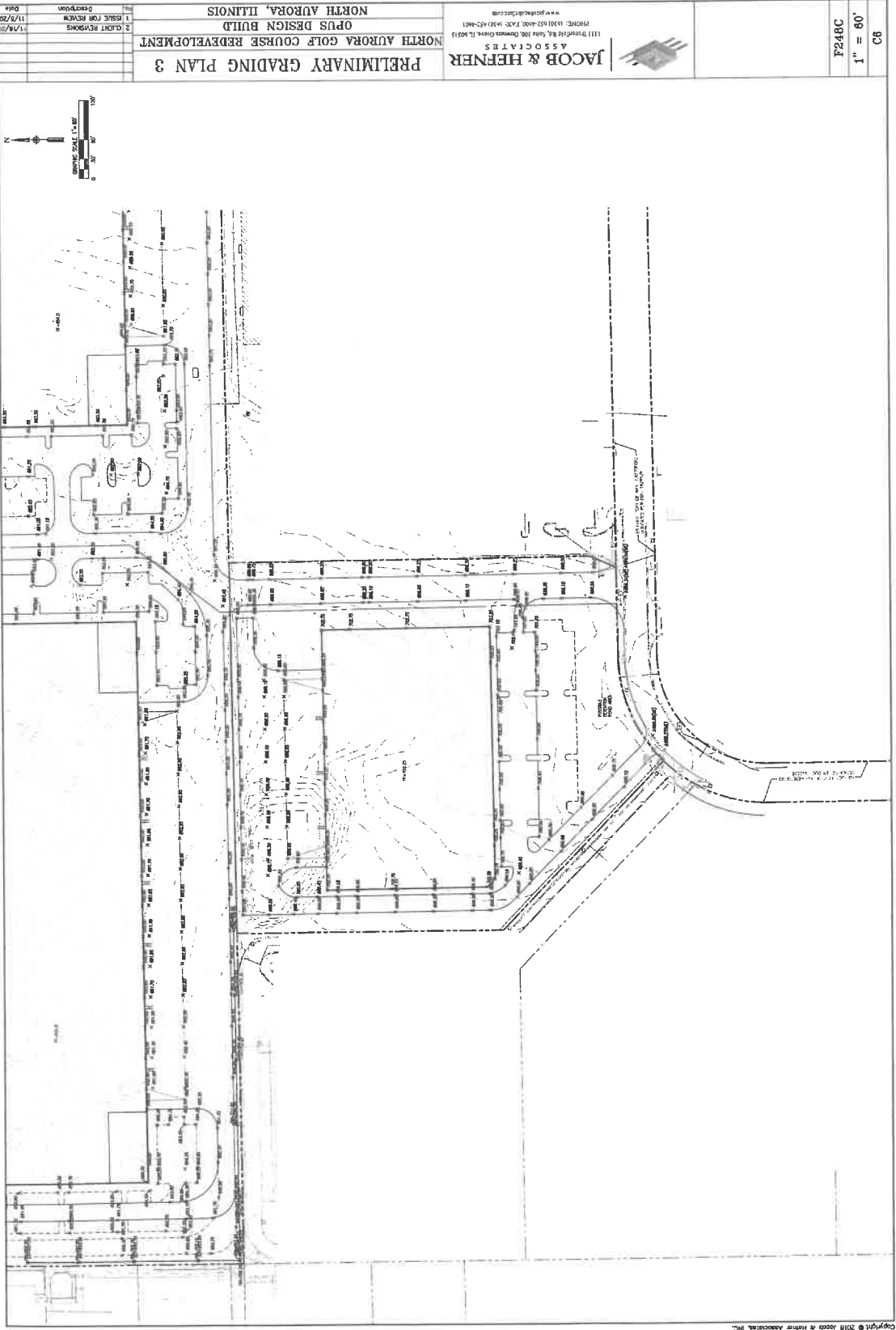
1	REVISIONS	11/19/20
2	CLIENT REVISIONS	
3	DATE	

F248C
1" = 80'
C4



C5	P248C 1" = 80'	 <p>JACOB & HEFFNER ASSOCIATES 1333 Boulevard 74, Suite 800, Downers Grove, IL 60515 PHONES: (630) 552-4000 FAX: (630) 552-4001 www.jacobheffner.com</p>	<p>PRELIMINARY GRADING PLAN 2 NORTH AURORA GOLF COURSE REDEVELOPMENT OPUS DESIGN BUILD NORTH AURORA, ILLINOIS</p>	<table><tr><th>Date</th><th>Description</th></tr><tr><td>11/9/20</td><td>1. GOLF COURSE REVISIONS</td></tr><tr><td>11/9/20</td><td>2. GOLF COURSE REVISIONS</td></tr></table>	Date	Description	11/9/20	1. GOLF COURSE REVISIONS	11/9/20	2. GOLF COURSE REVISIONS
Date	Description									
11/9/20	1. GOLF COURSE REVISIONS									
11/9/20	2. GOLF COURSE REVISIONS									

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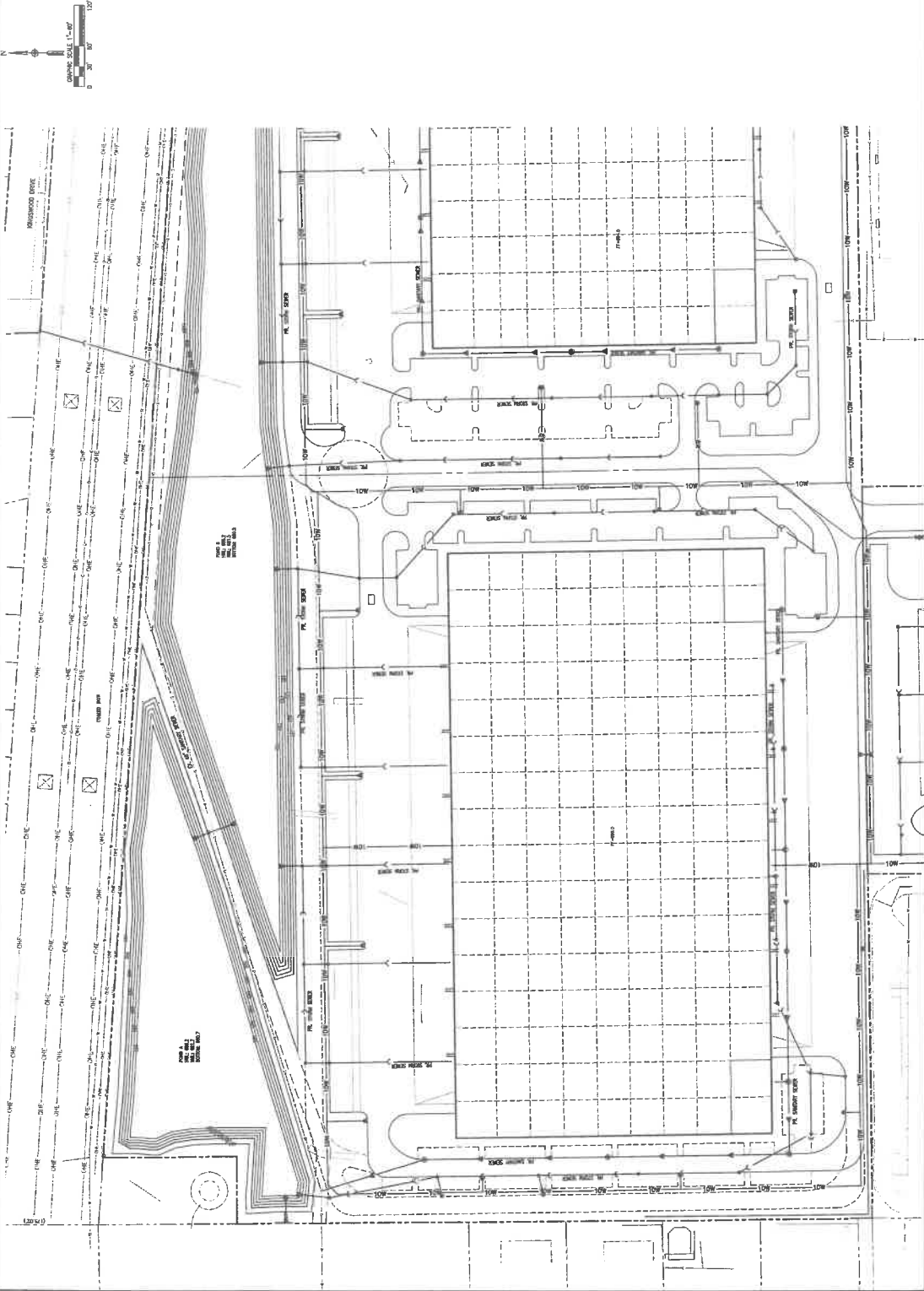
F248C
1" = 80'

JACOB & HEFFNER
ASSOCIATES
1333 Boulevard Rd. Suite 200, Downers Grove, IL 60115
PHONE: (630) 492-4000, FAX: (630) 492-4011
www.jacobheffner.com

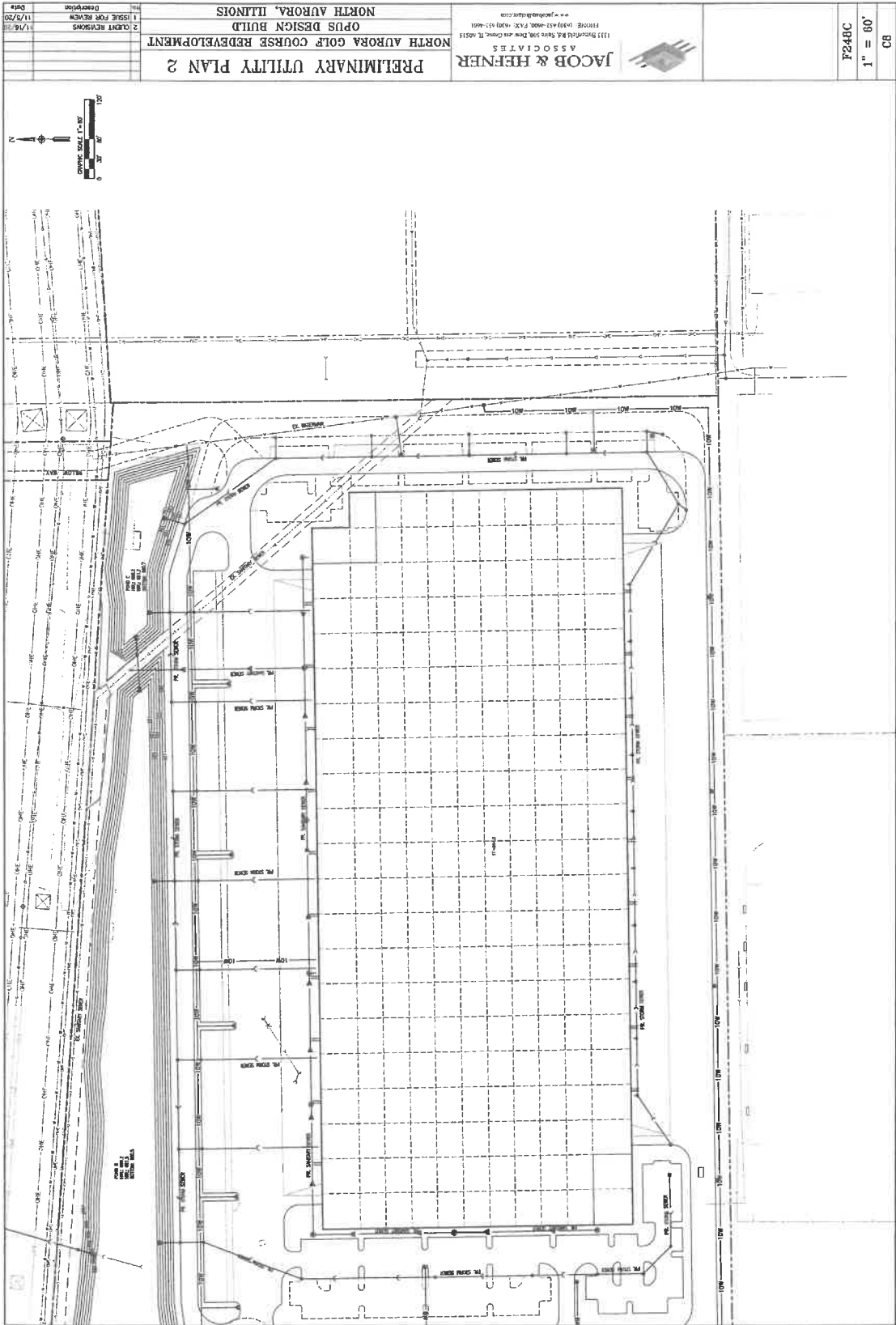


PRELIMINARY UTILITY PLAN 1
NORTH AURORA GOLF COURSE REDEVELOPMENT
OPUS DESIGN BUILD
NORTH AURORA, ILLINOIS

DATE	11/9/20
DESCRIPTION	1. ISSUE FOR REVIEW
DATE	11/9/20
DESCRIPTION	2. CLIENT REVIEW



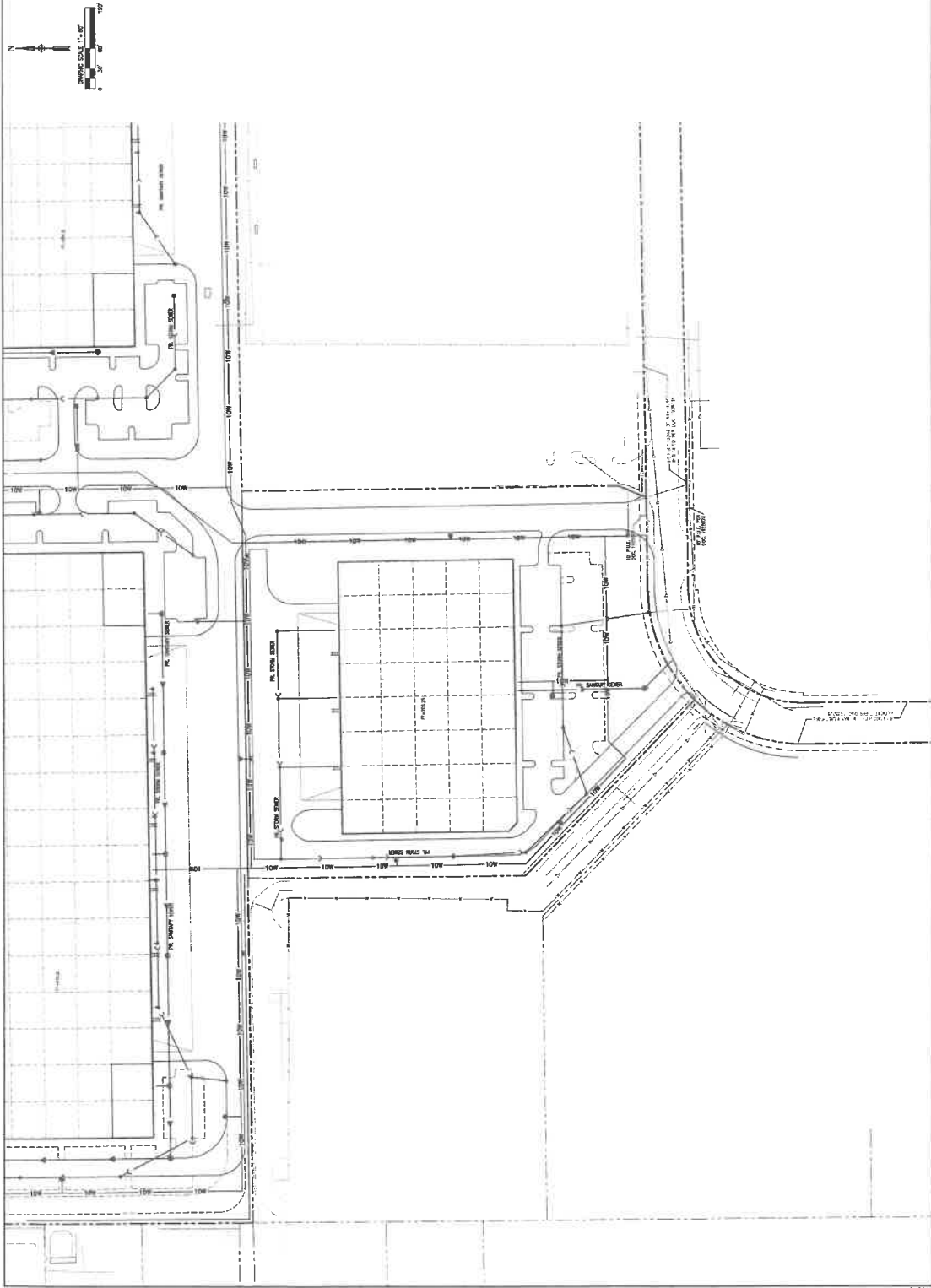
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JACOB & HEFNER ASSOCIATES
1333 Butterfield Rd., Suite 300, Downers Grove, IL 60515
PHONE: (610) 652-6600 FAX: (610) 652-1491
www.jacobandhefner.com

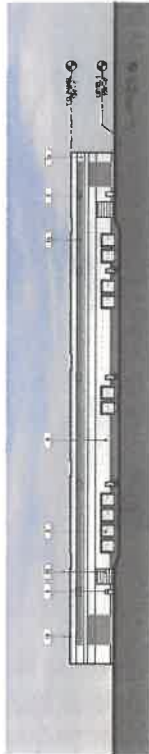
PRELIMINARY UTILITY PLAN 3	NORTH AURORA GOLF COURSE REDEVELOPMENT	OPUS DESIGN BUILD	NORTH AURORA, ILLINOIS
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[illegible]



1 SOUTH ELEVATION

1" = 80'



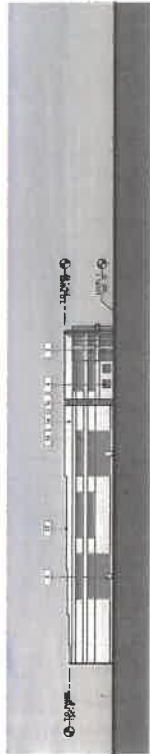
2 NORTH ELEVATION

1" = 80'



3 EAST ELEVATION

1" = 80'



4 WEST ELEVATION

1" = 80'

North Aurora Golf Course
North Aurora, IL

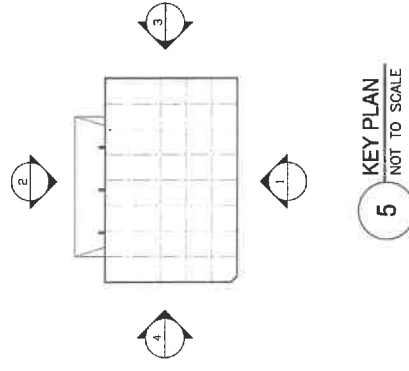


ELEVATION KEYNOTE LEGEND	
Key	
1a	PRECAST PANEL - PAINT A
1b	PRECAST PANEL - PAINT B
1c	PRECAST PANEL - PAINT C
2	PREFINISHED MTL. CANOPY
3	CLEAR ANODIZED ALUM. STOREFRONT
4	CLEAR ANODIZED ALUM. WINDOW
5	CLERESTORY WINDOW
6	HOLLOW METAL DOOR
7	4" REVEAL
8	9'x10' DOCK DOOR
9	FUTURE DOCK DOOR KNOCK-OUT
10	12'x14' DRIVE-IN DOOR
11	POTENTIAL BUILDING SIGNAGE
12	COPING CAP - PREFINISHED TO MATCH

PAINT A - SW 6525 RARIFIED AIR

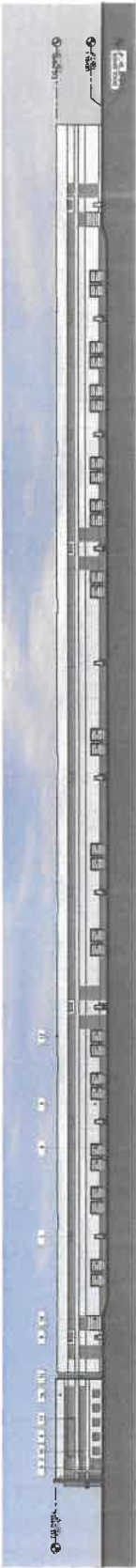
PAINT B - SW 7075 WEB GREY

PAINT C - SW 6530 REVEL BLUE

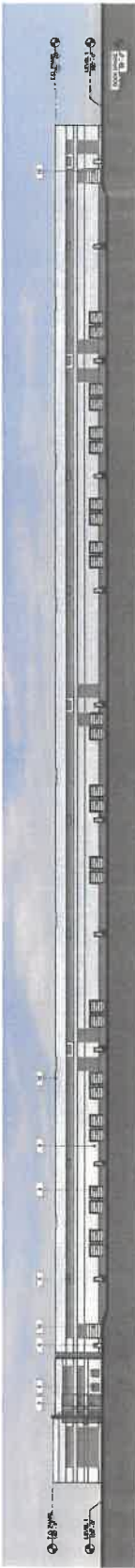


5 KEY PLAN
NOT TO SCALE

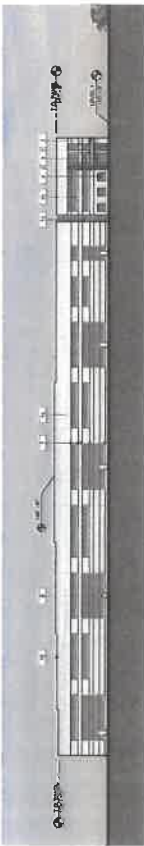
Building A - Exterior Elevations
10.30.2020



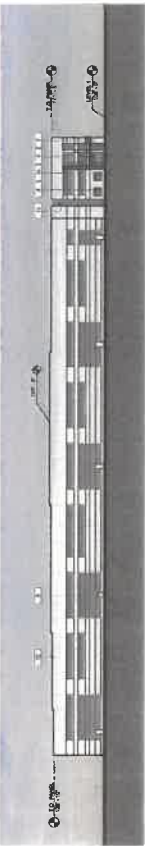
1 SOUTH ELEVATION
1" = 80'



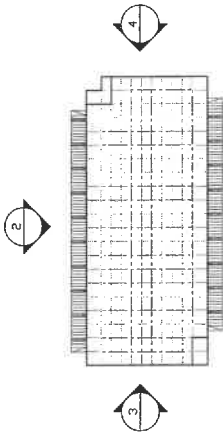
2 NORTH ELEVATION
1" = 80'



3 WEST ELEVATION
1" = 80'



4 EAST ELEVATION
1" = 80'



5 KEY PLAN
NOT TO SCALE

ELEVATION KEYNOTE LEGEND	
Key	
1a	PRECAST PANEL - PAINT A
1b	PRECAST PANEL - PAINT B
1c	PRECAST PANEL - PAINT C
2	PREFINISHED MTL. CANOPY
3	CLEAR ANODIZED ALUM. STOREFRONT
4	CLEAR ANODIZED ALUM. WINDOW
5	CLERESTORY WINDOW
6	HOLLOW METAL DOOR
7	4" REVEAL
8	9'x10' DOCK DOOR
9	FUTURE DOCK DOOR KNOCK-OUT
10	12'x14' DRIVE-IN DOOR
11	POTENTIAL BUILDING SIGNAGE
12	COPING CAP - PREFINISHED TO MATCH

	PAINT A - SW 6525 RARIFIED AIR
	PAINT B - SW 7075 WEB GREY
	PAINT C - SW 6530 REVEL BLUE

Building B - Exterior Elevations
10.30.2020

North Aurora Golf Course
North Aurora, IL

PART OF THE SOUTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 2 EAST, OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS
AND
PART OF LOT 2 IN TOLLWAY PARK OF COMMENCE, ACCORDING TO THE PLAT, RECORDED AUGUST 23, 1898, AS DOCUMENT NO. 980808, AND PART OF LOT 1 IN TOLLWAY PARK OF COMMENCE RESECTION NO. 1, ACCORDING TO THE PLAT, RECORDED AUGUST 23, 1898, AS DOCUMENT NO. 980808, COMMENCE, ILLINOIS, THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 2 EAST, OF THE THIRD PRINCIPAL MERIDIAN, IN KANE COUNTY, ILLINOIS.



PAK. PHYSICAL EDUCATION.

THE 1967-68 session of the first year of the B.A. in Education at the University of the Punjab, Lahore, was held from 1967 to 1968. The session was held in the month of January 1968. The session was held in the month of January 1968. The session was held in the month of January 1968.

[illegible]

Traffic Impact Study Proposed Warehouse Development

North Aurora, Illinois



Prepared For:



December 28, 2020

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed warehouse/distribution development to be located in North Aurora, Illinois. The site, which is currently occupied by the Valley Green Golf Course, is located on the north side of Overland Drive approximately one-third of a mile west of IL 31 (Lincolnway Street). As proposed, the site will be developed with three warehouse buildings for a combined total of 1,056,811 square feet. Access to the development will be provided via two full access drives off Overland Drive.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

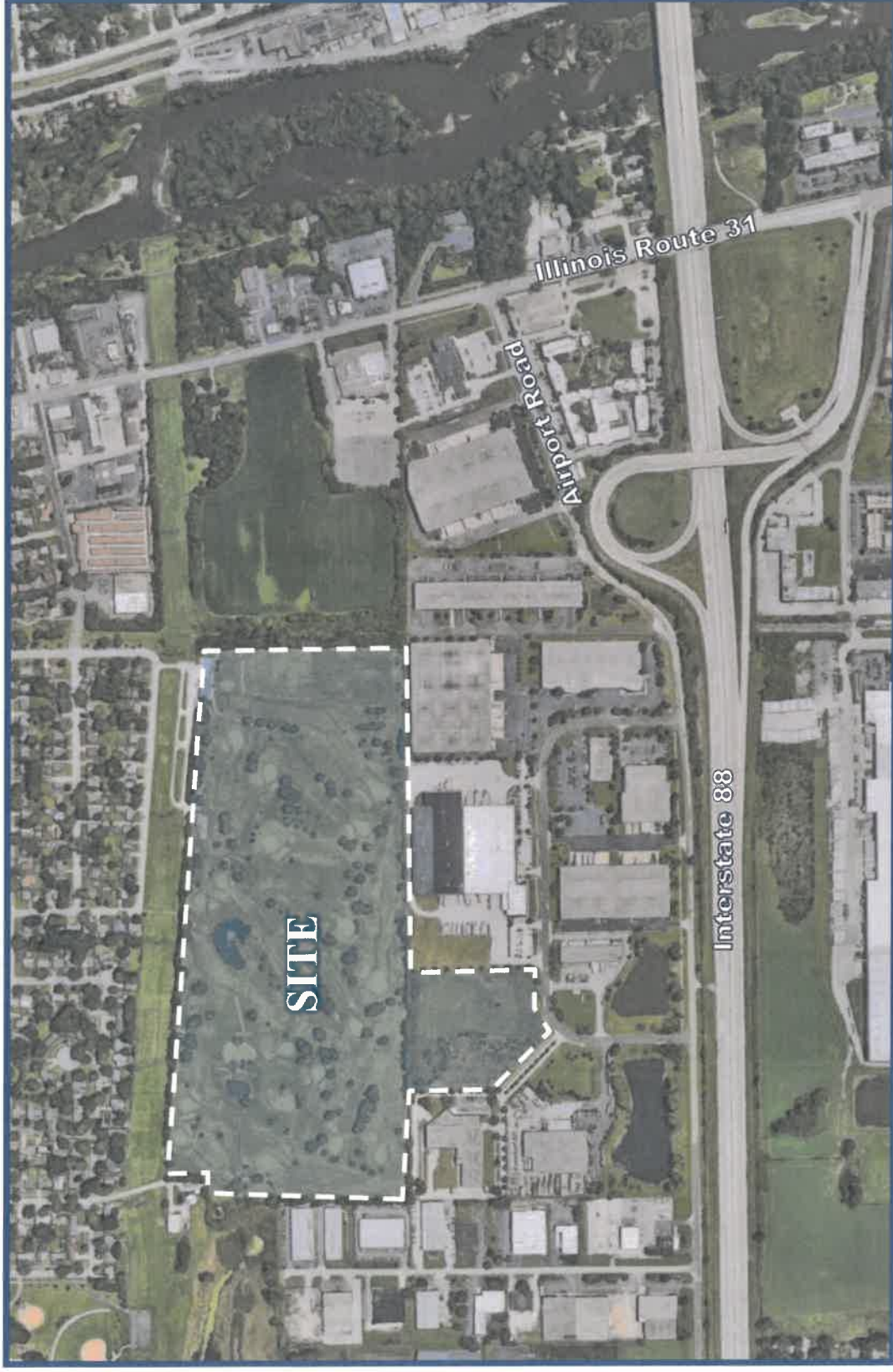
Traffic capacity analyses were conducted for the weekday morning and evening peak hours for the following conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

The site is located on the north side of Overland Drive approximately one-third of a mile west of IL 31 and currently contains the Valley Green Golf Course and a vacant lot. Land uses in the vicinity of the site are primarily industrial, with single-family residential homes and a Commonwealth Edison easement to the north, vacant land and the Euclid Beverage warehouse to the east, and the Pace Fox Valley Division building to the west. A three-legged (Trumpet) interchange with I-88 at IL 31 is located approximately one mile southeast of the site.

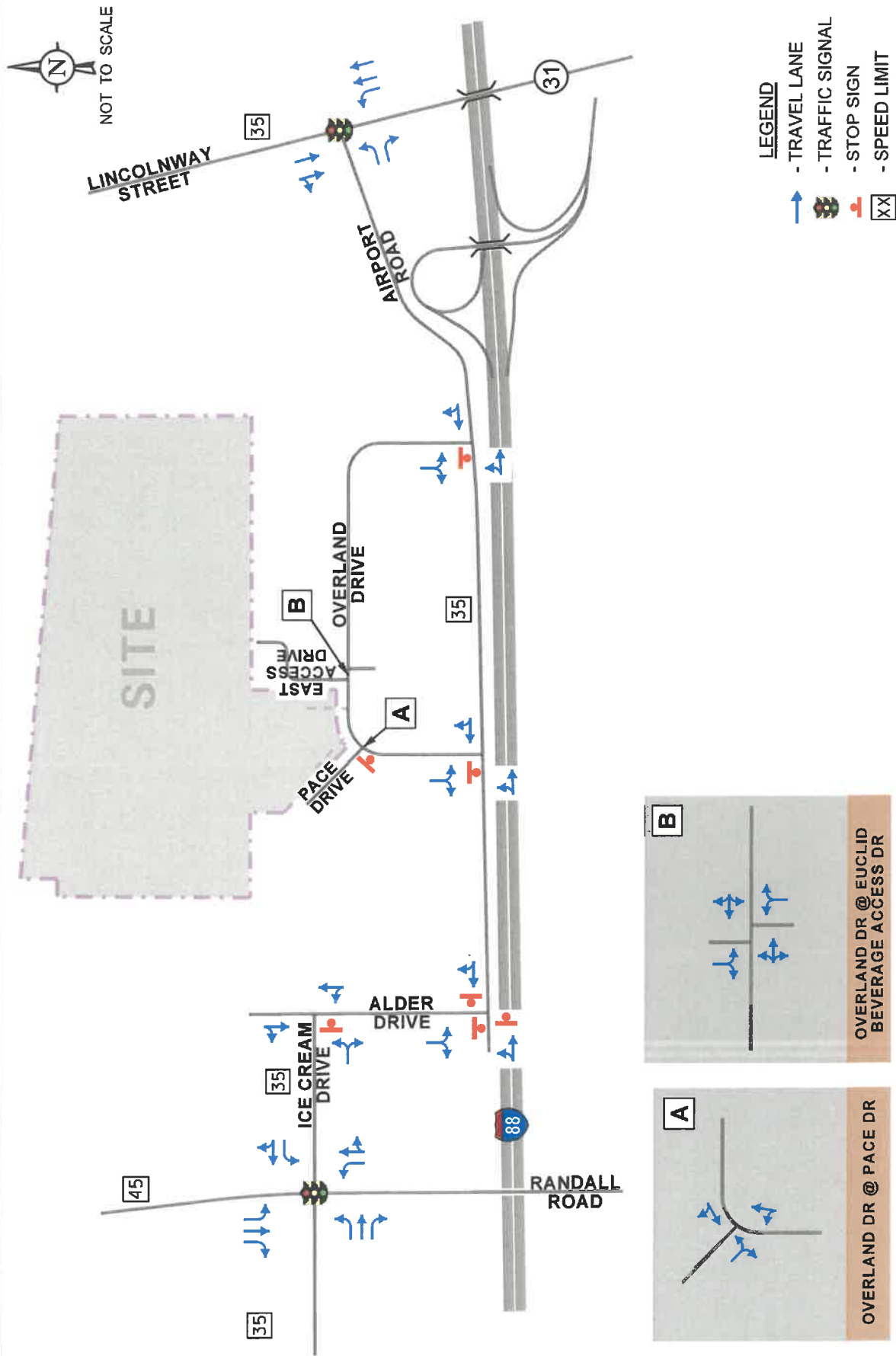
Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

IL 31/IL 56 (Lincolnway Street) is a north-south other principal arterial roadway that provide two lanes in each direction. At its signalized 'T' intersection with Airport Road, IL 31 provides an exclusive left-turn lane and two through lanes on the northbound approach and a through lane and a combined through/right-turn lane on the southbound approach. IL 31 has a posted speed limit of 35 mph, is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not designated as a Strategic Regional Arterial (SRA) and carries an annual average daily traffic (AADT) of 19,400 vehicles (IDOT 2019).

Airport Road is an east-west major collector roadway that extends west from IL 31 and provides one lane in each direction with a flush median in the center of the roadway between Overland Drive (east) and IL 31. At its signalized intersection with IL 31, Airport Road provides an exclusive left-turn lane and an exclusive right-turn lane. No exclusive turn lanes are provided at its unsignalized intersections with Overland Drive East or West. Airport Road has a posted speed limit of 35 mph, is under the jurisdiction of the Village of North Aurora and carries an AADT of 2,400 vehicles (IDOT 2018).

Overland Drive is a two-lane local road that serves the Tollway Park of Commerce business park and intersects Airport Road at two locations (one on the east and another on the west). Pace Bus 802 has two stops on Overland Drive (one on the west leg and another on the east leg). Overland Drive is under stop sign control at both intersections with Airport Road where it provides a shared left/through lane. Overland Drive has no posted speed limit and is under the jurisdiction of the Village of North Aurora.



Warehouse Development
North Aurora, Illinois

Existing Roadway Characteristics

Randall Road is a north-south roadway that in the vicinity of the site provides one-lane in each direction. At its signalized intersection with Ice Cream Drive, Randall Road is widened to provide an exclusive left-turn lane and a shared through/right-turn lane on the northbound approach. The southbound approach provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane. Randall Road has a posted speed limit of 45 mph and carries an AADT of 17,700 vehicles (IDOT 2018).

Ice Cream Drive is an east-west local road that serves the Tollway Park of Commerce to the east and the North Aurora Towne Center and other businesses to the west. At its signalized intersection with Randall Road, Ice Cream Drive provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane on the eastbound the direction. The westbound direction provides an exclusive left-turn lane and a shared through/right-turn lane. Ice Cream Drive has a posted speed limit of 35 mph and carries and AADT of 2,600 vehicles (IDOT 2018) east of Randall Road and 5,150 vehicles (IDOT 2018) west of Randall Road.

Existing Traffic Volumes

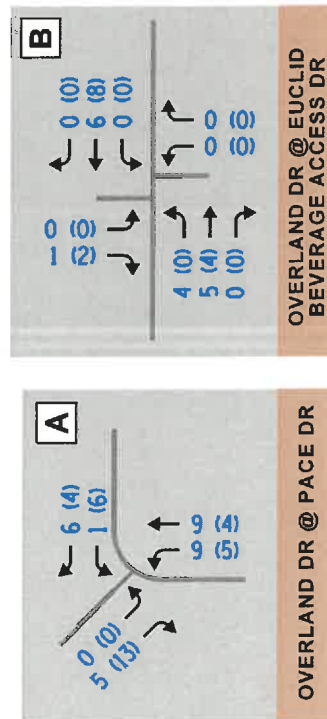
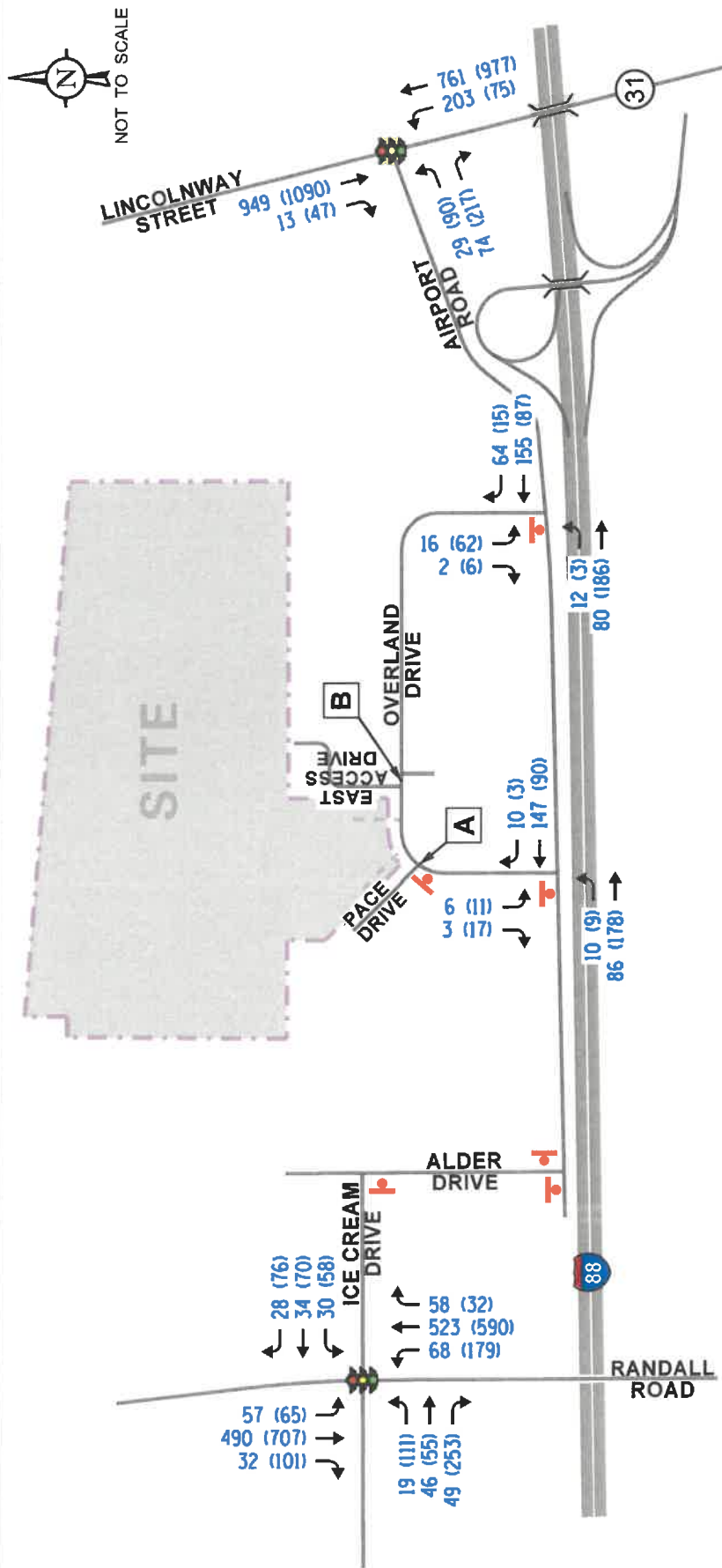
In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period classification and traffic counts using Miovision Scout Collection Units on Thursday, October 15, 2020 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the following intersections:

- IL 31 with Airport Road
- Airport Road with Overland Drive East and West
- Randall Road with Ice Cream Drive
- Overland Drive with Pace Fox Valley Drive
- Overland Drive with Euclid Beverage Drive

Given the ongoing COVID-19 pandemic, the 2020 traffic counts were compared with previous traffic counts conducted in 2018 at the intersection of IL 31 with Airport Road which revealed that the 2020 traffic volumes on IL 31 were approximately 16 percent lower during the morning peak and approximately 10 percent lower during the evening peak hour. Traffic volumes on Airport Road were approximately 12 percent lower during the weekday morning peak hour and approximately 19 percent lower during the weekday evening peak hour. As such, the traffic volumes along IL 31 and Randall Road were adjusted by 16 and 10 percent and the traffic volumes along Airport Road were adjusted by 12 and 19 percent during the peak hours, respectively, to reflect normal traffic conditions.

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M. and the evening peak hour of traffic occurs from 4:00 P.M. to 5:00 P.M. Pedestrian and bicycle activity was observed, and was reported to be relatively low at the studied intersections.

The existing adjusted peak hour vehicle traffic volumes inclusive of heavy vehicles are shown in **Figure 4**. The existing heavy vehicle peak hour volumes are shown in **Figure 5**.

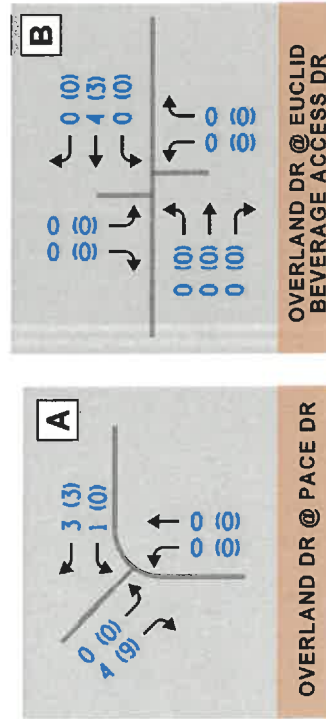
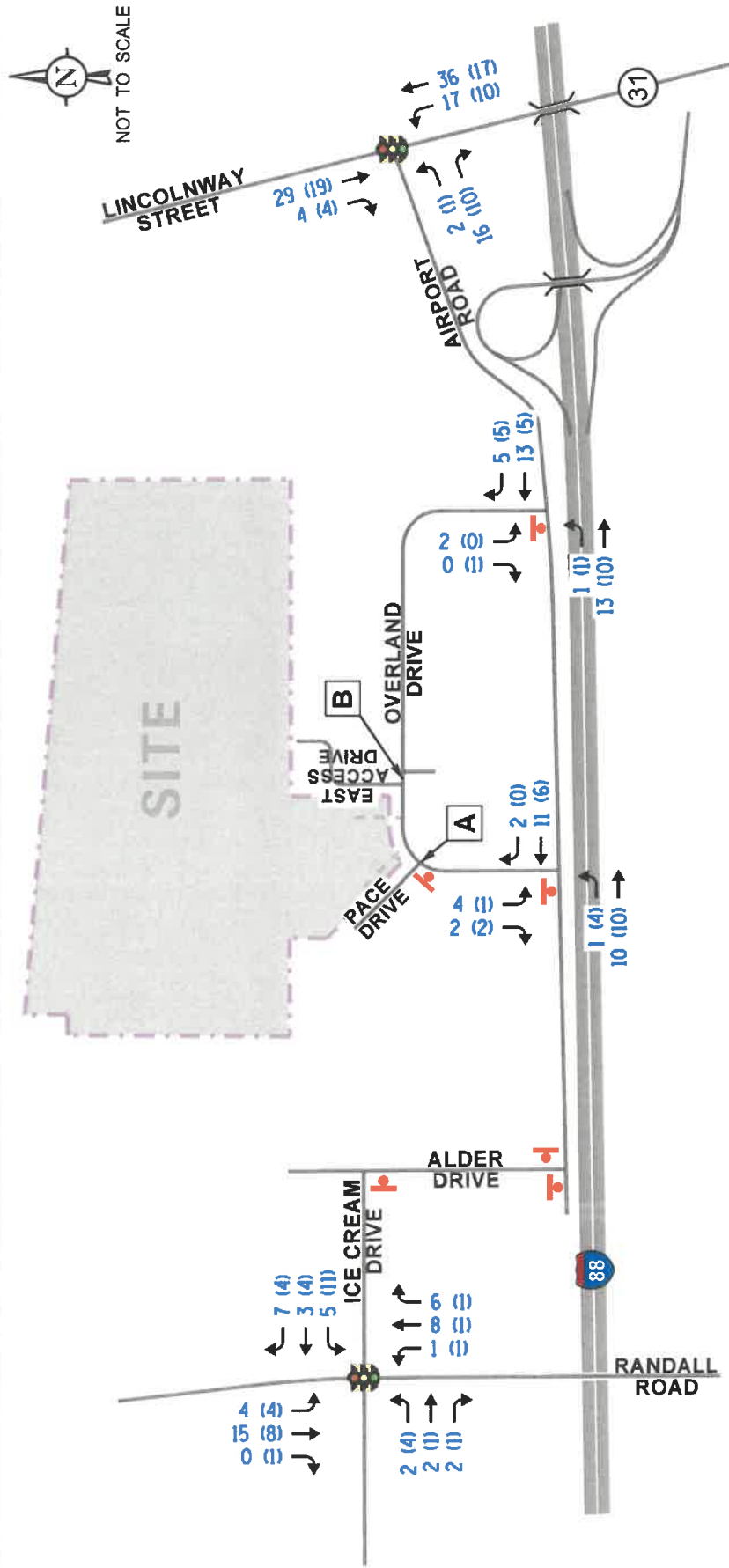


LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:00-5:00 PM)

Warehouse Development
North Aurora, Illinois

Existing Traffic Volumes



LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:00-5:00 PM)

Crash Analysis

KLOA, Inc. obtained crash data from IDOT for the most recent past five years available (2014 to 2018) for the intersections of IL 31 with Airport Road, Airport Road with Overland Drive East and West, and Randall Road with Ice Cream Drive. A review of the crash data indicated that there were no accidents reported at the intersections of Airport Road with Overland Drive (East and West) and no fatalities reported at any of the intersections¹. **Tables 1 and 2** summarize the crash data.

Table 1
IL 31 WITH AIRPORT ROAD ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2014	0	0	1	0	1	0	2
2015	0	0	1	0	1	0	2
2016	0	0	0	0	0	0	0
2017	0	0	0	0	0	0	0
2018	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>
Total	0	0	3	0	3	0	6
Average/Year	--	--	<1.0	--	<1.0	--	1.2

Table 2
RANDALL ROAD WITH ICE CREAM DRIVE ACCIDENT SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2014	0	0	4	0	3	0	7
2015	0	0	8	0	0	0	8
2016	0	1	2	2	1	0	6
2017	0	0	6	0	1	0	7
2018	<u>0</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>9</u>
Total	0	1	27	2	7	0	37
Average/Year	--	<1.0	5.4	<1.0	1.4	--	7.4

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed with three warehouse buildings for a total of 1,056,811 square feet. The development will provide approximately 69403 passenger parking spaces and approximately 279 trailer parking spaces. A copy of the preliminary site plan is included in the Appendix.

Site Access

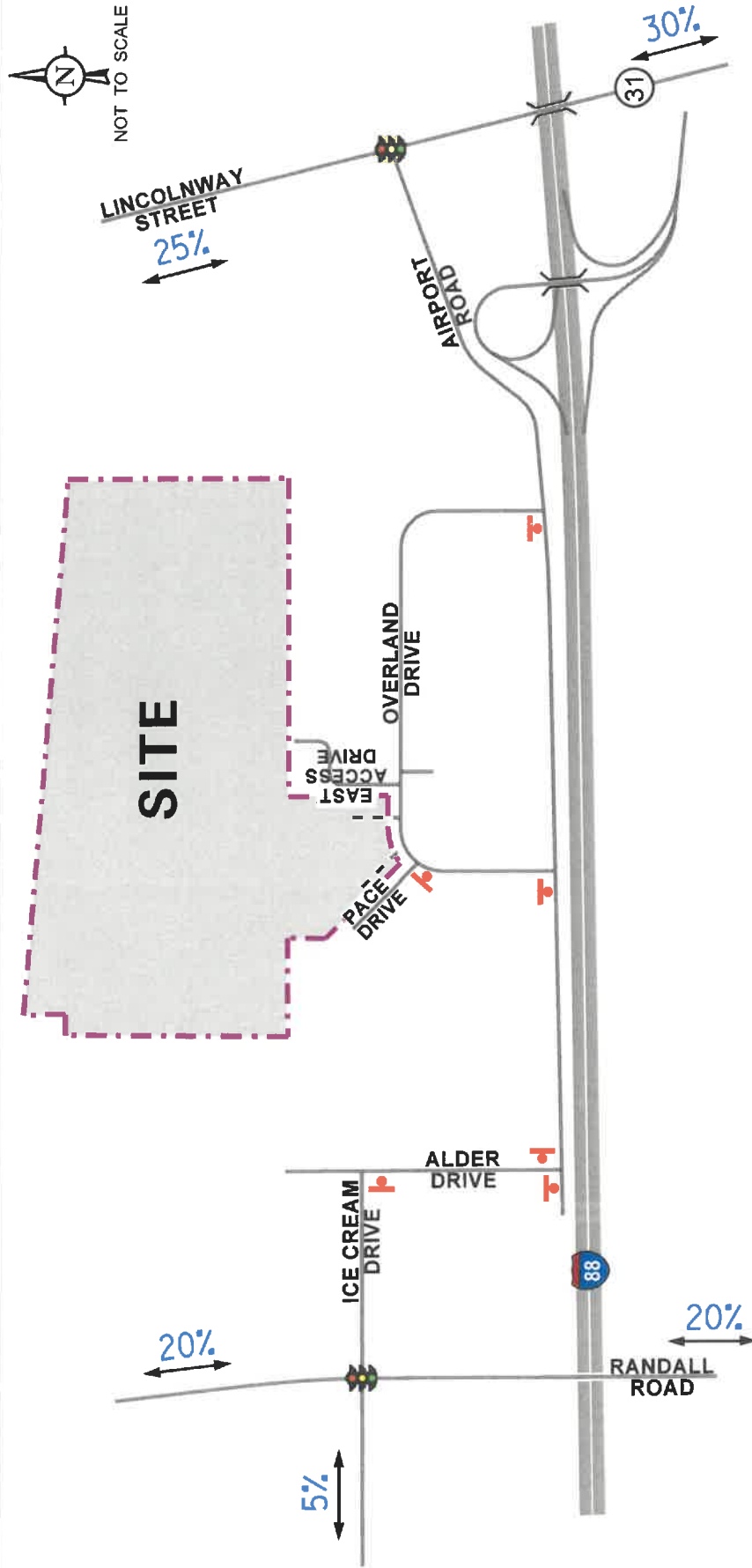
Access to the development is proposed to be provided via the following:

- A full movement access drive on Overland Drive adjacent to the Euclid Beverage warehouse access drive. The access drive will provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane with outbound movements under stop sign control. Two out of the three proposed building will have access to Overland Drive via this access drive while the passenger vehicle parking lot for the smaller building (building A) will have a right-out access drive onto this access drive.
- A full movement access drive on Overland Drive adjacent to the Pace Fox Valley Division building access drive. The access drive will serve exclusively building A and will provide one inbound lane and one outbound lane with outbound movements under stop sign control.

A copy of the site plan is included in the Appendix.

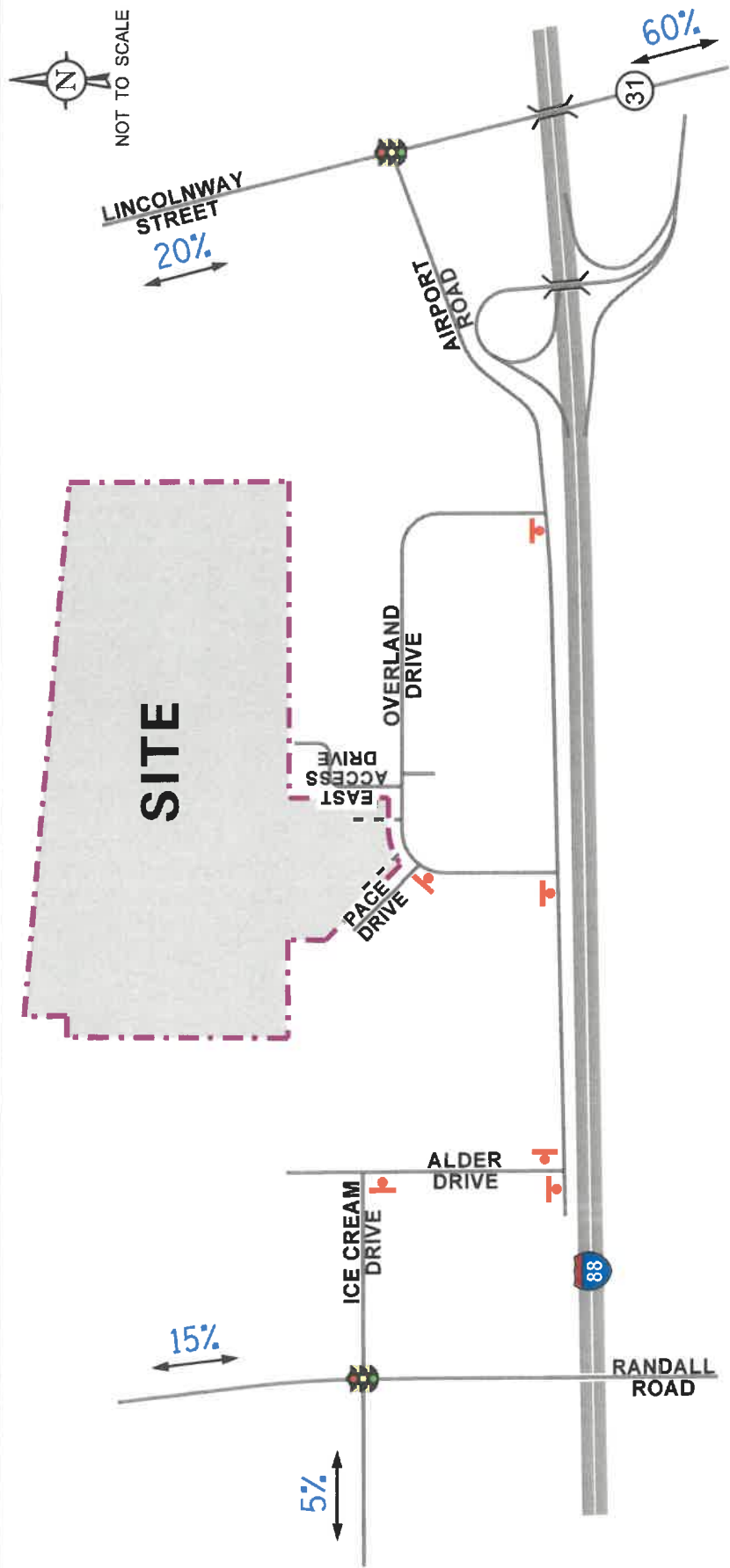
Directional Distribution

The directions from which employees, visitors, and trucks will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distributions of passenger vehicles to/from the proposed development while **Figure 7** shows that of trucks.



Warehouse Development
North Aurora, Illinois

Passenger Vehicle Estimated Directional Distribution



LEGEND

00% - PERCENT DISTRIBUTION

Warehouse Development
North Aurora, Illinois

Heavy Vehicle Estimated Directional Distribution



Job No: 20-207

Figure: 7

Development-Generated Traffic Volumes

The volume of traffic generated by a development is based on the type of land uses and the size of the development. The number of peak hour vehicle trips estimated to be generated by the proposed warehouse development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). Further, based on other studies of warehouse/distribution centers, it is estimated that approximately 20 percent of the traffic approaching and departing the development during the peak hours of the day are trucks, with the remaining 80 percent being passenger vehicles.

Table 3 shows the truck and passenger vehicle trips estimated to be generated for the proposed development during the weekday morning and weekday afternoon peak hours, as well as the two-way weekday daily traffic volumes.

Table 3

ESTIMATED TRIP GENERATION FOR THE PROPOSED DEVELOPMENT

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	
150	Warehouse (1,056,811 s.f.)	117	35	152	42	113	155	1,716
	Passenger Vehicles (80%)	94	28	122	34	90	124	1,372
	Trucks (20%)	23	7	30	8	23	31	344

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

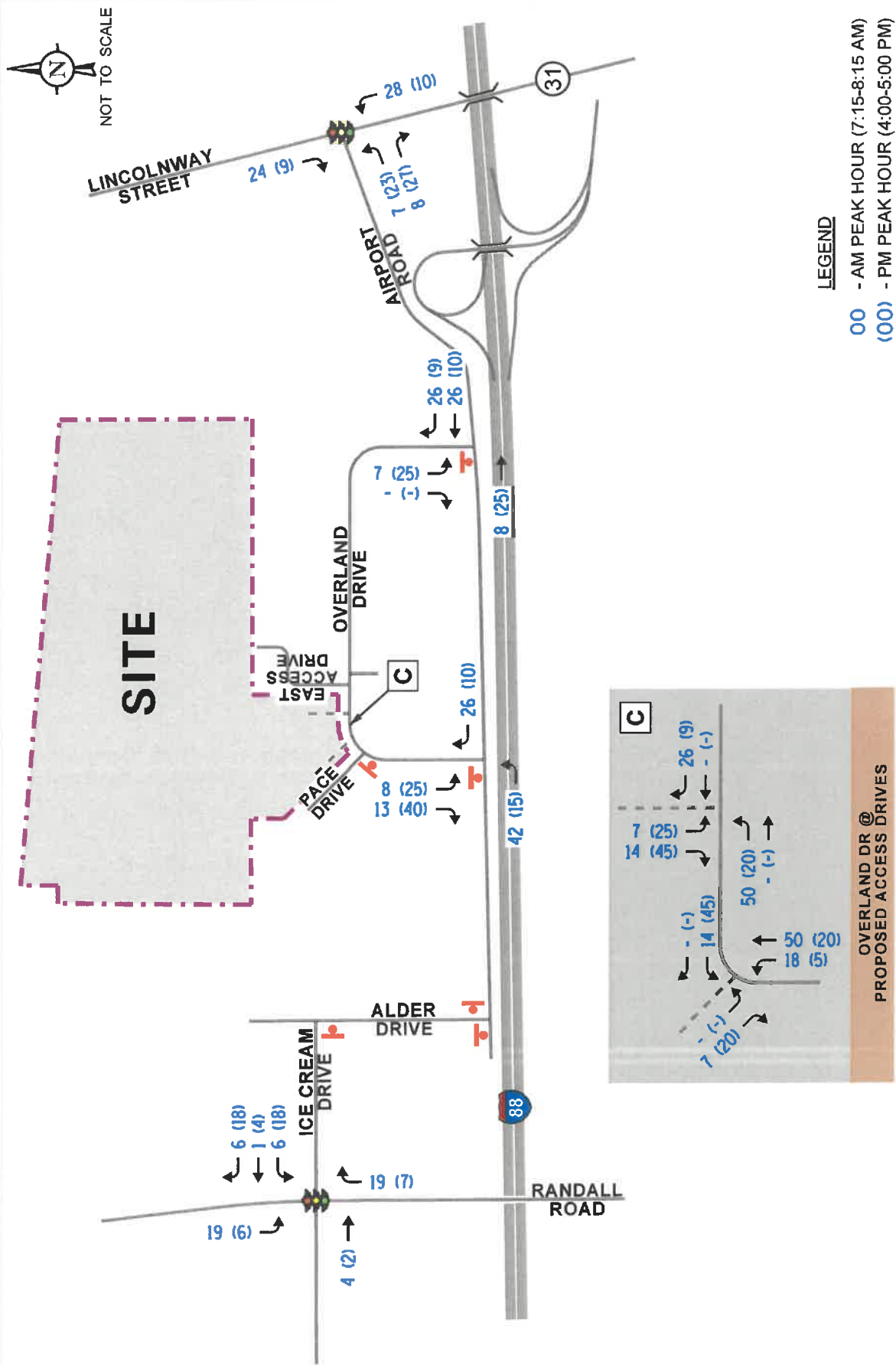
The estimated weekday morning and evening volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figures 6 and 7). The new passenger traffic assignment for the proposed warehouse development is illustrated in **Figure 8** and the new truck traffic assignment is illustrated in **Figure 9**.

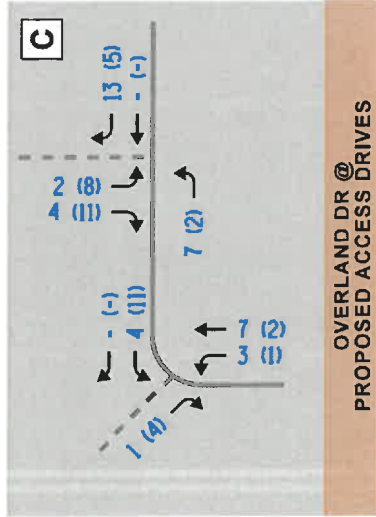
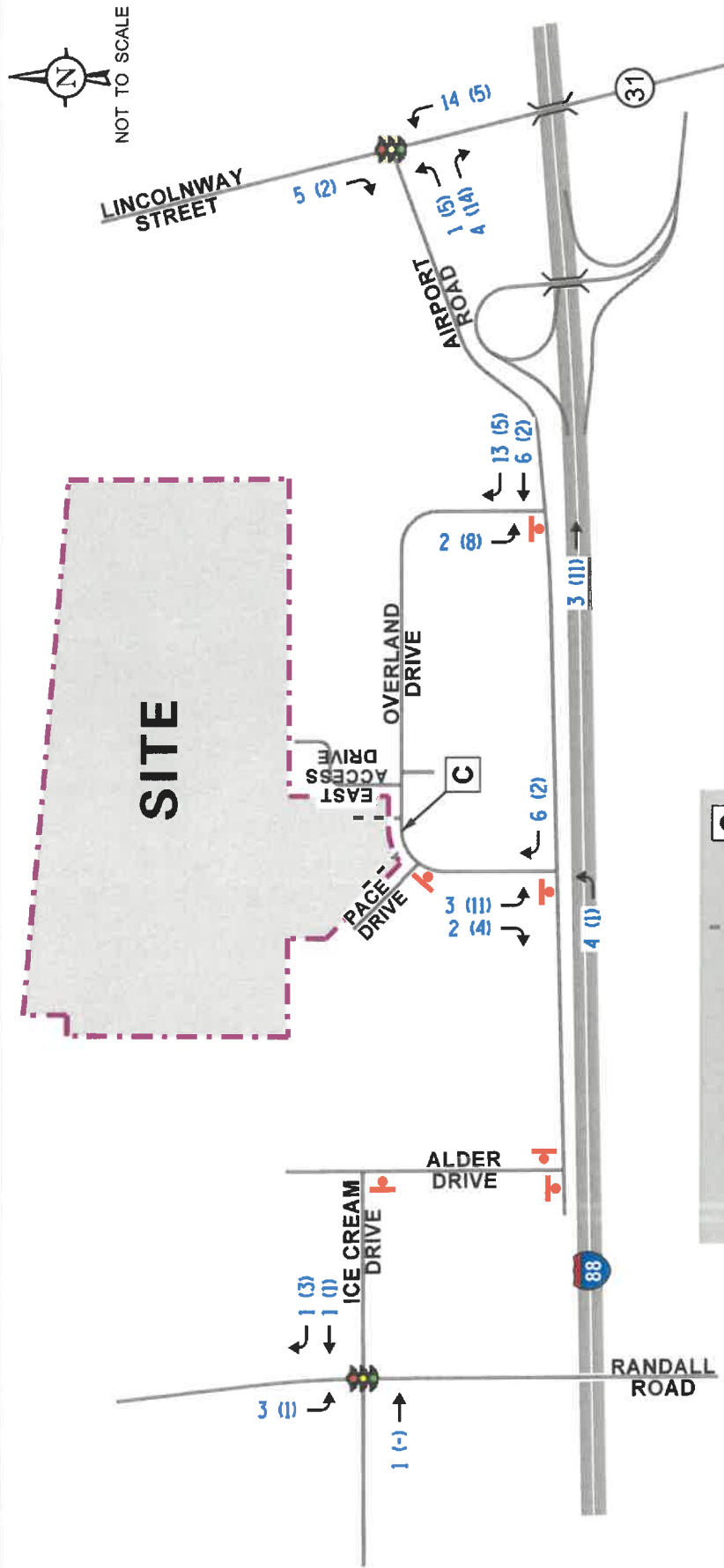
Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated October 23, 2020, an increase of approximately 1.6 percent per year compounded is projected. As such, a total background growth of 10.0 percent (buildout year plus five years) was added to project Year 2026 conditions. **Figure 10** shows existing peak hour traffic volumes with the 12 percent increase in order to illustrate Year 2026 no-build conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

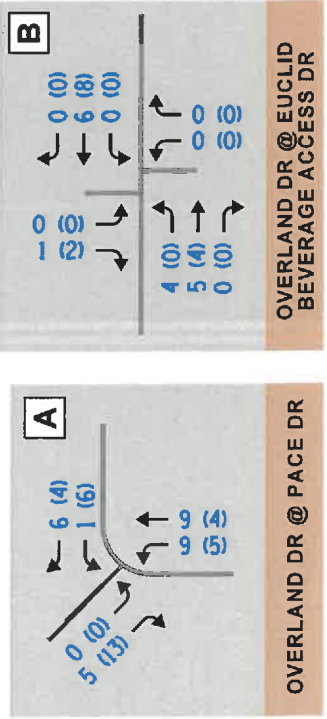
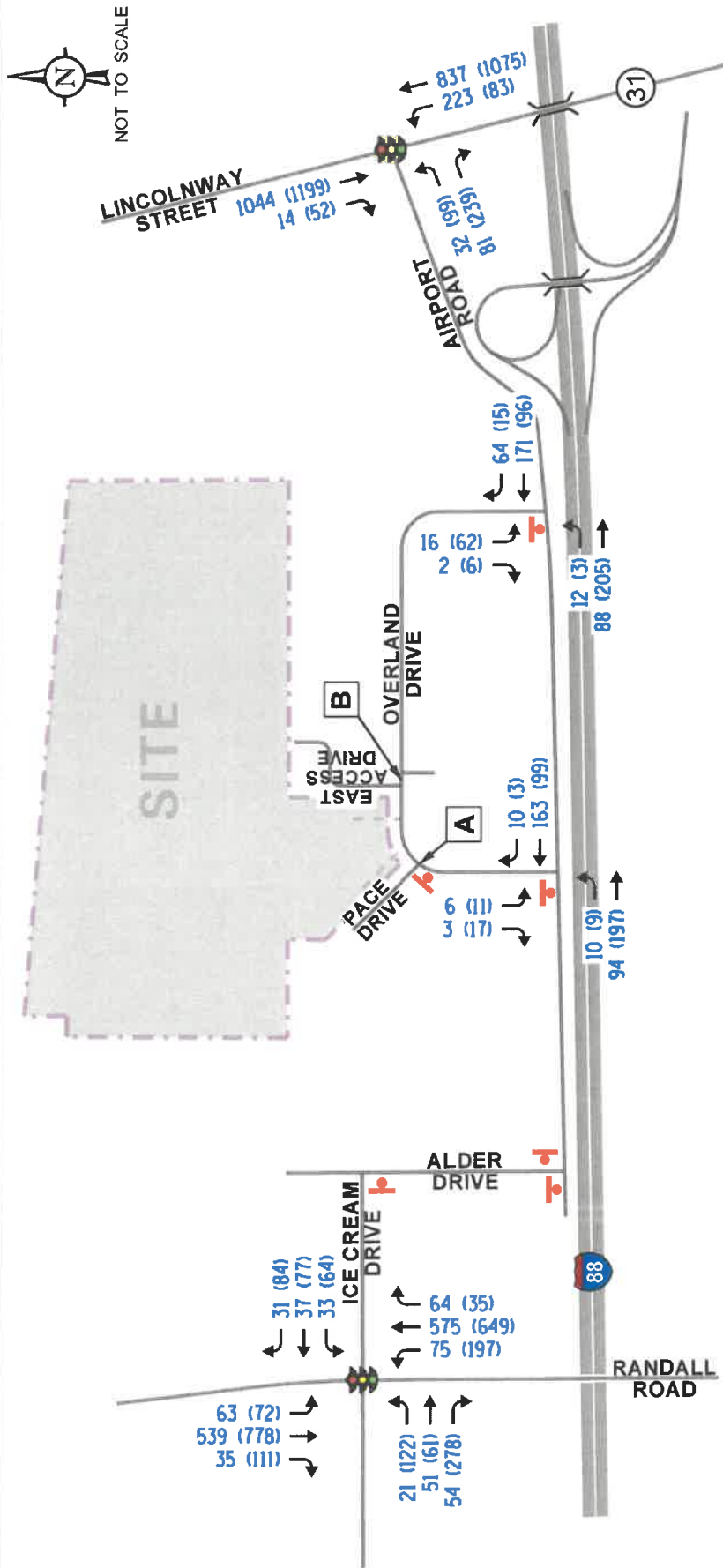
The development-generated traffic was added to the existing traffic volumes accounting for background growth to determine the Year 2026 total projected traffic volumes, shown in **Figure 11**.





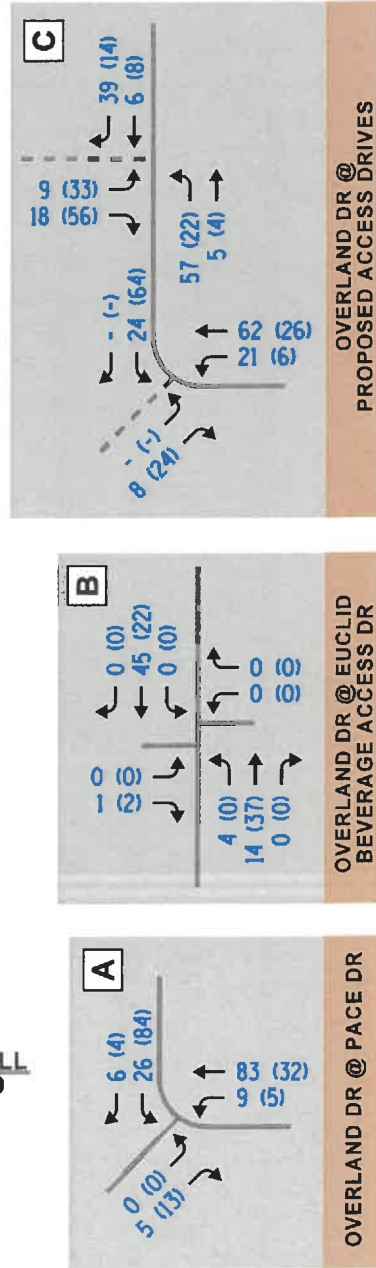
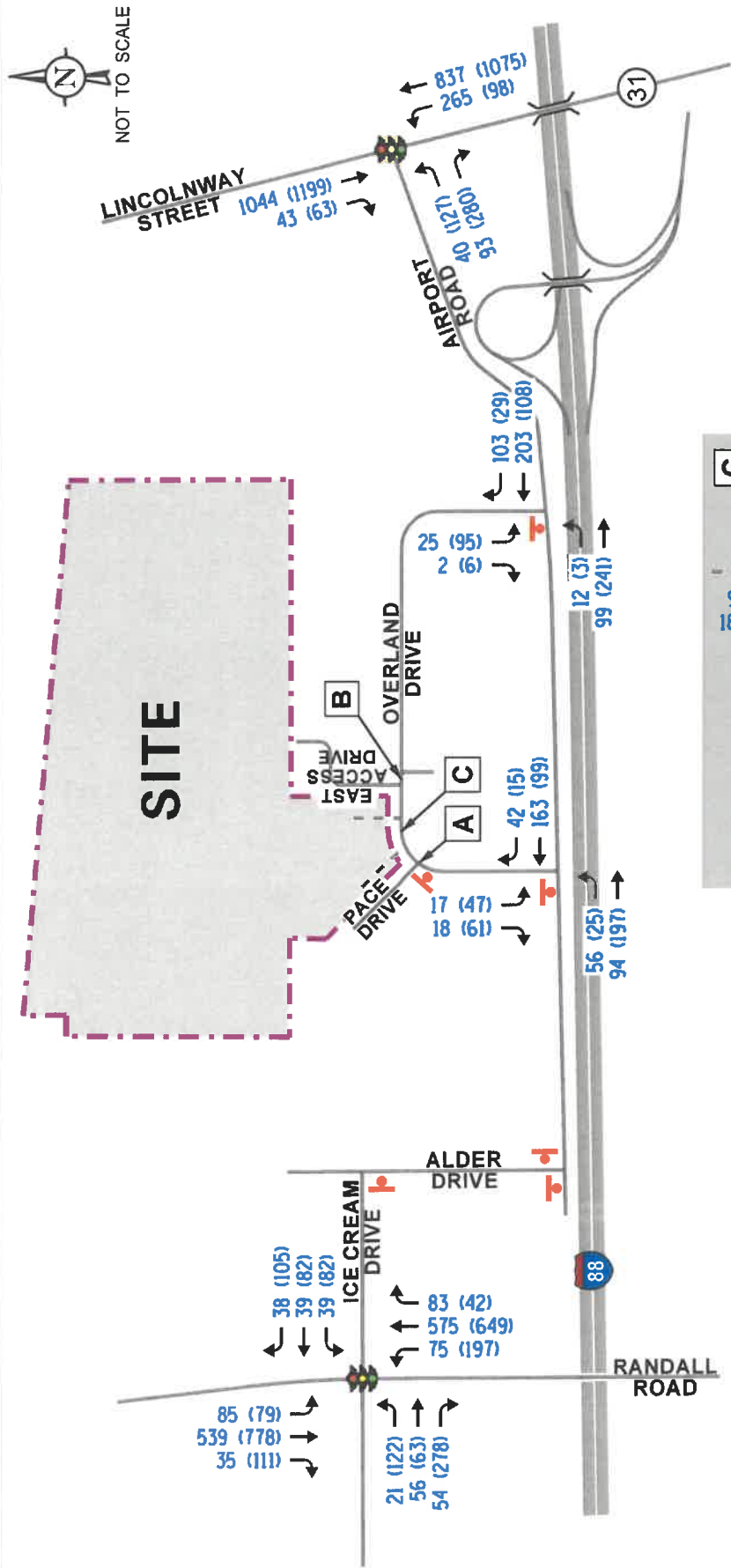
LEGEND

- 00 - AM PEAK HOUR (7:15-8:15 AM)
- (00) - PM PEAK HOUR (4:00-5:00 PM)



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)
 (00) - PM PEAK HOUR (4:00-5:00 PM)



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)
(00) - PM PEAK HOUR (4:00-5:00 PM)

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, and evening peak hours for the existing (Year 2020), no-build (Year 2026), and total projected (Year 2026) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 2010* and analyzed using Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2026 no-build, and Year 2026 total projected conditions are presented in **Tables 4** through **9**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4

CAPACITY ANALYSIS RESULTS – IL 31 WITH AIRPORT ROAD

Peak Hour	Eastbound		Northbound		Southbound Through/Right	Overall
	Left	Right	Left	Through		
Year 2020 Existing Conditions	E 58.7	C 22.1	A 5.2	A 2.3	A 6.4	A 6.0
	C – 32.3		A – 2.9			
	Weekday Evening Peak Hour	E 74.7	B 16.8	A 3.9	A 3.6	A 7.7
C – 33.8		A – 3.6				
Year 2026 No Build Conditions	E 59.2	C 21.8	A 7.7	A 2.6	A 8.0	A 7.2
	C – 32.3		A – 3.7			
	Weekday Evening Peak Hour	E 72.7	C 26.5	A 5.0	A 4.1	A 8.9
D – 40.0		A – 4.2				
Year 2026 Projected Conditions	E 60.4	C 20.8	B 12.6	A 2.8	A 10.0	A 9.0
	C – 32.7		A – 5.1			
	Weekday Evening Peak Hour	E 70.1	C 34.3	A 6.9	A 5.2	B 10.9
D – 45.5		A- 5.3				
Delay is measured in seconds.						

Table 5

CAPACITY ANALYSIS RESULTS – RANDALL ROAD WITH ICE CREAM DRIVE

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		Left	Through	Right	Left	Through/Right	Left	Through/Right	Left	Through	Right			
Year 2020 Existing Conditions	Weekday Morning Peak Hour	C 32.2	D 47.8	A 5.4	C 33.8	D 35.4	A 4.7	B 13.0	A 4.9	B 11.9	A 0.3	B 14.1		
		C – 27.1			C – 34.8			B – 12.1			B – 10.6			
		D 40.9	D 45.3	B 11.4	D 36.0	D 52.5	B 13.4	C 20.3	A 8.6	C 30.3	A 2.2		C 24.8	
Year 2026 No Build Conditions	Weekday Morning Peak Hour	C – 23.7			D – 47.8			B – 18.8			C – 25.4			
		C 31.6	D 45.1	A 6.5	C 32.9	D 35.4	A 5.2	B 15.3	A 5.4	B 13.7	A 0.5	B 15.6		
		C – 26.2			C – 34.6			B – 14.2			B – 12.1			
Year 2026 Projected Conditions	Weekday Evening Peak Hour	D 41.3	D 44.2	B 15.2	D 35.3	D 53.9	D 37.9	C 23.1	A 9.9	D 39.2	A 2.8		C 30.7	
		C – 25.9			D – 48.6			C – 26.4			C – 32.8			
		C 31.2	D 45.3	A 6.4	C 33.1	C 34.3	A 5.3	B 16.4	A 5.8	B 13.9	A 0.5	B 16.3		
Year 2026 Projected Conditions	Weekday Evening Peak Hour	C – 27.0			C – 33.9			B – 15.3			B – 12.1			
		D 40.9	D 43.0	B 16.0	D 35.9	D 54.7	D 45.5	C 24.6	B 10.9	D 40.8	A 2.8		C 32.5	
		C – 26.2			D – 48.9			C – 29.2			C – 34.0			

Delay is measured in seconds.

Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Airport Road with Overland Drive East				
• Southbound Approach	B	10.6	B	10.7
• Eastbound Left Turn	A	7.8	A	7.8
Airport Road with Overland Drive West				
• Southbound Approach	B	10.8	A	9.7
• Eastbound Left Turn	A	7.7	A	7.9
Overland Drive with Pace Fox Valley Drive				
• Eastbound Approach	A	9.1	A	8.9
• Northbound Left Turn	A	7.2	A	7.2
Overland Drive with Euclid Beverage Access Drive				
• Northbound Approach	A	0.0	A	0.0
• Southbound Approach	A	8.4	A	8.4
• Eastbound Left Turn	A	7.2	A	0.0
• Westbound Left Turn	A	0.0	A	0.0
LOS = Level of Service Delay is measured in seconds.				

Table 7

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2026 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Airport Road with Overland Drive East				
• Southbound Approach	B	10.8	B	11.0
• Eastbound Left Turn	A	7.9	A	7.8
Airport Road with Overland Drive West				
• Southbound Approach	B	11.0	A	9.8
• Eastbound Left Turn	A	7.7	A	7.9
Overland Drive with Pace Fox Valley Drive				
• Eastbound Approach	A	9.1	A	8.9
• Northbound Left Turn	A	7.2	A	7.2
Overland Drive with Euclid Beverage Access Drive				
• Northbound Approach	A	0.0	A	0.0
• Southbound Approach	A	8.4	A	8.4
• Eastbound Left Turn	A	7.2	A	0.0
• Westbound Left Turn	A	0.0	A	0.0
LOS = Level of Service Delay is measured in seconds.				

Table 8
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2026 FUTURE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Airport Road with Overland Drive East				
• Southbound Approach	B	11.5	B	12.1
• Eastbound Left Turn	A	8.1	A	7.9
Airport Road with Overland Drive West				
• Southbound Approach	B	11.9	B	10.8
• Eastbound Left Turn	A	7.9	A	8.0
Overland Drive with Pace Fox Valley Drive				
• Eastbound Approach	A	9.3	A	9.4
• Northbound Left Turn	A	7.3	A	7.4
Overland Drive with Euclid Beverage Access Drive				
• Northbound Approach	A	0.0	A	0.0
• Southbound Approach	A	8.5	A	8.4
• Eastbound Left Turn	A	7.3	A	0.0
• Westbound Left Turn	A	0.0	A	0.0
Overland Drive with Main Access Drive				
• Southbound Approach	A	9.1	A	9.0
• Eastbound Left Turn	A	7.5	A	7.4
Overland Drive with Secondary Access Drive				
• Southbound Approach	A	8.6	A	8.9
• Eastbound Left Turn	A	7.4	A	7.5
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

IL 31 with Airport Road

The results of the capacity analyses indicate that the intersection currently operates at a LOS A during the weekday morning and evening peak hours. Under Year 2026 no-build conditions, the intersection is projected to continue to operate at the same LOS with minimal increases in delay during both peak hours.

Under total projected conditions the intersection is projected to continue operating at the same LOS as under year 2026 No Build conditions with an increase in overall delay of less than three seconds. It should be noted that although the eastbound left-turn movement operates and will continue operating at a LOS E, this is due to the time vehicles have to wait for the green phase and not due to capacity deficiencies. Inspection of the capacity analyses indicate that the 95th percentile queues for the left-turn lane will be approximately 175 feet and will be contained within the provided storage length. Furthermore, the eastbound queues on Airport Road will not extend beyond the access drive into the Village of North Aurora Police Department access drive. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Randall Road with Ice Cream Drive

The results of the capacity analyses indicate that the intersection currently operates at a LOS B and C during the weekday morning and evening peak hours, respectively. Under Year 2026 no-build conditions, the intersection is projected to continue to operate at the same LOS with minimal increases in delay during both peak hours.

Under total projected conditions the intersection is projected to continue operating at the same LOS as under Year 2026 no-build conditions with an increase in overall delay of less than two seconds. As such, the proposed development traffic will have a limited impact on the operations of this intersection and no roadway or traffic control improvements will be required.

Airport Road with Overland Drive East and West

The results of the capacity analyses indicate that all of the turning movements at these two intersections are operating at LOS B or better and will continue to do so in the future with the addition of background growth and the site generated traffic. Based on a review of the projected traffic volumes and the results of the capacity analyses, exclusive left and right-turn lanes will not be necessary. Further, inspection of the traffic simulations indicate that these two intersections will operate efficiently with minimal queues and delays. As such, no geometric or traffic control improvements will be required in conjunction with the proposed development.

Overland Drive with Pace Fox Valley Drive and Euclid Beverage Drive

The results of the capacity analyses indicate that all of the turning movements at these two intersections operate at LOS A with minimal delays. Under future conditions and with the addition of the site generated traffic volumes both intersections will continue to operate at the same LOS with minimal increases in delay. As such, no geometric or traffic control improvements will be required in conjunction with the proposed development.

Overland Drive with Main Access Drive and Secondary Access Drive

The results of the capacity analyses indicate that all of the turning movements at these two intersections will operate at LOS A with minimal delays. Based on the projected traffic volumes and given that Overland Drive is a wide road (± 32 feet) there will be no need for providing an exclusive left and/or right-turn lane into the main access drive. As previously discussed, the main access drive will be located adjacent to the Euclid Beverage access drive and the secondary access drive will be located adjacent to the Pace Fox Valley access drive. Based on a review of the traffic simulation, the traffic flow in and out of the proposed access drives as well as those from the Pace Fox Valley access drive and the Euclid Beverage access drive will operate efficiently due to the low volume generated by all of these land uses. Furthermore, this situation is typical of business parks where different businesses have access to a common road such as Overland Drive. In fact, this situation currently occurs on the south side of Overland Drive and on the east side of Overland Drive east. As such, no geometric or traffic control improvements will be required in conjunction with the proposed development.

6. Conclusion

A traffic impact study was conducted for the proposed warehouse-distribution development to be located on the north side of Overland Drive west of IL 31 just north of Airport Road. The plans call for the site to be developed with approximately 1,056,811 square feet of warehouse/distribution space. Access to the development is proposed via two access drives off Overland Drive. One access drive will be located adjacent to the Euclid Beverage access drive while the other will be located adjacent to the Pace Fox Valley access drive. Both access drives will allow full inbound/outbound movements.

Based on the preceding analyses and recommendations, the following conclusions have been made:

- Given that IL 31 is an established truck route serving all of the industrial and manufacturing land uses on the north side of I-88 and given the location of the I-88 ramps, the majority of the truck traffic will be oriented to/from the south on IL 31.
- The results of the capacity analysis indicate that all of the intersections are operating at acceptable LOS and will continue to do so under future conditions, thus indicating that the roadway system has adequate reserve capacity to accommodate the increase in traffic.
- The 95th percentile queues on Airport Road at its signalized intersection with IL 31 will not extend beyond the access drive serving the Village of North Aurora Police Station.
- The proposed access system will be adequate in accommodating the site-generated traffic and will work efficiently with the adjacent access drives.

VILLAGE OF NORTH AURORA BOARD REPORT

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES
CC: STEVE BOSCO, VILLAGE ADMINISTRATOR
FROM: MIKE TOTH, COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR
SUBJECT: TAX INCREMENT FINANCE DISTRICTING
AGENDA: FEBRUARY 1, 2021 COMMITTEE OF THE WHOLE MEETING

DISCUSSION

At the October 19, 2020 Committee of the Whole meeting, staff provided a presentation to the Village Board on the status of the Village's Tax Increment Financing Districts and discussed the future of the Village's TIF districts. Staff solicited the Village Board on the idea of unifying the three TIF districts into one unified TIF District, known as the North Aurora United Tax Increment Financing District.

As a recap, the following actions would take place in order to establish the North Aurora United Tax Increment Financing District:

- Combine all three existing TIF Districts
- Add properties within development opportunity areas:
 - Euclid Beverage properties
 - Block One
 - Commercial properties across from Village Hall (Napa Auto Parts, Past & Present Shoppes & Moves Dance Studio)
 - Route 25 and Route 56 commercial & industrial properties
- The Route 31 TIF District would remain south of I-88 until its natural expiration in 2025

Established in 2002, the Route 31 TIF District - the largest of the Village's TIF districts - is set to expire in 2025 upon its 23 year lifespan. Due to the impending expiration and external factors potentially limiting the ability of the Village to utilize tax increment financing as a development tool, staff has been promoting the establishment of a new TIF District in order to fulfill the original redevelopment goals set forth.

Staff would like to take this opportunity to solicit feedback from the Village Board on the subject matter. If the Board wishes to proceed with the proposed North Aurora United Tax Increment Financing District, the next step would be to present the Board with a resolution authorizing a TIF feasibility and eligibility study for the Village of North Aurora.

Staff will be presenting additional information during the meeting. For reference purposes, staff has attached the PowerPoint presentation from the October 19, 2020 Committee of the Whole meeting.

Tax Increment Financing Districts

VILLAGE OF NORTH AURORA
COMMITTEE OF THE WHOLE
OCTOBER 19, 2020

North Aurora TIF Districts

- Route 31 TIF – Est. 2002
- Sperry TIF – Est. 2005
- North Lincolnway TIF – Est. 2011



-
- Equalized Assessed Valuation (EAV)**
- \$**
- Real Estate Tax Increment**
The real estate tax revenue derived from the increased EAV that can be used for TIF Eligible Project Costs
- Project Area's "Base EAV"**
(Real Estate Tax Revenue Derived from Base EAV Continues to be Available to all Taxing Districts)
- Project Area's Total EAV**
(Real Estate Tax Revenue Derived from Total EAV then available to ALL TAXING DISTRICTS)
- 23 Years**
- TIF District Created** **TIF District Ends**

Sample Tax Bill

Rams 2017 Tax 2017				Ratio 2018 Tax 2018				Personal Transfer				TIF BASE			
0.327815	\$2,808.68	KANE COUNTY	PENNSION	0.327802	\$2,780.91			15-09-226-006				FAR CASH VALUE	856,076.00		
0.074665	\$639.02	KANE COUNTY	PENNSION	0.064447	\$522.65			late Payment Schedule				2,354,248.00			
0.165803	\$1,418.66	KANE FOREST PRESERVE	PENNSION	0.165062	\$1,374.53			1st		2nd		LAND VALUE	388,528.00		
0.000148	\$1.20	KANE FOREST PRESERVE	PENNSION	0.000140	\$1.20			Jun 4 thru Aug 3				UNIMPROVED VALUE	686,113.00		
0.164789	\$1,487.20	AURORA TOWNSHIP	PENNSION	0.165147	\$1,758.87			Jul 4 thru Sep 3				HOME IMPROVEMENT VALUE	0.00		
0.021580	\$184.74	AURORA TOWNSHIP	PENNSION	0.015668	\$126.74			Oct 4 thru Dec 3				ADJUSTED VALUE	1,084,841.00		
								Payment on or after Oct 4, 2019. Please are instructions on reverse side to LATE PAYMENTS							
0.091180	\$780.57	AURORA TWP ROAD DIST	PENNSION	0.087823	\$744.86							ATYATE MULTIPLIER	1.0000		
0.060880	\$491.78	AURORA TWP ROAD DIST	PENNSION	0.060451	\$39.87							= EQUALIZED VALUE	1,084,841.00		
0.305886	\$2,787.25	NORTH AURORA VILLAGE	PENNSION	0.308850	\$2,481.33							= HONORIAL EXEMPTION	0.00		
0.205550	\$2,187.70	NORTH AURORA SCH DIST 129	PENNSION	0.206282	\$2,360.26							= SENIOR EXEMPTION	0.00		
5.732476	\$48,074.24	WEST AURORA SCH DIST 129	PENNSION	5.570376	\$47,763.72							= FARM LAND	0.00		
0.205731	\$2,189.26	WEST AURORA SCH DIST 129	PENNSION	0.205720	\$2,148.33							= FARM BUILDING	0.00		
0.053384	\$4,178.07	WALDENBORO COLLEGE SPS	PENNSION	0.045425	\$4,830.83							TAX RATE	1,084,841.00		
0.406907	\$4,208.45	FOX VALLEY PARK DISTRICT	PENNSION	0.435884	\$3,884.91							CURRENT TAX	\$103,808.44		
0.032842	\$208.01	FOX VALLEY PARK DISTRICT	PENNSION	0.038479	\$132.29							= HONORIAL EXEMPTION	0.00		
0.343292	\$2,828.84	MEADOWS LIBRARY	PENNSION	0.333870	\$2,871.77							= SENIOR EXEMPTION	0.00		
0.183277	\$2,287.54	NORTH AURORA FIRE DIST	PENNSION	0.038740	\$7,180.25							= OTHER EXEMPTIONS	0.00		
0.051727	\$495.55	NORTH AURORA FIRE DIST	PENNSION	0.051846	\$498.29							= FARM LAND	0.00		
0.000000	\$0.00	FOXMETRO WATER RECD DIST	PENNSION	0.000000	\$0.00							= FARM BUILDING	0.00		
0.000000	\$14,171.08	NORTH AURORA TIF 1	PENNSION	0.000000	\$21,875.42							TAX RATE	1,084,841.00		
												Total Available Val	1,084,841.00		
								Total Available Val		AUGUS		5.94			
								1st Incrment		2nd Incrment		51,304.22			
								ADJUSTMENT		ADJUSTMENT		51,304.22			
								Penalty		Penalty		\$0.00			
								Other Fees		Other Fees		\$0.00			
												= BACK TAX FORTH AMOUNT	\$0.00		
												= ENTERPRISE ZONE	\$0.00		
												= TOTAL TAX DUE	\$103,808.44		
								Paid on 05/21/2019		Paid on 06/21/2019					
2018 Kane County Real Estate Tax Bill				2018 Kane County Real Estate Tax Bill				2018 Kane County Real Estate Tax Bill							
David J. Rickert, County Real Estate Tax Treasurer				David J. Rickert, County Real Estate Tax Treasurer				David J. Rickert, County Real Estate Tax Treasurer							
719 S. Batavia Avenue - Bldg A				719 S. Batavia Avenue - Bldg A				719 S. Batavia Avenue - Bldg A							
Geneva, IL 60134				Geneva, IL 60134				Geneva, IL 60134							
LAP04548				LAP04548				LAP04548							
TOTAL				TOTAL				TOTAL							

$$\text{TIF Increment} = \text{Net Taxable Value} - \text{TIF Base} \times \text{Tax Rate}$$

How are TIF funds typically used?

- ▶ Redevelopment of substandard, obsolete, blighted or vacant buildings
- ▶ Financing public infrastructure improvements, including streets, sewer, water
- ▶ Cleaning up polluted areas
- ▶ Providing infrastructure needed to develop a site for new industrial or commercial use
- ▶ Improving the viability of downtown business districts, rehabilitating historic properties
 - ▶ Route 31 TIF Facade Grant Program
 - ▶ Silo Project
- ▶ Property acquisition
 - ▶ 10 S. Lincolnway
 - ▶ 19 S. Lincolnway
 - ▶ 24 S. Lincolnway)

North Aurora TIF Redevelopment Project – 24 S. Lincolnway



North Aurora TIF Redevelopment Project – Smoke Tree Lane



Route 31 Tax Increment Financing Grant Program

- ▶ 50% of the cost of improving storefronts, building facades, or grounds up to \$20,000
- ▶ Over \$300,000 awarded to-date



Hidden Beauty Salon – 110 John Street



Share & Care – 12 John Street

- ▶ Demolition of structures considered to be of visual blight and demolition of residential buildings considered non-conforming to the was added as an eligible expense in 2018

Route 31 Tax Increment Financing Grant Program

- Demolition of 2 N. Lincolnway approved 2018



- Demolition of 313 & 315 S. Lincolnway approved 2019



TIF District Performance

- TIF districts are currently generating positive TIF increment
 - Rte. 31 \$521,840 (2019)
 - Sperry \$7,414 (2019)
 - N. Lincolnway \$33,988 (2019)
- Many parcels are below the base value and/or decreasing in value
 - Parcels below base value generate \$0 increment
- The amount of increment generated is less than originally anticipated



TIF Challenges & Outlook

- ▶ Reform legislation seeking to limit or eliminate municipal use of tax increment financing
- ▶ Impending expiration of existing TIF districts
- ▶ Decline in assessed property values
- ▶ Unpopular with other taxing districts
 - ▶ Short term stagnation vs. long term gains

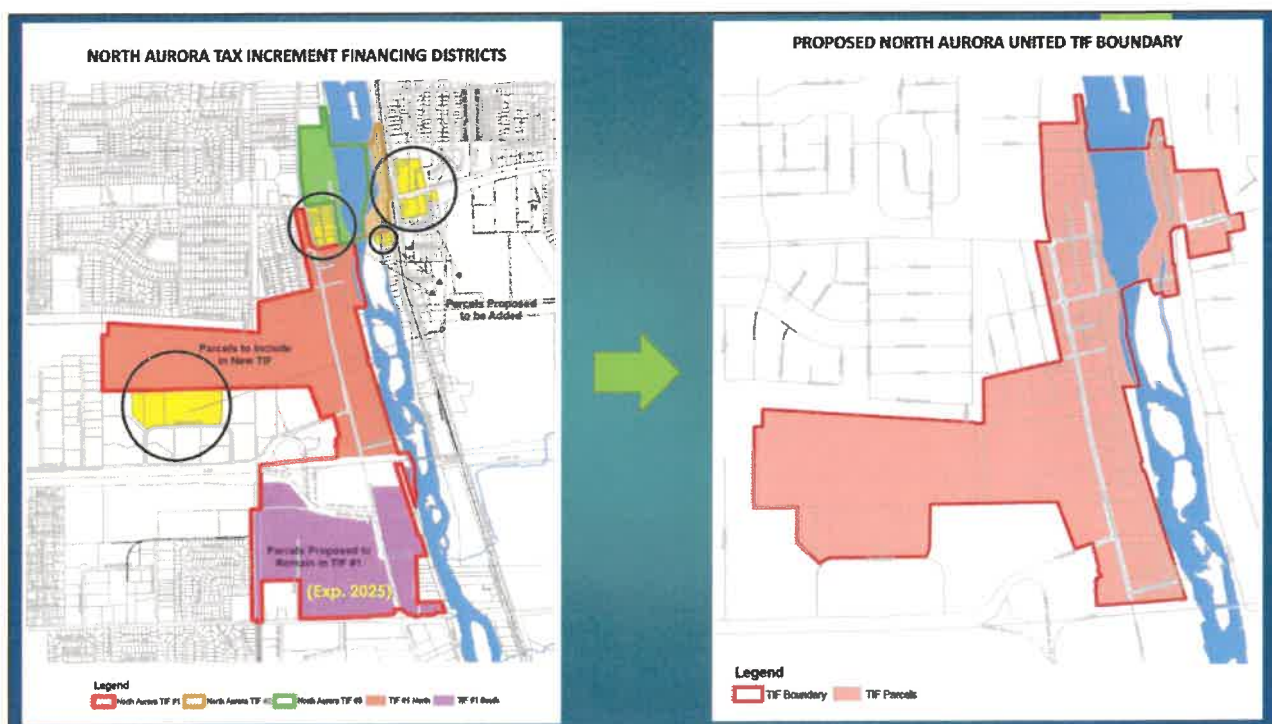
TIF Extension vs. Adopting New TIF

- | | |
|--|--|
| <ul style="list-style-type: none"> ▶ Extension of Existing TIF(s) <ul style="list-style-type: none"> ▶ Extension of 12 years from TIF expiration date ▶ TIF base remains the same as original adoption ▶ Requires taxing district approvals ▶ Requires legislative approval ▶ Any properties added to TIF district(s) would have to be added through the standard TIF adoption process ▶ No guarantee of approval | <ul style="list-style-type: none"> ▶ Dissolve Existing TIF(s) and Adopt New TIF District* <ul style="list-style-type: none"> ▶ New 23-year term established upon Village Board approval ▶ TIF baseline would be reset to current levels ▶ Does not require taxing body approval or legislative approval ▶ New properties could be added all together ▶ Taxing districts will receive a portion of the existing TIF's increment in five years ▶ Estimated 40% reduction in TIF increment in remaining Rte. 31 District |
|--|--|

*Preferred staff direction

Proposed 'United TIF District'

- ▶ Combine all three existing TIF Districts
- ▶ Add properties within development opportunity areas:
 - ▶ Euclid Beverage Properties
 - ▶ Block One
 - ▶ Commercial Properties across from Village Hall (Napa Auto Parts, Past & Present Shoppes & Moves Dance Studio)
 - ▶ Route 25 & Route 56 Commercial & Industrial Properties
- ▶ Rte. 31 TIF District to remain south of I-88 until natural expiration 2025



Eligibility Report Findings

- ▶ Prepared by Teska Associates, Inc
- ▶ The North Aurora United TIF Project Area is eligible for designation as a "conservation area" based on the predominance and extent of parcels exhibiting the following primary characteristics:
 1. Age of buildings
 2. Deterioration;
 3. Inadequate utilities;
 4. Deleterious land use or layout;
 5. Lack of community planning; and
 6. Decline in equalized assessed value.
- ▶ Each of these factors contributes significantly towards the eligibility of the Project Area as a whole.

TIF Adoption Timeline

- ▶ Approximately 4-6 months to complete, six months is more realistic.
- ▶ The general process is outlined below:
 1. Approve resolution of intent to study TIF
 2. Establish interested parties registry
 3. Prepare draft redevelopment plan, eligibility study and housing study
 4. Hold public meeting with residents to explain TIF
 5. Adopt ordinance establishing public hearing date
 6. Convene Joint Review Board with taxing districts
 7. Hold public hearing
 8. Approval
- ▶ Multiple notices are required, by regular mail, certified mail and publication, to taxing districts, property owners, residents, and interested parties.

Questions

- ▶ Does the Village Board want staff to proceed with investigating the opportunity to adopt the United TIF District?
- ▶ Are there any general questions or comments on this topic?

Memorandum



To: Village President and Village Board of Trustees

From: Steven Bosco, Village Administrator

Date: 1-28-21

Re: Naming of the Silo

The Village's silo restoration and illumination program was officially completed near the end of the 2020. At the January 18, 2021 Village Board meeting, the Village Board indicated interest in officially naming the silo, "Berman Tower," in honor of former Mayor Dale Berman for his years of service and his desire to illuminate the silo.

Staff is seeking feedback on the Village Board on whether to formally name the silo "Berman Tower." If so, the process would most likely include approving the name via resolution to make it official. Staff was planning to place a plaque near the silo regarding the project in the upcoming months. Should the Village Board choose to name the silo, the name would be included on the plaque.

Memorandum

To: Village President and Village Board of Trustees
CC: Steven Bosco, Village Administrator
From: David Hansen, Administrative/GIS Analyst
Date: 1-28-2021
Re: Waste Hauler RFP Summary



The Village's current five-year agreement with Waste Management for residential garbage, recycling and yard waste collection is due to expire on May 31, 2021. The current contract covers all residential properties of four or less units that do not utilize dumpsters for collection. Waste Management has been the residential waste hauler in the Village via franchise agreement since 1996.

At the Services Committee on October 19, 2020 staff presented two program pricing proposals from Waste Management, one sticker program and one toter only program, to determine whether the committee would like to attempt negotiating a new contract with Waste Management. Both proposals included a free bulk item per week, a white goods price increase of \$23.88 per item, and zero clean-up days. The sticker program included a monthly base sticker fee of \$9.69 a month in excess of the current sticker price of \$4.03. Due to the lack of clean-up days, the monthly base sticker fee, and concerns regarding the proposed sticker and toter pricing in comparison with nearby communities, the Services Committee directed staff to conduct a request for proposal process (RFP) to determine pricing from other waste haulers. A total of five companies submitted responses to the RFP.

Though the Village's current waste program includes the whole community having waste collected on one day each week (Fridays), the RFP allowed companies the option to divide the Village into a three-day collection program in an attempt to increase the number of proposals submitted. The RFP was also designed to include three different pricing options. The base pricing request was to keep the significant features of the current waste collection program the same. The RFP included a request for pricing for two alternate waste programs. Alternate #1 reduces the number of annual clean-up day events from two to one. Alternate #2 reduces the number of annual clean-up day events from two to one and includes a two-week period in the spring in which yard waste collection would not require a sticker.

For reference, the following information is a summary of the Village's current waste collection program. According to our current vendor, Waste Management, 21% of North Aurora households currently rent a garbage toter for a monthly fee, while 79% utilize stickers for garbage.

Garbage

- [Sticker - 1 per every 32-gallon can each week](#) (maximum weight of 50 lbs.)
 - Sticker = \$4.03
 - 96-gallon totes are available to rent at a flat rate (rental fee = \$24.57 per month)
- [Small Bulk items](#) – 1 sticker per item of 50 lbs. or less in weight (i.e. toys, small tables/chairs, crates)
- [Large Bulk items](#) – 4 stickers per item of more than 50 lbs. (i.e. mattresses, dressers, sofas, large chairs)
- [White Goods \(Appliances\)](#) – 4 stickers per item (i.e. refrigerators, humidifiers, air conditions, freezers, washers, dryers)
- [Carpet Rolls](#) – 1 sticker per 50 lb. bundle of carpet cut into 4-foot length rolls at 18-inches in diameter
- [Construction Debris](#) – 1 sticker per 32-gallon garbage can with a maximum weight of 50 lbs. or bundle of materials 4-foot in length and 18-inches in diameter with a maximum weight of 50 lbs.

Recycling

- [64-gallon recycling free per household](#) (additional recycling totes are available to rent monthly)

Yard Waste (April 1 – November 30th)

- [Sticker - 1 per each 33-gallon yard waste bag each week](#) (maximum weight of 50 lbs.)
- [Brush and Tree Trimmings](#) – 1 sticker per bundle of materials 4-foot in length and 18-inches in diameter with a maximum weight of 50 lbs. and biodegradable twined

Special Programs

- [Free Leaf Pickup](#) – between October 1st and November 30th, residents can place an unlimited number of 33-gallon yard waste bags full of leaves at the curb with no stickers needed
- [Spring and Fall Clean-up](#) – on two days during the year, the contractor will collect bulk items, white goods (appliances) and an unlimited amount of non-regular garbage
- [Christmas Tree Collection](#) – the contractor will pick up natural Christmas trees at the curb throughout the month of January

The pricing proposals for all five companies for the three different programs specified in the RFP are attached to the memo. Also, in an attempt to create an equalized comparison of the pricing, staff created a chart showing the cost per resident for using the sticker and toter programs based on the pricing submitted by each company while utilizing the programs equally during a four-month period.

It should be noted that SBC's pricing proposal is included for reference, but is crossed-out as it includes Saturday as a pick up day. Per the RFP specifications, Saturday and Sunday were not

allowed as a normal collection day. Also, Lake Shore Recycling Systems, included an alternate program that would lower sticker prices to \$3.35 the first year, but that includes a \$5.00 sticker program base fee. That is not included in the pricing summaries as that program was included outside of the programs specified in the RFP.

Overall, Groot provided the best overall core pricing with the lowest sticker price for all three programs and the second lowest monthly toter price. Groot's sticker price at \$4.09 is \$0.66 less than the closest company and offered the second cheapest 95/96 gallon toters at \$19.99. In comparison to current pricing, Groot's pricing would be an increase of \$.06 per sticker and a savings of \$4.58 a month for toter users. Groot's proposal also gives residents the option of renting a smaller 65-gallon garbage toter, which is priced at \$17.99 in the first year. On the contrary, Groot's bulk and white good pricing is 4th highest. In comparison to the current program, it would require an additional sticker per item over 50 lbs. which results in an additional cost of \$4.33 per item.

Staff is looking for direction from the Village Board on what company the Village should select as its waste hauler for the next five years as well as which of the three program options the Village would like to pursue.

Flood Brothers

1) Current Program - two clean-up day collections

Collection Day(s) (circle) – Monday **Tuesday** **Wednesday** Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$4.00	\$4.85	\$18.25	2	3
June 1, 2022	\$4.00	\$4.95	\$18.62	2	3
June 1, 2023	\$4.00	\$5.05	\$18.99	2	3
June 1, 2024	\$4.00	\$5.15	\$19.37	2	3
June 1, 2025	\$4.00	\$5.25	\$19.75	2	3

2) Alternate Program #1 - one clean-up day collection

Collection Day(s) (circle) – Monday **Tuesday** **Wednesday** Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$4.00	\$4.85	\$18.25	2	3
June 1, 2022	\$4.00	\$4.95	\$18.62	2	3
June 1, 2023	\$4.00	\$5.05	\$18.99	2	3
June 1, 2024	\$4.00	\$5.15	\$19.37	2	3
June 1, 2025	\$4.00	\$5.25	\$19.75	2	3

3) Alternate Program #2 - one clean-up day collection and free yard waste the first two weeks of April

Collection Day(s) (circle) – Monday **Tuesday** **Wednesday** Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$4.00	\$4.85	\$18.25	2	3
June 1, 2022	\$4.00	\$4.95	\$18.62	2	3
June 1, 2023	\$4.00	\$5.05	\$18.99	2	3
June 1, 2024	\$4.00	\$5.15	\$19.37	2	3
June 1, 2025	\$4.00	\$5.25	\$19.75	2	3

Additional Amenities (regardless of program option)

- Offered one free bulk item a week (under 50lbs) free of charge. More than 1 bulk item a week (under 50lbs) would cost 1 sticker.

Groot

1) Current Program - two clean-up day collections

Collection Day(s) (circle) – **Monday** **Tuesday** **Wednesday** Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.09	\$19.99	5	5
June 1, 2022	\$0.00	\$4.21	\$20.59	5	5
June 1, 2023	\$0.00	\$4.34	\$21.21	5	5
June 1, 2024	\$0.00	\$4.47	\$21.85	5	5
June 1, 2025	\$0.00	\$4.60	\$22.51	5	5

2) Alternate Program #1 - one clean-up day collection

Collection Day(s) (circle) – **Monday** **Tuesday** **Wednesday** Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.09	\$19.99	5	5
June 1, 2022	\$0.00	\$4.21	\$20.59	5	5
June 1, 2023	\$0.00	\$4.34	\$21.21	5	5
June 1, 2024	\$0.00	\$4.47	\$21.85	5	5
June 1, 2025	\$0.00	\$4.60	\$22.51	5	5

3) Alternate Program #2 - one clean-up day collection and free yard waste the first two weeks of April

Collection Day(s) (circle) – **Monday** **Tuesday** **Wednesday** Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.09	\$19.99	5	5
June 1, 2022	\$0.00	\$4.21	\$20.59	5	5
June 1, 2023	\$0.00	\$4.34	\$21.21	5	5
June 1, 2024	\$0.00	\$4.47	\$21.85	5	5
June 1, 2025	\$0.00	\$4.60	\$22.51	5	5

Additional Amenities (regardless of program option)

- Offered a 65 gallon toter option at a price of \$17.99.
- For additional cost to the resident - electronic waste (excluding televisions exceeding 50lbs) can be picked up weekly, but must call ahead and requires 48 hour notice

Lake Shore Recycling Systems

1) Current Program - two clean-up day collections

Collection Day(s) (circle) – Monday **Tuesday** **Wednesday** **Thursday** Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.85	\$22.00	15	5
June 1, 2022	\$0.00	\$5.00	\$22.66	15	5
June 1, 2023	\$0.00	\$5.15	\$23.34	15	5
June 1, 2024	\$0.00	\$5.30	\$24.04	15	5
June 1, 2025	\$0.00	\$5.46	\$24.76	15	5

2) Alternate Program #1 - one clean-up day collection

Collection Day(s) (circle) – Monday **Tuesday** **Wednesday** **Thursday** Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.75	\$21.75	15	5
June 1, 2022	\$0.00	\$4.89	\$22.40	15	5
June 1, 2023	\$0.00	\$5.04	\$23.07	15	5
June 1, 2024	\$0.00	\$5.19	\$23.77	15	5
June 1, 2025	\$0.00	\$5.35	\$24.48	15	5

3) Alternate Program #2 - one clean-up day collection and free yard waste the first two weeks of April

Collection Day(s) (circle) – Monday **Tuesday** **Wednesday** **Thursday** Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.80	\$21.85	15	5
June 1, 2022	\$0.00	\$4.94	\$22.51	15	5
June 1, 2023	\$0.00	\$5.09	\$23.18	15	5
June 1, 2024	\$0.00	\$5.25	\$23.88	15	5
June 1, 2025	\$0.00	\$5.40	\$24.59	15	5

SBC Waste Solutions

1) Current Program - two clean-up day collections

Collection Day(s) (circle) – Monday Tuesday Wednesday Thursday **Friday** (Saturday)

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.75	\$21.95	1	0
June 1, 2022	\$0.00	\$5.00	\$22.60	1	0
June 1, 2023	\$0.00	\$5.15	\$23.60	1	0
June 1, 2024	\$0.00	\$5.30	\$24.35	1	0
June 1, 2025	\$0.00	\$5.50	\$25.00	1	0

2) Alternate Program #1 - one clean-up day collection

Collection Day(s) (circle) – Monday Tuesday Wednesday Thursday **Friday** (Saturday)

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.75	\$21.95	1	0
June 1, 2022	\$0.00	\$5.00	\$22.60	1	0
June 1, 2023	\$0.00	\$5.15	\$23.60	1	0
June 1, 2024	\$0.00	\$5.30	\$24.35	1	0
June 1, 2025	\$0.00	\$5.50	\$25.00	1	0

3) Alternate Program #2 - one clean-up day collection and free yard waste the first two weeks of April

Collection Day(s) (circle) – Monday Tuesday Wednesday Thursday **Friday** (Saturday)

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$0.00	\$4.75	\$21.95	1	0
June 1, 2022	\$0.00	\$5.00	\$22.60	1	0
June 1, 2023	\$0.00	\$5.15	\$23.60	1	0
June 1, 2024	\$0.00	\$5.30	\$24.35	1	0
June 1, 2025	\$0.00	\$5.50	\$25.00	1	0

Additional Amenities (regardless of program option)

- Yard waste program would be free the first week of the season and would support composting

Waste Management

1) Current Program - two clean-up day collections

Collection Day(s) (circle) – Monday **Tuesday** Wednesday Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$10.32	\$4.03	\$24.57	4	4
June 1, 2022	\$10.68	\$4.17	\$25.43	4	4
June 1, 2023	\$11.05	\$4.32	\$26.32	4	4
June 1, 2024	\$11.44	\$4.47	\$27.24	4	4
June 1, 2025	\$11.84	\$4.63	\$28.19	4	4

2) Alternate Program #1 - one clean-up day collection

Collection Day(s) (circle) – Monday **Tuesday** Wednesday Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$10.00	\$4.03	\$24.57	4	4
June 1, 2022	\$10.35	\$4.17	\$25.43	4	4
June 1, 2023	\$10.71	\$4.32	\$26.32	4	4
June 1, 2024	\$11.08	\$4.47	\$27.24	4	4
June 1, 2025	\$11.47	\$4.63	\$28.19	4	4

3) Alternate Program #2 - one clean-up day collection and free yard waste the first two weeks of April

Collection Day(s) (circle) – Monday **Tuesday** Wednesday Thursday Friday

	Monthly Base Sticker Fee	Refuse/Yard Waste Cost per Sticker	Monthly Flat Fee 95/96 Gallon Refuse Toter Service	# of Stickers per Bulk Item Heavier than 50 Pounds	# of Stickers per White Good Item Heavier than 50 Pounds
June 1, 2021	\$10.15	\$4.03	\$24.57	4	4
June 1, 2022	\$10.51	\$4.17	\$25.43	4	4
June 1, 2023	\$10.88	\$4.32	\$26.32	4	4
June 1, 2024	\$11.26	\$4.47	\$27.24	4	4
June 1, 2025	\$11.65	\$4.63	\$28.19	4	4

Additional Amenities (regardless of program option)

- Offered additional recycling cart rental for \$3 per month
- Offered at your door special collection for hazardous waste of \$1.40 per home per month

Four-Month Pricing Comparison

Four Month Cost Summary

Sticker Program – one sticker per week (17 weeks), one bulk item over 50 lbs., one white good over 50 lbs.

Toter Program – four month rental cost, one bulk item over 50 lbs., one white good over 50 lbs.

Current Program: Two Clean-Up Days

Current Price through 5/31/21	\$68.51	\$98.28	\$16.12	\$16.12
Company	Sticker Price	95/96 Toter Price	Bulk Item	White Goods
Flood Brothers	\$98.45	\$73.00	\$9.70	\$14.55
Groot	\$69.53	\$79.96	\$20.45	\$20.45
Lake Shore	\$82.45	\$88.00	\$72.75	\$24.25
SBC Waste	\$80.75	\$87.80	\$4.75	\$0.00
Waste Management	\$109.79	\$98.28	\$16.12	\$16.12

Alternate #1: One Clean-Up Day

Current Price through 5/31/21	\$68.51	\$98.28	\$16.12	\$16.12
Company	Sticker Price	95/96 Toter Price	Bulk Item	White Goods
Flood Brothers	\$98.45	\$73.00	\$9.70	\$14.55
Groot	\$69.53	\$79.96	\$20.45	\$20.45
Lake Shore	\$80.75	\$87.00	\$71.25	\$23.75
SBC Waste	\$80.75	\$87.80	\$4.75	\$0.00
Waste Management	\$108.51	\$98.28	\$16.12	\$16.12

Alternate #2: One Clean-Up Day & Free Yard Waste First Two Weeks of April

Current Price through 5/31/21	\$68.51	\$98.28	\$16.12	\$16.12
Company	Sticker Price	95/96 Toter Price	Bulk Item	White Goods
Flood Brothers	\$98.45	\$73.00	\$9.70	\$14.55
Groot	\$69.53	\$79.96	\$20.45	\$20.45
Lake Shore	\$81.60	\$87.40	\$72.00	\$24.00
SBC Waste	\$80.75	\$87.80	\$4.75	\$0.00
Waste Management	\$109.11	\$98.28	\$16.12	\$16.12