



## Legislation Text

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File #: 18-530, Version: 1

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### **PLANNING AND ZONING COMMISSION AGENDA ITEM**

#### **ACTION REQUESTED:**

Conduct the public hearing for Polo Club (PZC 18-1-022) located at 23450 and 23700 W 119<sup>th</sup> Street. (Item 1 of 3)

**DEPARTMENT:** Transportation, Engineering and Development

**SUBMITTED BY:** Kasey Evans, AICP

#### **BOARD/COMMISSION REVIEW:**

Official notice for the public hearing for PZC 18-1-022 was published in the Naperville Sun on June 3, 2017.

#### **BACKGROUND:**

The property is located at the northwest corner of 119<sup>th</sup> Street and Book Road, with common street addresses of 23450 and 23700 W 119<sup>th</sup> Street, located in unincorporated Will County. The property is approximately 110 acres and is generally used as sporting fields with a handful of auxiliary structures. The subject property is surrounded by a residential neighborhood and Riverview Farmstead Preserve to the north; Book Road and Riverview Farmstead Preserve, including the DuPage River, to the east; 119<sup>th</sup> Street, Riverview Farmstead Preserve, a residential neighborhood, and agricultural property to the south; and a lawncare business to the west.

While the subject property is not located within the City's current planning boundary, it is adjacent to property located within the City and to the Southwest Community Area Plan boundary. Staff has identified the following goals from the Southwest Community Area Plan which the proposed development furthers:

1. *A range of housing opportunities meeting a variety of lifestyles (p.9):*
  - a. Identify various residential product types and establish ways in which they can be integrated in a compatible manner
2. *Balance development with ample open space and recreational areas, while protecting natural and environmentally sensitive resources (p.9):*
  - a. Plan and develop links ... between recreation and open space uses
  - b. Link environmental features for use as recreational ... amenities within the Southwest Community Area
3. *Safe and convenient roadways which seek to minimize traffic impacts as land is further developed (p.10):*
  - a. Design and construct a transportation system that maximizes roadway capacity

The analysis completed as part of the City's Analysis of Impediments to Fair Housing Choice (AI) in 2017 also identified a concentration of single family homeowner units and few multi-family rental units

in the southern portion of the City. Similar to the Southwest Community Area Plan, the AI recommends development of a variety of housing types to meet the various needs of residents. The petitioner's proposal is generally consistent with the goals of the Southwest Community Area Plan and the AI by providing a mix of housing types, providing open space and natural areas, and facilitating road and bike path connections.

**DISCUSSION:**

The petitioner, DR Horton, requests annexation of the subject property into the City of Naperville, rezoning of the property to R3A (Medium Density Multiple-family Residence District) upon annexation, subdivision, a conditional use for a preliminary PUD, and three deviations, as further described below, in order to develop the subject property with 723 single family detached homes, single family attached homes (townhomes), and apartments, including common open space, two clubhouses, two dog parks, and related amenities. The petitioner's annexation and subdivision requests are not reviewed by the Planning & Zoning Commission, but information on the requests is provided for reference. The annexation and subdivision requests will be heard at a subsequent public hearing during a City Council meeting.

*Rezoning*

The petitioner requests rezoning upon annexation to R3A (Medium Density Multiple-family Residence District) to facilitate the proposed mix of housing types from single family detached to apartment homes. The proposed development provides a transition from less intense residential and forest preserve uses to the north and east, to the more intense arterial road (119<sup>th</sup> Street) to the south, and commercial and industrial districts located further to the south and west (near Route 59 and 119<sup>th</sup> Street), by situating the single family detached and attached homes in the north and east portions of the site and the apartment homes in the southwest corner of the site. The proposed mix of single family detached, single family attached and apartment homes is consistent with the intent of the R3A district to accommodate a variety of housing types. The proposed neighborhood and zoning is also consistent with the goals and recommendations of the Southwest Community Area Plan and the AI by providing a variety of housing types, open space and recreational areas, and transportation connections. The petitioner's responses to the Standards for Granting a Rezoning are included in the Development Petition. Staff is in general agreement with the petitioner's Findings and recommends adoption by the Planning and Zoning Commission.

*Preliminary Planned Unit Development*

The subject property consists of approximately 110 acres that is predominately used as sporting fields with several associated structures and gravel parking areas. The petitioner seeks approval of the proposed Polo Club Preliminary PUD in order to develop the property with three different housing types including 95 single family detached homes, 319 single family attached homes, and 309 apartment homes for a total of 723 dwelling units. The overall density of the Polo Club development is 6.79 units per acre, which is less than the maximum of 8 units per acre permitted in the R3A district.

The single family detached homes are generally located in the northeast portion of the property with lots ranging in size from roughly 6,357 square feet to 14,874 square feet, in compliance with the R3A minimum required area (6,000 square feet) and width (50').

Three different single family attached (townhome) types are proposed. The Freedom (Triplex Villas) Series proposed generally in the southeast portion of the property are single story, 3-unit buildings

with front loaded 2-car garages. A total of 93 units in 31 buildings are proposed for the Freedom Series. The Buckingham Series proposed generally in the northwest corner of the property are two story, 4 to 6-unit buildings with front loaded 2-car garages. A total of 78 units in 14 buildings are proposed for the Buckingham Series. The Seaboard Series also proposed generally in the northwest corner of the property are three story, 5 to 7-unit buildings with rear loaded 2-car garages. A total of 148 units in 24 buildings are proposed for the Seaboard Series. All three of the proposed townhome types include a minimum of 50% masonry (brick and/or stone) exterior building materials as required by Municipal Code Section 5-2C-3 (Exterior Wall Construction).

An anti-monotony provision will be included in the development approval that prohibits the single family detached and single family attached buildings directly next door or directly across the street from having the same front elevation and/or color package as one another.

The proposed apartments are generally located in the southwest corner of the property and consist of 309 apartment homes located in 15, three story buildings. Each apartment building includes four to twelve attached 1-car garages for tenants. The apartment buildings also comply with the minimum 50% masonry exterior building material requirement.

The proposed Polo Club development provides approximately 45.3 acres of common open space, or roughly 40% of the subject property, exceeding the 35% minimum area required by City Code. The open space includes landscaped buffer areas, naturalized detention ponds with sitting areas, two neighborhood clubhouses with associated pools and amenities, and two dog parks. The apartment clubhouse is approximately 6,700 square feet and has a pool for the apartment community residents and their guests. One of the proposed dog parks is also provided for the apartment community residents. The neighborhood clubhouse is approximately 6,400 square feet and also has a pool, as well as game courts, for Polo Club residents and their guests. A multi-use path will be constructed along the north side of 119<sup>th</sup> Street from the west property line of the subject property to the old Book Road where the old Book Road pavement will be converted to a bike path, connecting the path along 119<sup>th</sup> Street to the existing bike path that runs along the west side of the DuPage River up to and beyond the intersection of Book Road and 111<sup>th</sup> Street.

The petitioner's responses to the Standards for Granting a PUD are included in the Development Petition. Staff is in general agreement with the petitioner's Findings and recommends adoption by the Planning and Zoning Commission.

### *Parking Deviation*

Per [Municipal Code Section 6-9-3 \(Schedule of Off-street Parking Facilities\)](https://www.municode.com/library/il/naperville/codes/code_of_ordinances?nodetid=TIT6ZORE_CH9OFSTPA_6-9-3SCOFSTPARE)

[https://www.municode.com/library/il/naperville/codes/code\\_of\\_ordinances?](https://www.municode.com/library/il/naperville/codes/code_of_ordinances?nodetid=TIT6ZORE_CH9OFSTPA_6-9-3SCOFSTPARE)

[nodetid=TIT6ZORE\\_CH9OFSTPA\\_6-9-3SCOFSTPARE](https://www.municode.com/library/il/naperville/codes/code_of_ordinances?nodetid=TIT6ZORE_CH9OFSTPA_6-9-3SCOFSTPARE)> multi-family dwelling units are required to have 2 parking spaces plus 0.25 guest parking spaces per each dwelling unit. The petitioner requests approval of a parking variance to reduce the number of required parking spaces from 2.25 per dwelling unit to 1.49 per dwelling unit for the 168 proposed 1-bedroom apartment homes. The petitioner proposed 250 parking spaces (208 resident plus 42 guest) in lieu of the 378 parking spaces (336 resident plus 42 guest) required by Code. The minimum Code required parking of 2.25 spaces per dwelling unit is provided for each of the 120 proposed 2-bedroom units, and the 21 proposed 3-bedroom units.

The petitioner provided parking calculations to demonstrate the parking proposed for the 1-bedroom

apartment homes will be sufficient to meet the expected parking demand from those homes. The parking demand calculations provided from the Institute of Transportation Engineers state the peak parking demand is typically 1.10 to 1.37 vehicles per dwelling unit; therefore, the proposed parking provided at 1.49 spaces per dwelling unit would be enough to meet the anticipated peak parking demand for the 1-bedroom apartments. Staff finds the petitioner's responses to the Standards for Granting a PUD Deviation to generally be reasonable; however, recommends adoption subject to the condition that if the parking demand exceeds the parking supply provided onsite, the owner shall be obligated to correct the parking deficiency by assigning parking spaces per dwelling unit through the lease agreements, reducing the number of bedrooms and/or dwelling units, or by other appropriate means as necessary.

### *Building Height Deviation*

The petitioner is also requesting a variance to exceed the maximum building height of 35' in the R3A district pursuant to [Section 6-6D-8 \(R3A: Height Limitations/Bulk Regulations\)](https://library.municode.com/il/naperville/codes/code_of_ordinances?nodeId=TIT6ZORE_CH6REDI_ARTDR3MEDEMUMIREDI_6-6D-8HELIBURE) [https://library.municode.com/il/naperville/codes/code\\_of\\_ordinances?nodeId=TIT6ZORE\\_CH6REDI\\_ARTDR3MEDEMUMIREDI\\_6-6D-8HELIBURE](https://library.municode.com/il/naperville/codes/code_of_ordinances?nodeId=TIT6ZORE_CH6REDI_ARTDR3MEDEMUMIREDI_6-6D-8HELIBURE) for the proposed apartment buildings. The apartment buildings have a mean roof height of 38'-9", exceeding the maximum building height by 3'-9". The petitioner states the increased building height allows for a more architecturally attractive exterior building design, a more aesthetically appealing roof pitch, and improved proportionality between the building facades and roof.

The impact of the increased building height is minimized given the apartment component is located at the southwest corner of the property adjacent to 119<sup>th</sup> Street and a commercial property. The building heights within the Polo Club development generally shift from one story in the north and east portions of the property, to two story in the northwest portion of the property to two and three stories in the southwest corner of the property. The proposed apartment buildings step from two to three stories further minimizing the increased building height. This variation in building height from generally lower in the north and east to higher in the southwest minimizes potential impacts on adjacent properties by maintaining a lower height where adjacent to open space and other homes, and increasing in height as it is adjacent to an arterial road (119<sup>th</sup> Street) and commercial uses. The petitioner's responses to the Standards for Granting a PUD Deviation are included in the Development Petition. Staff is in general agreement with the petitioner's Findings and recommends adoption by the Planning and Zoning Commission.

### *Monument Sign Deviation*

Per [Municipal Code Section 6-16-4:2.1.1](https://library.municode.com/il/naperville/codes/code_of_ordinances?nodeId=TIT6ZORE_CH16SI_6-16-4SIREPR)

[https://library.municode.com/il/naperville/codes/code\\_of\\_ordinances?nodeId=TIT6ZORE\\_CH16SI\\_6-16-4SIREPR](https://library.municode.com/il/naperville/codes/code_of_ordinances?nodeId=TIT6ZORE_CH16SI_6-16-4SIREPR), a total of four monument signs are permitted (maximum two per entrance) per subdivision. The petitioner proposes to install six monument signs, two at each of the three primary entrances into the Polo Club development. Two monument signs are proposed at the Book Road/Hawkweed Drive entrance; two are proposed at the 119<sup>th</sup> Street/Polo Club Drive entrance; and two are proposed at the apartment entrance located off 119<sup>th</sup> Street.

It is common for the monument signs to be located at the primary entrances into subdivisions as a means to identify each subdivision. The apartment homes are not served by the Book Road/Hawkweed Drive or the 119<sup>th</sup> Street/Polo Club Drive entrances, and only have an entrance from 119<sup>th</sup> Street. The additional monument signs being requested will help to distinguish the entrance into the apartment complex from the entrances into the single family detached and attached

neighborhood. The monument signs will be enhanced with landscaping and will comply with the Sign Code in all other respects (i.e. setback, size, height, etc.). The petitioner's responses to the Standards for Granting a PUD Deviation are included in the Development Petition. Staff is in general agreement with the petitioner's Findings and recommends adoption by the Planning and Zoning Commission.

### *Landscape Plan*

In addition to the required parkway trees along all public rights-of-way, the landscape plan includes a variety of landscaping to buffer, provide shade, and enhance the proposed development. Landscape buffers ranging from 30' to 35' wide are provided along 119<sup>th</sup> Street and Book Road provide screening from those roadways. Both the Polo Club Drive and Hawkweed Drive entrances are designed as boulevards with landscaping proposed in the median and along the side of each roadway. A 45' wide landscape buffer is also proposed along the north property line between the Buckingham Series townhomes and the neighborhood to the north; this landscape buffer consists of a mix of evergreen, shade and ornamental trees.

Five overlooks are proposed including benches and decorative pavers. These overlooks are located near the intersection of Saddle Circle and Hawkweed Drive, at Hawkweed Drive and Polo Club Drive, and around the naturalized stormwater feature located east of Book Road. These overlooks are connected throughout the development by paths and sidewalks and provide walkers and bicyclists spots to rest and enjoy the natural features of the neighborhood.

### *Traffic Study*

DR Horton hired traffic engineering consulting firm Gewalt Hamilton Associates to conduct a traffic impact analysis. Key aspects of the traffic impact analysis are provided below.

### Existing Roadway Network

The Polo Club development would be served by the following roadways with the associated classifications as defined in the City's Master Thoroughfare Plan (See Site Plan, Exhibit 4 of the GHA Traffic Impact Study). North: Hawkweed Drive (Neighborhood Connector); east: new Book Road (Minor Arterial), to be constructed as part of this development; west: No connection from the west; and south: 119<sup>th</sup> Street (Minor Arterial). The South Pointe subdivision exists to the north of this development and will be connected via Hawkweed Drive. The new Book Road will be constructed from Wild Timothy to 119<sup>th</sup> Street, connecting High Meadow and South Pointe subdivisions to 119<sup>th</sup> Street.

### Access

Access from the Polo Club subdivision to the existing roadway network is proposed at six locations:

- A connection to Hawkweed Drive to the north
- An extension of Hawkweed Drive to new Book Road
- A connection to 119<sup>th</sup> Street at new Book Road
- A connection to 119<sup>th</sup> Street serving the single family and townhome portions of the development (Polo Club Drive)
- A connection to 119<sup>th</sup> Street at Wolf Drive serving the apartment parcel
- A right-in, right-out connection to 119<sup>th</sup> Street serving the apartment parcel near the western boundary of the development

The new connections to Book Road and 119<sup>th</sup> Street will be stop sign controlled.

### Trip Generation

The total number of estimated daily trips generated by the Polo Club Development is 5,300 (in and out). This estimate is based upon the Institute of Transportation Engineers manual, Trip Generation 10<sup>th</sup> Edition. Appropriate trip generation rates were used to evaluate 95 single family dwellings, 171 two-story dwellings, 148 three-story dwellings, and 309 apartments. Despite having an age targeted component to this development, all trip generation results are for standard dwelling units, resulting in a higher value than if elderly dwelling unit values were used. Proposed traffic volumes are forecasted to 2025, 5 years past expected completion. These values include a 10% growth factor over current traffic patterns (as obtained from CMAP) and the site generated volumes.

### Trip Distribution

Trips for the proposed development were distributed based upon anticipated traffic patterns accounting for local attraction to existing transportation corridors. 10% of traffic is expected to travel north from the site, 40% is expected to travel east towards Plainfield-Naperville Road, and 50% is expected to travel west towards Route 59.

### Intersection Level of Service

As part of the study, the traffic consultant evaluated the morning and evening peak hour level of service at the following stop controlled intersections: 119<sup>th</sup> Street and new Book Road; 119<sup>th</sup> Street and Polo Club Drive; 119<sup>th</sup> Street and Wolf Drive/Apartment Access. These intersections were evaluated using proposed traffic volumes and distributions. The study found that all intersections or intersection approaches met or exceeded Level of Service (LOS) D during the morning and evening peak hours. LOS D is considered an acceptable peak hour level of service.

### Book Road Improvements

Book Road currently exists in this area as a local road both north and south of 119<sup>th</sup> Street. The roadway south of 119<sup>th</sup> Street is not included within the limits of the project (this portion of the roadway is being evaluated for vacation by Will County and Wheatland Township). The portion of Book Road north of 119<sup>th</sup> Street will be vacated through the western half width of the roadway as part of this development. The eastern half width of the roadway will continue to be owned by the Forest Preserve District of Will County.

A new Book Road will be built to the west of the existing Book Road. The new roadway will be constructed as a three-lane section with curb and gutter, streetlights, and storm sewer improvements. A sidewalk will be built along the west side of the roadway connecting 119<sup>th</sup> to the existing sidewalk adjacent to the South Point subdivision. Book Road connections will be made at 119<sup>th</sup> Street, Hawkweed Drive extension, Spartina Rd, and Wild Timothy Rd. Turn lanes will be striped at all intersections. The new Book Road will be constructed within 100' ROW to be dedicated by the subject property and within the 100' ROW as dedicated by South Pointe and High Meadow subdivisions.

### 119<sup>th</sup> Street Improvements

The developer will expand 119<sup>th</sup> Street to include three lanes through the boundary limits of this development. Turn lanes will be added at the Apartment Access/Wolf Drive, Polo Club Drive, and new Book Road. The new roadway will be constructed with curb and gutter, streetlights, storm sewer, and a multi-use path along the northern edge. These improvements will improve traffic flow and minimize the impact of the development on existing traffic conditions.

### ***Stormwater Management***

The proposed development is within Will County and is designed to meet the requirements of the Will County Stormwater Ordinance. As floodway and floodplain are within the project limits, both City and County staff will be reviewing the stormwater submittal for this site.

The preliminary stormwater management analysis as prepared by CEMCON shows the site will utilize four detention ponds to cumulatively provide 56.0 acre-feet of storage. This surpasses the required volume of 41.5 acre-feet of storage. Runoff from site will be attenuated in the stormwater management facility located east of new Book Road. Discharge from this pond will be less than the permitted rate for both the two year and 100 year events per the Stormwater Ordinance.

There is floodplain fill included in this development in order to create the stormwater management facility east of new Book Road. The total floodplain fill is 3.1 acre-feet. The total provided compensatory storage is 5.3 acre-feet, exceeding the requirement of 1:1 fill to compensatory storage.

All components of the preliminary stormwater management analysis meet or exceed the requirements of the Will County Stormwater Ordinance. This will result in predictable stormwater management and discharge behavior while allowing for upland offsite flows to benefit from the excess capacity provided on site. The existing discharge from this site is calculated at 106.2 cubic-feet per second for the 100 year, 24 hour storm. This same storm produces just 41.1 cubic-feet per second discharge following the proposed improvements to the site. Installation of these stormwater management facilities will also benefit downstream properties during major rainfall events.

### ***Key Takeaways***

- The petitioner requests annexation, rezoning to R3A upon annexation, subdivision, a conditional use for a Preliminary PUD, and deviations to reduce the parking for the 1-bedroom apartment homes, increase the building height of the apartment buildings, and install six monument signs in order to develop a mix of 95 single family detached, 319 single family attached, and 309 apartment homes on the subject property.
- Staff is supportive of the proposed use and layout of the subject property. The proposed development is compatible with the surrounding area and includes amenities that exceed Code requirements.

### ***Related Files***

The following agenda items are related to PZC 18-1-022:

- Consider rezoning the subject property at 23450 and 23700 W 119<sup>th</sup> Street to R3A (PZC 18-1-022) (Item 2 of 3);
- Consider a conditional use to establish the Preliminary Polo Club PUD, and deviations to reduce the number of parking spaces for the 1-bedroom apartments, increase the height of the apartment buildings, and install six monument signs, for the property located at 23450 and 23700 W 119<sup>th</sup> Street (PZC 18-1-022) (Item 3 of 3).