



City of Aurora

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Legistar History Report

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**General
Ledger #:**

In Control: Building, Zoning,
and Economic
Development
Committee

File Created: 05/15/2026

File Name: M/I Homes / Kingsley Row Subdivision/ Ogden
Avenue and 75th Street / CUPD

Final Action:

Title: An Ordinance Establishing a Conditional Use Planned Development, Approving the Kingsley Row Plan Description and amending Chapter 49 of the Code of Ordinances, City of Aurora, by modifying the zoning map attached thereto to an underlying zoning of R-4A Two-Family Dwelling District and OS-1 Conservation, Open Space, and Drainage District for the property located east of the intersection of Ogden Avenue and 75th Street

Notes:

Sponsors:

Enactment Date:

Attachments: Exhibit "A" Legal Description - 2026-05-16 -
2025.228, Exhibit "B" Plan Description - 2026-05-18 -
2025.228, Land Use Petition and Supporting
Documents - 2025-07-30 - 2025.228, Maps -
2026-05-17 - 2025.228, Letter from IPSD 204 -
2026-05-15 - 2025.228

Enactment Number:

Planning Case #: NA28/1-25.228 - RZ/CUPD/Psd/Ppn

Hearing Date:

Drafter: JMorgan@aurora-il.org

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Planning and Zoning Commission	05/20/2026	Forwarded	Building, Zoning, and Economic Development Committee	05/27/2026		Pass
Action Text: A motion was made by Mrs. Martinez, seconded by Mr. Kuehl, that this agenda item be Forwarded to the Building, Zoning, and Economic Development Committee, on the agenda for 5/27/2026. The motion carried.							
Notes: Mrs. Morgan said Jill Morgan, Senior Planner. I'm going to briefly introduce the project, and we do have the Petitioner here who has a formal presentation for you. So, the Petitioner, M/I Homes, is requesting the establishing of a Conditional Use Planned Development to change the zoning district from R-5(C) Multi-Family Dwelling District, R-5A(C) Midrise Multi-Family Dwelling District, B-2(C) General Retail District, OS-1(C) Conservation, Open Space, and Drainage District, all with a Conditional Use for a Planned Development, to R-4A(C) Two-Family							

Dwelling District and OS-1(C) Conservation, Open Space, and Drainage District with a Conditional Use for a Planned Development to allow for the development of 185 townhomes and associated stormwater facility.

Just to note, it is 185 townhomes. I think I had typo in one of location of the Staff Report.

The Subject Property is currently part of the Melody Town Center Conditional Use Planned Development that was approved several years back. The details of the current request include a Plan Description that outlines specific requirements that are mostly consistent with Aurora's standard bulk restriction for townhomes. One slight modification from our standards is to allow a side-loaded product to provide more diverse streetscape and additional product options as well.

Concurrently with this proposal, the Petitioner is requesting approval of a Preliminary Plan and Plat for the Kingsley Row Subdivision. The details of the request include a plan to develop the property with 39 buildings containing 185 townhomes consisting of 3-story, rear-loaded homes with some buildings featuring a 2-story, side-loaded end cap. The units are approximately 2,200 square feet. Each unit has a 2-car garage and 2-car driveway, and there's an additional 37 off-street parking spaces scattered throughout the site.

Commons Drive will be extended through the site as a 3-lane roadway that expands at each end to allow turn lanes. The intersection at Ogden Avenue will feature dedicated right and left turn lanes while the intersection at 75th Street will have 2 dual left turn lanes. There is a 10-foot path that runs along the east side of Commons, and then a 5-foot sidewalk runs along the west side. There is one full entrance to the subdivision on Commons Drive and a right-in/right-out entrance on Ogden Avenue. Both Ogden Avenue and 75th Street will be improved with dedicated turn lanes. The final layout of all turn lanes will require approval by Illinois Department of Transportation or DuPage Department of Transportation.

There is a Landscape Plan and Elevations in your packet. Those aren't approved until Final, but they did provide some drafts.

Over many months, the Developer worked with Staff on the site layout to address traffic, circulation, and screening comments. So, we've had several layouts to the site. While the Comprehensive Plan and previous plans showed mixed use with commercial on Commons, the location of the site makes it difficult to attract commercial development. And I believe the Petitioner has some more kind of details on that.

In addition, Commons Drive will also be extended by the Developers for this project.

To address the City's traffic engineer's review of the traffic study, the Developer did work with us to revise the site plan, including changing some of the entrances to the subdivision to elevate any traffic concerns.

Public input was provided. One addition since you saw your Staff memo: there was a letter from School District 204, and that's now included in the packet, and they are neutral on the site development.

Is there any questions for Staff before I turn it over to the Petitioner?

Mrs. Martinez said I have one. In the school letter, they mentioned about the Developer paying directly to the district. Was that something that the Developer has discussed with the district?

Mrs. Morgan said you can ask the Developers that. I did just provide the letter today to the Developer. So, I don't know if it's something they have had a chance to reach out to the district about.

Mr. Chambers said I have a question for Staff. You had mentioned that a traffic study was done. Would that traffic study include the Route 34/Ogden Avenue as well?

Mrs. Morgan said did it include the traffic impact to those roads?

Mr. Chambers said yes.

Mrs. Morgan said yes.

Mr. Chambers said and what was the outcome of that?

Mrs. Morgan said it was...that's where some of the changes to adding additional turn lanes. We had added dual left onto 75th Street. That was part of a comment kind of derived from the traffic study as well as, I think, some of the right turn lanes into the site. So, it was addressed through the changes to the site layout. But with those changes, there should not be any negative impact to the roadways. I can't think of what they call traffic...

Mr. Chambers said except for adding the additional cars on Route 34 that's already congested.

Mrs. Morgan said it won't change...they assign the different, like, levels of the roadways, like A through F, and there won't be any, like, dramatic changes to those roadways with the addition of the homes with the changes to the site layout adding different left turns, doing some extensions to the left turn lanes. I mean, the traffic, obviously, in some of these streets, there are still traffic issues. But, like, this site will not decrease the rating of that, of those...of the current roadways.

Mr. Chambers said right. It would increase it, right?

Mrs. Morgan said it will...no, it won't increase. It won't make it worse. It's not making it better, but it's not making it worse.

Mr. Chambers said I don't understand that. Can you explain that to me, please?

Mrs. Morgan said yeah, so...

Mr. Chambers said if you're adding 185, how can it not?

Mr. Witkowski said Brian Witkowski, New Development Engineer for the City of Aurora. What she's referring to is essentially the traffic study rates all of the intersections level of service A, B, C, D. Essentially, this development had no impact to the level of service on Ogden, the lanes on Ogden. If anything, it probably could reduce congestion at 75th and Ogden by traffic that's going south on Commons, continuing south on Commons, giving it an outlet that it didn't have before. But previously, if you were going south on Commons trying to avoid 59, you would have to go west on Ogden and then turn onto 75th. Whereas this way, you can just go continue straight on Commons.

Mr. Pickens said what defines when you need a deceleration lane? For instance, the entrance right off of Ogden. It's a right-in/right-out but I live right in that area and I know the traffic on Ogden is hectic, and I pray a lot of times when I'm turning onto Gregory that I don't get rear-ended because there is no deceleration lane like there is up at the MetLife building, for instance. What determines when a decel lane is required?

Mr. Witkowski said so, that road is under the jurisdiction of Illinois Department of Transportation. So, we kind of defer to them on improvements that are required for Ogden, but it is usually a combination of the speed limit on the road or average traffic speed and the number of cars...(inaudible)...

Mr. Pickens said and they've already approved this layout?

Mr. Witkowski said we have worked with this layout multiple times, we've gone back and forth with them. IDOT has had 1 round of comments on this so far. So, they have not approved this by any means. They're in the beginning stages of approval through IDOT right now.

Mr. Pickens said okay. Thank you.

Chairman Pilmer said any other questions of Staff? Do you have anything else to add?

Mrs. Morgan said no, I...

Chairman Pilmer said at this point, I would ask the Petitioner if he would like to come forward. And I will swear you in and maybe anyone else that might speak on behalf of the Petitioner. We can do it all at once. If you'll raise your right hand. Do you swear to tell the truth, the whole truth, and nothing but the truth?

Mr. Whitaker said I do.

Chairman Pilmer said thank you. And if you'll just introduce yourself.

Mr. Whitaker said good evening. Russ Whitaker, Rosanova & Whitaker, here this evening on behalf of M/I Homes as the contract purchaser of the property before you this evening. I'm going to take some of those questions right off the bat. So, the school district: our firm has a really good relationship with the school district. You see me a lot here. We do more work in Naperville than we do in Aurora, so there's a constant communication with School District 204. So, we had met with 204. We've been battling stuff back and forth. I did just see the letter for the first time tonight. I honestly, when I read it, I was looking like is this good news or bad news? And I saw negative...or they were neutral, and to me that's good news. You know, school districts don't generally take positions for development. They

don't...sometimes they'll take them against development, but with them being neutral, that was good from my perspective. We know we've got follow up conversations with them. So, however we work with the City and the school district regarding payment, we deal with those issues on a regular basis. So, I'm entirely confident that we'll nail down those issues with the school district.

As it relates to traffic engineering, sometimes I like to pretend that I'm a traffic engineer and I talk to you about traffic all the time. On this one, I talked...I was at a hearing in Highland Park last night and I looked at the traffic engineer from KLOA and I said, "Listen, I'm not doing traffic tomorrow night." You guys are going to have to do a presentation, there's a lot going on with this one. So, I do have Luay Aboona who's a traffic engineer, he's a principal at KLOA. KLOA is kind of the go-to traffic engineering firm in the region, doing all sorts of work.

So, I'm going to get through some presentation because I think it's going to help set some framework, and then when I get through my presentation, we'll bring Luay up and then you guys can ask him all kinds of questions about traffic.

So, just getting started, M/I Homes. So, M/I Homes is a national footprint homebuilder headquartered in Ohio. They opened a Chicago office in 2007. The Chicago office is actually located on Route 59 just south of 88. They're in the City Gate Center, so a local footprint homebuilder. M/I is one of the leading homebuilders in the Chicago region having closed 764 homes in 2025. They are committed to quality, value, integrity, excellence, and treating the customer right at every stage of the land development and homebuilding process.

History in the City of Aurora: So, M/I has made presence in the City of Aurora since 2019 when they developed Gramercy Square. That project was sold out in 2022. Before that project sold out, we were underway on Chelsea Manor. Chelsea Manor is located immediately adjacent to Gramercy Square and was sort of building off of some of the momentum that had been built at Gramercy Square. You can see both of those projects are townhome projects. You can see there's a little bit of similar project between the 2 of them. There's also a little deviation in the type of townhome product between those 2 communities.

We anticipate selling out at Chelsea Manor later this year. So, when we start thinking about the location of Chelsea Manor, Gramercy, and the Subject Property, this is a market that M/I knows well, having been selling homes here, specifically townhomes here, in the market for the last 7 years. So, we see this project as a very attractive opportunity to build off of the success that we've developed in the Aurora community.

The property presents some unique challenges that we'll discuss this evening. It's approximately 30 acres. The triangular shape of the property certainly creates some inefficiencies. Jill talked a little bit about the history of the property. So, it was originally annexed in 1998. Every time you look at a slide, the property kind of jumps off the page at you because of the unique configuration there at the intersection of 75th and Ogden Avenue. I would note that even as far back as 1998, in the annexation agreement when plans were pretty rough and hard to read, you can see that there was common drive extension contemplated as part of the development of that property. When the property was annexed in 1998, also hard to read, the designated land use for the property was Auto/Commercial. I think there was a strong desire to see auto dealerships built out in the area. Obviously, Aurora had some success with that. But between some of the development that occurred in Naperville, and then also the North Aurora Auto Mall, that's a difficult land use to attract given some of the financial benefits associated with it.

The property was rezoned in 2019. The City pivoted on land use for the property. In association with the plan for development of senior housing, the property was rezoned. Today, the property is zoned in part R-5, R-5A, and B-2 with a special use planned development and accompanying plan description. Along with the rezoning, the City also approved a preliminary plan for Melody Town Center. They also later approved final plans for Melody Town Center, so this is a project that got significantly down a path before ultimately not moving forward, for whatever reason. This site plan depicts the layout of 2 multi-family residential structures. One for independent living and the other for assisted living located in the middle of the property, 4 other lots are designated for commercial uses consistent with the B-1, B-2, B-3, or O zoning districts. I think the fact that at the time the designation of uses allowable under 4 different zoning districts really spoke to the fact that this was a project that was driven by the senior housing component and the commercial uses were sort of an afterthought. It was something the City was seeking but not something that the developer was necessarily excited about or had a plan for. It's also notable that the City established a Tax Increment Financing district, or TIF, in tandem for the 2019 approvals for Melody Town Center. The boundaries of the TIF are coterminous with the subject property. You see the City's TIF map on the left of the screen. In establishing the TIF district, the City Council approved the Kane McKenna qualification report that declared the property qualifies as a "blighted, vacant area." The report went on to identify that certain conditions found within the property present barriers to successful development and that it is reasonable to assume that development would not take place but for the use of TIF act and public funding for infrastructure improvements. The City subsequently approved the redevelopment agreement pursuant to which the City agreed to construct and pay for the extension of Commons Drive and associated stormwater requirements.

While the specific dollar amounts aren't set forth in that agreement, so I was looking...like, 3 people reviewed the agreement. Did I miss the dollar amount? Where's it at? It's not in the agreement. I have heard that it was in the \$7-9 million range for the infrastructure that the City was going to be funding associated with that development.

Despite the zoning approvals, despite the dedication of millions of dollars of public funds in support of the development, the senior housing project never moved forward. Agreements for the public funding of that project are now expired.

As we look toward a third effort at development of the subject property, the City's Comprehensive Plan is certainly a consideration. In this case, the property is within the City's Route 59 study area. The property is specifically delineated from mixed uses, office, research, commercial, residential. Within the plan, there is broad recognition that the study area is "oversupplied with retail uses." While the plan doesn't dive into changes in consumer habits that were driving commercial real estate decisions at that time, I think that certainly part of the underlying premise of why expectations for commercial development were evolving, even pre-Covid 19, when the Route 59 Corridor Study was adopted.

At the same time, the study found strong demand for residential development. Within the commercial market area, which is defined as a 5-mile radius around the subject property, the study found that demand for 5,535 new residential units would occur over the 5-year period. I don't know if I mentioned...I think it's on the slides, but the plan was approved in 2019, so 5-year period following the plan would be 2024-2025. I think it was March 2019, so let's call it 2024.

Within the smaller study area of the plan...so, now we're just talking about the Route 59 Corridor Study area...so, the mall area, I don't remember the exact southern extent of it, but call it around Calvary Church, the plan kind of focused on additional elements of residential development. At the time of the plan adoption, there were 525 units that were approved for development, or were under construction when the plan was approved. The plan suggested that there were 960 additional units that were recommended by 2024, and it also cited other residential opportunities would be expected over a longer-term horizon, 6-20 years from plan approval. I don't have all of the numbers to match up with this, but I think it's safe to say that the 1,200 units...no, check that...the almost 1,500 units that were contemplated to be constructed by this time have not been constructed within the plan area. We've got mismatching screens here...alright, so additional slides here from the Route 59 Corridor Study. The subject property, which you see is Property F in the map on the right-hand side of the screen was labeled as a key development site in the Route 59 Corridor Study. While the study specifically looked at redevelopment of the property, that evaluation was significantly influenced by approvals that had already been granted for the senior housing development at the property. So, I think some of the information that is contained in the plan is really a little more backward looking than probably forward looking. The study specifically noted that the unique shape of the property coupled with the required but necessary extension of Commons Drive along the eastern edge presented development challenges over the years. Also, that while the nearly created intersection of Commons Drive extended with Ogden Avenue will create commercial potential at the immediate intersection, the access constraints and shape of the remaining property did not lend to likely business uses.

I think that's something that Jill reiterated in her initial remarks, and ultimately, I believe that the reliance on commercial development was a significant factor on why the senior housing project didn't move forward despite zoning approvals and public funding of infrastructure being in place.

So, next slide here is about the BUILD initiative. So, the housing demand that was identified in the Route 59 Corridor plan is really front and center in policy debates currently happening on a State level. The Governor is a strong proponent of the BUILD initiative. We see him on the screen here. If you haven't seen or heard any information about the BUILD initiative, I would encourage you to go take a look. It is legislation currently pending that would fundamentally alter the framework of local zoning control in an effort to stimulate new construction. In discussing the BUILD initiative, Governor Pritzker addressed the underlying issue as one of supply and demand, stating as you see on the screen, "The problem is clear. Rent is too high and homeownership is too far out of reach. The cause is clear too. We are not building enough homes fast enough." The Governor's remarks and support for the BUILD initiative are very much underpinned by a 2025 University of Illinois study titled "You Can't Buy What You Can't Afford." The University of Illinois study found that the market is currently short, and we're talking about, you know, a much larger macro-market, right? But we're talking about the State of Illinois. That market is short 142,000 homes as of 2025. They go on to state that we need to build 227,000 homes over the next 5 years to address supply-side shortages. The report then makes some recommendations on how to facilitate new construction, many of which have been incorporated into the BUILD initiative legislation that is pending in Springfield. The simple answer is that the BUILD initiative, the University of Illinois report all come back to what the Governor has said, that we are simply not building enough homes. I think the numbers in the University of Illinois study are something like over the next 6 years, 4 or 5 years, we need to be building 45,000 homes a year. When we were at our peak in this market, we were doing about half of that. Today, we're doing maybe 10,000-13,000 homes a year. So, a drastic departure from where experts in the market believe we need to be in order to somehow get control on escalating prices that have happened in the market. Certainly, we've all heard

people talk about how homes are simply unaffordable. And I think if you look at the experts today, they are all saying that the reason that we have such affordability problems is there's simply not enough supply.

So, the good news is that we are here this evening to add to the supply of homes in the Aurora market. I'm not going to stand here and suggest that adding 185 new townhomes is going to fix affordability issues in Aurora or the State of Illinois, but it is part of the solution, right? And everybody's got to do their share to help promote additional housing, ultimately taking us to a more affordable market.

So, specifically, M/I proposes 185 new townhome units as delineated on the site plan before you. I'll take a quick minute to walk you through some of the details. We'll start with access. As we've said a couple of times, M/I will construct the extension of Commons with the development of Kingsley Row. To be clear, not only will M/I construct Commons Drive, M/I will fund 100% of the cost of Commons Drive. Commons Drive will generally be constructed as a 3-lane cross-section with dedicated right and left turn lanes at Ogden Avenue, and dual left turn lanes at 75th Street. This represents a significant regional improvement associated with Kingsley Row. I already mentioned that when I complete my presentation, we'll have Luay come up and he'll get into more detail on the traffic and why the addition of Commons Drive is making it such that this development will not negatively impact existing traffic patterns on Ogden or on 75th Street.

M/I will also be responsible for internal roadway networks. We've planned a limited right-in/right-out on Ogden Avenue, and a full access connection via boulevard-style entrance at Commons Drive. Internal roads are dedicated public right-of-way, but alleys will be privately owned and maintained by the association.

All dwelling units include a 2-car garage along with a 2-car driveway. At the request of Staff, we've also planned pods of off-street parking located throughout the subdivision.

Stormwater detention will be provided, consistent with the DuPage County stormwater ordinance. The 3 onsite basins will be natively landscaped and ultimately dedicated to the homeowners' association for long-term maintenance. Detention basins will become a new defining feature of the site, particularly with the large open space at the intersection of Ogden and 75th Street.

With the adjacent roadways, we recognize that landscape buffering is an important component of the plan. Here we're showing sections of the landscape plan to provide a better understanding of the treatment along 75th Street. When we're looking at that color rendering, it's just of a scale that the landscaping is very hard to see, so we're showing some small cuts of areas in this section along 75th Street to show what's actually planned for the landscaping. So, what you'll see is that the site is largely overgrown today, but into the future, the roadway frontages will be manicured landscape. You see layers of plantings on the plan. Generally, we're showing deciduous and evergreen shrubs in the foreground, evergreen trees and canopy trees are layered behind the shrubs. By layering the landscape, we're filling out the ground level with shrubs, providing some larger massing with evergreen trees while deciduous trees will create the canopy between and above the evergreen trees. None of this is to say that you won't see buildings from Ogden Avenue or 75th, but that over time, views to and from the buildings will be filtered through robust landscape plantings. I would note that there's also some berming that occurs along the roadway frontage. It is not a large, contiguous berm. It's not a tall berm, but it is designed to be a rolling berm that will accommodate the natural flow of stormwater in and through the property.

This is the same type of detail. Here we're simply showing the Ogden Avenue frontage. The goal to clearly exhibit for the Planning Commission that we've been very thoughtful, very intentional with respect to the landscape buffering along both roadway frontages.

Monument signs are planned. We're showing the location of the monument signs on the left. An elevation of monument sign identifying the development on the upper right. Masonry sign that will stand the test of time, sort of classic architectural styling. In the bottom 2 images show the upgraded landscape plantings that would be massed around the sign creating a very welcoming entrance to this new extension of Commons Drive.

Jill touched briefly on pedestrian connectivity. I'll belabor the point just for a second with this slide. You obviously see our development within the larger community framework. You see the green dotted line. The green dotted line is a new ped path that will go on the east side of the new Commons Drive extension. I would note that there is a sidewalk that has been recently added per discussions with plan on the west side of the Commons Drive extension. When you look at this plan, you see south of 75th, you have the Southern DuPage County Regional Trail. North of Ogden Avenue, you have existing pedestrian path. Our goal with the pedestrian network that we're creating here is to use Commons Drive to get people north of Ogden or south of 75th. If they're at those 2 locations, they can pick up a regional trail network, and they can get a lot of places: east, west, north, south. What we're not doing is we're not installing path along the Ogden and 75th Street frontage of the subject property. This was really kind of thoughtful in the sense of it's...there's no place you're going to go that you couldn't get to by virtue of using the Commons Drive connection. So, it's an efficient use of resources given the extraordinary amount of money that the developer is investing into Commons. Also, we are better able to control stormwater detention by not including the path. We are able to incorporate additional

landscape buffering and additional berming as a result of not having the path or the sidewalk in those 2 areas. I would note, though, this isn't actually going to be a cost savings for the developer. We have agreed with the City that the cost that we would have invested into those sidewalks we would donate to the City. So, I think we believe that pedestrian connectivity is very well covered with the plan before you.

I'll talk a little bit about product. So, what we're showing here is 3 different floor plans that would be constructed in Kingsley Row. You've got in the we'll call it the brighter blue, you've got the Madison, the Pearson, and the Taylor. The Madison and the Pearson are both 3-story units. You see the pers in that 3rd column. The Pearson is labeled as 24-feet. That is an end unit configuration. The Madison is labeled as 22-feet and that's an interior unit configuration. We'll see that when we look at the elevations in just a second. Because the Pearson's a little bit bigger, you see the square footage is a little bit larger with the Pearson than the Madison. Both of those units are standard configuration 3-bedroom, 2 1/2-bathroom.

The Taylor is a little bit of an exception. The Taylor is also only an end unit configuration. You see slightly wider width there. What's unique is that it's got a side-load front entrance, it's got a side-load garage. We'll take a look at that in a second. All of the homes have 2-car garage, 2-car driveways so parking is plentiful. What is unique about the Taylor is that the Taylor is a 2-bedroom, 2-bath configuration. But the other thing that is unique about the Taylor is that all of your living space occurs on a single level. So, it's not ground level. You're going to have to go upstairs to get to your primary living space, but once you're in your primary living space, there's no additional stairs. All of your life; your bedrooms, your living room, your kitchen, everything is occurring on a single level. So, it's a way to sort of differentiate the product and meet a slightly different market segment.

So, we will look at elevations. This is an elevation...let me get back to my notes here. This is a standard 3-story configuration. So, this is the front elevation. You'll see 2 Pearson end units and Madison interior units that were referenced in the last slide. We're showing a masonry wainscot along the base of the building. You'll notice a covered front entrance for each unit. We're using 2 different siding materials with lap siding as a base building material and board and batten sections for architectural detail. We're showing some different shed roof elements throughout the front elevation. There's 3 different gable sizes. Each gable has different architectural detailing. And with that, I would also call out the natural wood details throughout the elevation. You'll see that detail on posts, as corbels under the shed roofs, and as I mentioned, as an architectural element in each gable on roof section.

This is elevation of sides and rears for that same unit. I would call out that the architectural theming is consistent, the building materials are consistent amongst all 3 sides of the building, 4 sides of the building. We're carrying through the different siding materials, so both a lap siding as a base building material, and the board and batten as an accent. I would call out the bump-out on each of the Pearson end units that include some decorative detail. All of the units include a 2nd-story balcony that includes that natural wood-toned element on the rear of the building.

So, this is the same general configuration; however, we've replaced a Pearson end unit with a Taylor end unit. So, you can see how that 2-story unit on the end really changes sort of the look and feel, the configuration of the how the building stacks. It changes the roof lines; it changes some of the overall massing of the building. I believe...in my notes here, I believe there's 39 total buildings. Of the 39 buildings, 24 of the buildings per the plan have this Taylor end unit.

When we go to the next slide, you'll see that it really kind of fundamentally alters that side elevation of the building. You've got a covered front porch, a little...something a little larger than just the covered front entrance. On the side of the building, you see the garage also located on the side of the building and bringing in some additional architectural details. I didn't call it out in this one, but you do see the 2nd-story balcony off the front in this configuration, and then, I'm sorry...you'll see here that they don't...that 2-story unit does not have the balcony off the rear.

As we've been working through this, we recognize that all of the plans were white. I think we were looking to put color on something so it looked better than just a black and white drawing but there was a desire to add some additional color. I think Staff is seeing this for the first time in presentation, so if I don't get in too much trouble for that. But, you know, on some other projects that we've worked on, there's been desire to see a couple different color packages so it's not the exact same units, exact same color repeating throughout the development. So, you see here that we've put together a couple of elevations showing the white, which we already went through, and then a blue elevation, and a gray elevation. These are not necessarily locked in but I think this is representative of the type of color packages that we would be happy to work with Staff on and finally get nailed down.

So, that takes me to the end of my portion of the presentation. I can pause there if there's any questions that we want to knock out right now. Otherwise, I'll call Luay up, and I'll let Luay get into his component of the presentation.

Chairman Pilmer said any questions of the Petitioner to date?

Mr. Pickens said I got a whole list.

Chairman Pilmer said alright, go ahead, Bob.

Mr. Pickens said was there any considerations for sound walls along the property lines with both Ogden and 75th Street...knowing from experience, that both roads are very noisy. You've got the traffic lights, lots of screeching, and you know...the whole thing. Has there been any consideration?

Mr. Whitaker said we have not. I think it's something that from an exterior esthetic, I think it's something that we would probably struggle with, given the overall size of the site. It would kind of feel like you were within a compound if we had those sound walls...

Mr. Pickens said I understand. There are other developments down the road, though, that do have them and I would highly recommend it.

Mr. Whitaker said I would just also call out that Meadow Ridge is also directly across the street, so it doesn't have that same Ogden frontage, but Meadow Ridge is a Pulte development that was done in...4 or 5 years ago, maybe. Those units sold very well and would be facing the same type of sound issues. I would also call out that when we think about residential products, we kind of think about a hierarchy of intensity uses, right? Where you've got multi-family uses as sort of your most intense residential use, and then you're a little more transitional with townhomes, and then there's really a different expectation when you're in a single-family neighborhood. So, if you've got a detached single-family home, your expectation for peace and quiet, separation from everybody else is very different than if you're in a townhome. And so, we think that this probably wouldn't be the right place for single-family homes, but with the attached product and the expectations of that buyer, they see and understand those roads coming in and walking through a model, we think we'll be okay.

Mr. Pickens said alright. Ponds. Wet bottoms; it looks like there's only going to be about 6 inches of water in the ponds. That, to me, I'd call them swamps instead of ponds, and I'm always considering our mosquito populations when we have swamps. Is there anything being addressed about that? Any aeration or anything of that nature that would control the mosquito population?

Mr. Whitaker said so, I'd let somebody else speak to mosquitoes specifically, but the design that we've implemented here is consistent with the DuPage County stormwater ordinance...Kane County, I'm sorry, the Kane County stormwater ordinance. The ordinances are very specific as it relates to encouraging native plants because native plants are going to offer a lot of benefits. In this case, by having native plants, they're going to be deep-rooted. So, when we've got salt coming off the roads, that salt isn't going to be going directly into our sanity systems and then flushing into our rivers and streams. Instead, that salt is going to be infiltrated more through the deep-rooted plant systems. So, for ecological purposes, we think that the basins, as we have them designed as wetland bottom basins, is really the right environmental play.

Mr. Pickens said can you define "emergent planting?"

Mr. Whitaker said I couldn't, but we certainly have a landscape architect on our team that can. I mean, the emergent plantings are based on the...you do hydrographs when you're building a stormwater detention basin, and the hydrograph is going to tell you how long plants are going to stay underwater, and the draw down time on a stormwater detention basin. And so, we would, in different areas, plant different types of grasses based on their tolerance of sitting and standing water.

Mr. Pickens said if that's what's occurring on the south side of 75th Street, they have a pond out there, to me, again, swamp. If they've got the emergent planting, I am totally against that. But that's me. Okay, also, I guess you say that there's other onsite parking. I only counted 9 spots. Jill said there was 37. Is there street parking allowed in this development?

Mr. Whitaker said yes, there would. If you...I'll take a shot at coming back after Luay talks and I'll look for another slide I believe we've got in here...

Mr. Pickens said and the ones that I found were around Building 25 and that's it. So, the rest of the development is kind of...

Mr. Whitaker said let me...if you can see my cursor on the screen, I'm down at the cul-de-sac right now. So, there's a pocket of parking spaces here. I'm going to say there's at least 9 parking spaces there. There's a pocket of parking spaces right here, kind of next to it. There's a pocket of I'm going to say at least another 9 parking spaces right there. When we come over here, there's some additional parking spaces here. The road here would allow on-street parking. The road here would allow

on-street parking. So, I would call out that you get very different parking situations depending on the type of townhome product you're proposing. So, if we were doing front-load townhomes, we would have driveways coming out to those public streets, and the driveways would be packed pretty tight. There would be no room for parking. Because this is rear-load, 3-story product, our driveways are all tucked around the rear, and so instead of having driveways on the public street, the driveways are all in these alleys, and so these public streets are all available for parking. So, this is going to be...I mean, there is very much an abundance of both, you know, off-street dedicated parking spaces but then available on-street parking spaces in this project.

Mr. Pickens said it looks like this plan's been updated since the packet that was sent out to us. Is that true?

Mr. Whitaker said that...so, we did...we met with Staff, I don't know, mid-week last week and we were working on updates. I don't think that this is...this is the same plan, though, that was sent to the City at the end of last week.

Mr. Pickens said well, okay. I assume these are all for sale, not for rent?

Mr. Whitaker said that's correct.

Mr. Pickens said and there's no elderly requirements? It's not retirement facilities?

Mr. Whitaker said it's not.

Mr. Pickens said it's going to be family. I'm lacking, or I can't see...I mean, if we're going to have kids in this development, I would imagine there would be, like, playgrounds or something like that, community-type facilities. I don't see anything, unless they're hidden in one of the buildings or something.

Mr. Whitaker said so, there is not a dedicated park. I'll double check on our discussions. Typically, we would have a discussion with the park district about that. I know that there are pretty significant park facilities just south of 75th Street. It's just we've been working on this project for probably a year at this point, so I want to double check my thought process on those discussions. But I think the park district elected not to have a park here. And so, what we've done is we've oriented the buildings, and there would be some open space in this middle section. It would not be amenitized, it would not be a playground. For people to get to that playground, they would be heading south, and I don't know if it's Meadow Ridge Park, but it is just south off the edge of the screen.

Mr. Pickens said yeah. Okay. Well, I think something...the development should provide something for the kids. Because what else are they gonna do? Stay inside and play video games, you know. Got to get them out. Okay, so, okay. How is trash being handled? Each house has their own bins they have to set out every whatever day of the week it is?

Mr. Whitaker said that's right.

Mr. Pickens said there's no community trash collection? Okay, the Mayor wants low-income housing, and I heard your speech about how this is going to help get to that point but what's the price point of these?

Mr. Whitaker said we'll bring an M/I representative up to talk about that.

Mr. Pickens said okay. I can imagine they're not low-income.

Mr. Whitaker said they're...these are certainly not low-income housing. When we're building a road that the City was formerly going to build for circa \$7,000,000, that makes it very difficult to build low-income housing.

Mr. Pickens said okay. Other than that, I've got 2 traffic-related questions, if you want to...if anybody else has any questions related to the development.

Chairman Pilmer said hearing none, do you want to defer here?

Mr. Aboona said good evening. My name is Luay Aboona, A-B-O-O-N-A. I'm a principal with KLOA. KLOA performed the traffic study for this proposed project, and we've been going back and forth with

the City Engineering Department relative to the design of the roadway and the intersections, and also, we've been coordinating with both IDOT and DuPage County relative to the intersection improvements. As you heard from Russ, the key element of this project is the extension of Commons Drive. It's going to be extended between Ogden Avenue and 75th Street, essentially filling in that gap. It's going to be a 3-lane cross section roadway. The traffic signal at Ogden and Commons Drive will be modified and upgraded to accommodate the 4th leg of that intersection, which will be the extension of Commons Drive. Ogden Avenue will be improved to provide a left turn lane, southwest to south left turn lane so people coming from the northeast turning left to go south on Commons Drive, there will be a left turn lane provided on Ogden Avenue. Commons Drive approach to Ogden Avenue, we have 3 lanes, so it'll be 3 northbound lanes. One lane would turn right, one lane would turn straight, and another lane would turn left to go west onto Ogden Avenue. There will be a crosswalk provided on the east leg of the intersection as well as the south leg of the intersection. So, there will be pedestrian accommodations. Along the east side of Commons Drive will be a multi-use path, and along the west side of Commons Drive will be a 5-foot sidewalk so pedestrians will be able to walk along both sides of the extension and also be able to cross at Ogden Avenue. At the southern end at 75th Street, that would be a signalized intersection. The traffic estimates based on the proposed development as well as the rerouting of traffic from Commons Drive that would use 75th Street would warrant the need for a traffic signal. DuPage County DOT has already looked at the signalization of the intersection, and they have given its preliminary approval. So, that future intersection will be signalized, and will be interconnected with the signal at Ogden Avenue to the west and 59 to the east. So, it will be progression of traffic maintained along that corridor of 75th. Commons Drive at 75th will be widened, it will have double left turn lanes for vehicles coming from the north turning left to go east onto 75th Street. There will be a left turn lane provided on 75th Street for cars going eastbound to northbound, and then we're also going to be providing a right turn lane for cars coming from the east turning right onto Commons Drive.

The extension of Commons Drive is not only going to serve this development, but it's also going to provide regional improvement, regional benefit. It's going to divert a good majority of the traffic that's currently coming down southbound on Commons, going northeast on Ogden, and turning right to go south on 59, or continue east on 75th. Those vehicles will find it more convenient to continue south on Commons, and turn left onto 75th, and go unimpeded either to 59 and continue east or turn right to go on 59. So, that's going to be providing some relief to Ogden Avenue and its intersection with 59 because of that rerouting.

The reverse will also happen. Cars that are currently going northbound on 59, turning left on Ogden, and then north on Commons will find it more convenient to do that at 75th Street, turning left and then north on Commons Drive. So, again, that will help relieve the intersection of Ogden Avenue and 59. Our analysis showed that the triangle of intersections, the 3 signalized intersections at Ogden and Commons, Ogden and 75th, 75th and Commons, with the improvements that I just described at those intersections will continue to operate at acceptable levels of service.

IDOT, which controls Ogden Avenue and the intersections of Commons and 75th, has not expressed any concerns relative to the resulting analysis, and the same thing with DuPage County. They have not objected to the design of the intersection at 75th and Commons.

So, again, based on the study, we believe that this design is adequate to accommodate the traffic from the proposed development, but will also benefit the traffic regionally by creating this connection and help redistribute some of the traffic more evenly, and reduce some of the traffic loads at the intersection of Ogden and 59.

Happy to answer any questions.

Chairman Pilmer said questions?

Mr. Pickens said yeah, you answered one already. So, the 75th Street, Commons will be signalized. That's good. And the other question I had was about...and I had mentioned earlier... about deceleration lane coming up Ogden going, I guess you would call it, northeast bound at that entrance mid between Commons and 75th Street, deceleration lane. What would...it would say it's needed but what are the rules about that?

Mr. Aboona said yeah, I mean, IDOT has what they call warrants, and based on those warrants, it determines if a turn lane is needed or not. So, we looked at those warrants and it's a function of the volume of traffic. It is projected to turn right, the volume of through traffic or not, and the speed of the traffic, and based on those criteria a right turn lane will not be warranted. It will not be warranted at the right-in, right-out, nor will it be warranted at the traffic signal. We don't anticipate a lot of residential traffic coming from the southwest. Obviously, a lot of the employment centers and the retail and shopping is in the other direction but nevertheless, the volumes do not warrant them. Now, IDOT will have the final say. So, they may come back and suggest because of the speed of the traffic, they may suggest that a right turn lane should be provided regardless...

Mr. Pickens said that's...that's...

Mr. Aboona said that's where we're at right now. Obviously, it's their road, and they will have the final say.

Mr. Pickens said yeah, that's my main concern now because people do rip down Ogden pretty quickly, and make that turn into your facility, or your development. It's scary. Okay, that's all I had. Thank you.

Chairman Pilmer said any other questions of traffic, or the engineer? Thank you.

Mr. Aboona said you're welcome.

Chairman Pilmer said any other questions of the Petitioner? This is a Public Hearing. If anyone in the audience would like to address the Commission, they will have the opportunity to do so. And I'll note for the record that no one has come forward, and I will close the Public Hearing and turn it back over to Staff.

Mrs. Morgan said Staff has the following comments regarding the Findings of Facts:

Conditional Use Planned Development:

- 1. The project will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare as the development will improve a vacant land with additional housing options for Aurora residents. While the Subject Property has been annexed and zoned for nearly 30 years, it remains undeveloped.*
- 2. The Conditional Use will not be injurious to the use and enjoyment of other property in the immediate vicinity or diminish or impair property values as the proposed townhomes will supplement the existing residential uses in the area and will help support the commercial and retail uses along Ogden Avenue, 75th Street, and Route 59. Kingsley Row will preserve and increase property values by developing a property which has historically been vacant and underutilized and will eliminate uncertainty with development of the Property.*
- 3. The development will not impede the normal and orderly development and improvement of surrounding properties for uses permitted in the district as the surrounding areas contain a variety of residential properties, including multi-family to the east, townhomes to the south, and single-family to the north.*
- 4. There is currently adequate water and sewer capacity to serve the project. The proposed development will integrate well into the existing infrastructure, and provide the planned connection of Commons Drive, which will improve vehicular circulation for existing residents and emergency vehicles.*
- 5. As part of the development, Commons Drive will be completed as has always been intended for the location. The Developer revised their original plan to address city comments on the traffic study, which included adding only one entrance on Commons Drive to ensure traffic on Ogden Avenue and 75th would not be impacted. Dedicated left and right turn lanes at Commons Drive and Ogden Avenue and a dual left at 75th Street were included to address any delays at intersections.*
- 6. The Conditional Use in all other respects conforms to the applicable regulations of the various zoning districts.*
- 7. FOR HOTELS: N/A*
- 8. The uses are necessary, desirable, and appropriate with respect to the primary purpose of the development as it allows townhomes with similar Aurora's standard bulk restrictions for other townhomes while also allowing an additional townhome option that creates streetscape diversity.*
- 9. The uses are of a nature and are so located as to not exercise an undue detrimental influence on the surrounding properties as it is of a similar use to surrounding properties, setback and berms provide a buffer to the surrounding streets, and it completes a street connection that will help traffic circulation for the surrounding neighborhoods.*

10. The exceptions so allowed are reflected by the appropriate zoning district symbols as Aurora's standard practice is to zone townhomes under R-4: Two Family Dwelling District and are so recorded on the zoning district map.

Rezoning:

1. Staff has noted below the physical development policies that the proposal meets.
2. The proposal represents the logical establishment and is consistent extension of the requested classification in the consideration of the existing land uses, existing zoning classifications, and character of the area as the area is surrounded by a variety of residential products and it provides additional housing options to support the adjacent commercial.
3. The proposal is consistent with a desirable trend of development in the area as the area abuts existing residential. The initial intent for the Property was for commercial and business uses. However, since the Property's annexation, the Property remained vacant and undeveloped. This will bring development to the underutilized parcel.
4. The rezoning will allow for more suitable uses as the property has sat vacant for 30 years. The location of the site makes it difficult to attract commercial development. Demand for commercial space has decreased over the past decades and commercial in this area is drawn to nearby Route 59. The housing demand and the major adjacent roadways lend towards a medium density residential product.
5. The rezoning is consistent with the existing land uses, zoning classifications, and general character as the townhomes bulk restrictions are similar to the surrounding neighborhoods, and the area contains a variety of residential housing types.

Chairman Pilmer said those are the Findings of Fact. Does Staff have a recommendation?

Mrs. Morgan said yes, and Staff will note that I have, since your Staff memo has changed the wording of the recommendation per Engineering's request.

Staff recommends Conditional Approval of An Ordinance Establishing a Conditional Use Planned Development, Approving the Kingsley Row Plan Description and amending Chapter 49 of the Code of Ordinances, City of Aurora, by modifying the zoning map attached thereto to an underlying zoning of R-4A Two-Family Dwelling District and OS-1 Conservation, Open Space, and Drainage District for the property located east of the intersection of Ogden Avenue and 75th Street, with the following condition:

1. That in lieu of construction of a ten-foot path along Ogden Avenue and a 5-foot sidewalk along 75th Street, the Developer pay a Cash Contribution to the City of Aurora. The Cash Contribution shall be equal to the estimated construction cost of these improvements. This Cash Contribution shall be made to the City before the issuance of a site development permit for the Residential Property. This Cash Contribution shall be utilized by the City of Aurora for future installation of these improvements at a time decided by City Staff. The estimated cost and an exhibit showing the limits of these improvements will be submitted to the City for approval.

Chairman Pilmer said you've heard Staff's recommendation with one condition. Is there a motion?

MOTION TO APPROVE WAS MADE BY: Mrs. Martinez

MOTION SECONDED BY: Mr. Kuehl

AYES: Chairman Pilmer, Mr. Chambers, Mr. Gonzales, Mr. Kuehl, Mrs. Martinez, and Mr. Pickens

NAYS: 0

ABSTAIN: 0

Motion carried.

Chairman Pilmer said motion carries. And then, if Staff would move to the Preliminary Plan and Plat.

Chairman Pilmer said on the case #26-0334, Staff did read into the record Findings of Fact for the Conditional Use as well as the Rezoning. Are there any additions or corrections? Hearing none, is

there a motion to accept the Findings of Fact as read into the record?

MOTION TO APPROVE FINDINGS OF FACT WAS MADE BY: Mrs. Martinez

MOTION SECONDED BY: Mr. Kuehl

AYES: Chairman Pilmer, Mr. Chambers, Mr. Gonzales, Mr. Kuehl, Mrs. Martinez, and Mr. Pickens

NAYS: 0

ABSTAIN: 0

Motion carried.

Chairman Pilmer said motion carries.

*Aye: 6 Chairperson Pilmer, At Large Chambers, At Large Gonzales, At Large
Pickens, At Large Martinez and At Large Kuehl*

Text of Legislative File 26-0334