



City of Aurora

44 E. Downer Place
Aurora, IL 60505
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Legistar History Report

File Number: 24-0708

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Type: Ordinance

Status: Forwarded to Committee of the Whole

Version: 2

General Ledger #:

In Control: Building, Zoning, and Economic Development Committee

File Created: 09/17/2024

File Name: Bridge Street Properties, LLC / 620 N Eola Rd / CUPD / Rezoning

Final Action:

Title: An Ordinance Establishing a Conditional Use Planned Development, Approving the Eola Preserve 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 and OS-1, for the Property Located at 620 North Eola Road.

Notes:

Sponsors:

Enactment Date:

Attachments: Exhibit "A" - Legal Description - 2024-05-17 - 2024.134, Exhibit "B" - Plan Description - 2024-09-23 - 2024.134, Land Use Petition and Supporting Documents - 2024-03-01 - 2024.134, Property Parcel Maps - 2024-09-20 - 2024.134

Enactment Number:

Planning Case #: NA17/3-24.134-CUPD/RZ/PSD/PPN

Hearing Date:

Drafter: sbroadwell@aurora-il.org

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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1	Planning and Zoning Commission	10/02/2024	Forwarded	Building, Zoning, and Economic Development Committee	10/09/2024		Pass
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Action Text: A motion was made by Mr. Chambers, seconded by Mr. Roberts, that this agenda item be Forwarded to the Building, Zoning, and Economic Development Committee, on the agenda for 10/9/2024. The motion carried.

Notes: *Chairman Pilmer said and then, we will read the last 2 agenda items. They are related so I will read them into the record together.*

Mr. Broadwell said okay, thank you Mr. Chairman. Hi everyone, it's good to see you all again. My name is Stephen Broadwell, I'm a Planner with the City of Aurora Zoning Division. So, as we just heard, this is the Preliminary Plat and Plan and the Rezoning and Conditional Use for the Eola

Preserve Subdivision. You can see the property there on the screen.

So, a little bit of background before we get into the proposal; the Subject Property is approximately 22 acres, and it's partially occupied by a radio station. Ed, if you want to pull up the zoning map on the next slide, because there is a little bit of background here. So, you'll see the pink there, that's the...that portion of the property is zoned M-1 with a Conditional Use which is for the radio transmitting antenna tower, really the...umm...the radio station, while the remaining 3 acres are zoned PDD, Planned Development District. You can see those on the eastern portion of the property. So, the portions of the Subject Property with the PDD zoning are located within the Fox Valley East development district. Aside from the existing facilities, the building where the actual radio station towers are, the property is mostly vacant. So, the Comprehensive Plan designates the property as a combination of Utilities and Conservation/Open Space/Recreation/Drainage. The Subject Property fronts on Old Eola Road. You can see it kind of branches off from Eola Road, connects to...and there's a little portion of Waterstone Drive and then Old Eola Road comes down and branches west to the face of the radio station. So, that's how the Subject Property connects to the rest of Aurora.

So, North Eola Road is designated as Arterial by the Comprehensive Plan, while Eola Road and Waterstone Drive are Local Streets. The adjacent portion of North Eola Road is within Dupage County's jurisdiction. So, we have a number of Staff members here who will...umm...may speak in addition to the Petitioner, who will give you some additional background and a nice presentation.

So, as far as the Preliminary Plat and Plan, the details of the request include subdividing the Subject Property into 13 lots that will be for building pads for the townhomes, and then there will be 2 HOA lots that surround, I guess, the 13 building pads. We'll get to the Plan Development and the Rezoning in just a minute, but the residential portion of the properties, 13 building pads, and the HOA lots correspond to the R-4A, the Townhome zoning, while the remainder of the property is...umm...the OS-1, the Open Space zoning which corresponds to drainage and wetlands.

And there's also Lot 16, which you'll see once we get to the Preliminary Plan which is located within the western roundabout of Road A which really goes throughout the entire subdivision. There are about 22 off-site parking spaces connected to Road A, and then Road A is also a dedicated public right-of-way which meets the City's standard width of 66 feet and street width of 31 feet.

So, moving on to the Plan Development Rezoning proposal; so, again, they're modifying the existing M-1 Conditional Use for the radio tower in the PDD to the underlying zoning of the R-4A which is a 2-Family Dwelling District and the OS-1 which is the Conservation, Open Space, and Drainage District...umm...which again, the R-4A corresponds to Parcel A which is approximately 10 acres, and then the OS-1, which is approximately 14 acres and contains 1 lot for Stormwater Management and 1 for Wetland.

So, there are some...in addition to the Planned Development, there are some modifications to the bulk restrictions, which we'll see on the plan, along the perimeter line of the subdivision...umm...there's minimum dwelling standards per dwelling unit...umm...square footage, that is, and then minimum parking requirements which is 2 enclosed parking spaces per unit, and 2 spaces on the driveway. The detention pond and the wetland are otherwise in compliance with the Zoning code and the other applicable Engineering code requirements.

So, just a little bit of discussion before we get to questions and other presentations; one thing I want to point out is that the R-4A and the OS-1 are standard townhome zoning districts. I think many of the townhome subdivisions the Planning Commission has approved in the last few years, Chelsea Manor, Liberty Meadows, have all used the same...umm...the same zoning. The bulk restrictions are almost identical to what we've...pretty similar, I guess to what we've seen in the past. Umm...and one thing, Ed, if you want to pull up the...umm...the zoning map again real quick. Umm...cause I want to kind of give a sense of the existing zoning surrounding...there you go...umm...so, to the south is a multi-family...umm...uhh...apartment complex, and then to the north is a single-family...umm...single-family subdivision. Yeah, you can see it there. Umm...the zoning for those are PDD but the land use is otherwise high density residential to the south, low density residential single-family to the north. So, one reason I bring that up is because in many instances townhomes serve as the medium density land use which serve as a buffer between high density and low density. The other reason I mention that is because the radio station portion of the property is Light Industrial zoning, so, you know, this is a use that is more compatible with the surrounding residential development, existing residential than, you know, an industrial use otherwise would be with trucks and, you know, pollution and other disturbances coming out there. So, I just wanted to bring that up. And then...let me think...there were some of the bulk restrictions that I also wanted to address. So, the front yard setback from the building lot to the public right-of-way is 25 feet. The exterior side yard...umm...from...is 15 feet. And the interior side yard when abutting residential is 20 feet, and then same for the interior rear yard, where abutting residential and then...umm...building to building...umm...front is 60 feet.

So, let me see what else. So, yeah, there's 39 off site parking spaces. All of the townhomes have the 2 enclosed parking spaces I mentioned, the 2 on-site...or the 2 on-site driveways. The 39 spaces just serves so if you're having friends over to watch the Bears game on a Sunday afternoon and your

driveway is full up, then your friends can park there and not block the driveways or the road. And so, the...let's see what else...and then I think...umm...the last thing I wanted to mention on the...you can see on the Preliminary Plan is that the Petitioner has done...has gone to great lengths to coordinate with...begin coordinating with the Dupage County Department of Transportation. So, here's a Preliminary Plan. So, one thing you can see is that the...umm...there is a right-out at the...umm...kind of just east of where Old Eola Road branches north. So, that's a direct right-out that I...that we...we want so that it'll reduce traffic from these units going north to the Waterstone Drive...umm...connection. So, that right-out will be primarily for residents of this subdivision so that they won't be trying to turn right out on Waterstone Drive. And if you go to page 3 of the Preliminary Plan, in the top right corner, you'll also see the Petitioner is showing...umm...right now it's...it's 2 lanes coming in and out on...one way on Waterstone Drive at the top of this slide. So, the Petitioner is adding a left...left turn lane onto North Eola Road to help reduce some of the back-up for people who may be turning left versus right. And then those, obviously, meet the County's 12-foot-wide requirements.

So, I think that's everything. I don't know if there are any questions for Staff, or we have the Petitioner here.

Chairman Pilmer said questions of Staff?

Mr. Pickens said yeah, I have. Was there any traffic study performed for this project?

Mr. Broadwell said there was. We do have the Traffic Engineer here. He might be able to answer some questions.

Mr. Pickens said my curios...I'm curious about the traffic on Eola, North Eola. It's a busy area, and is there any talk of any type of light at that intersection? At...uhh...I forget what the name of the street is. It's coming off of Old Eola to North Eola.

From Audience (off mic): It's Waterstone...

Chairman Pilmer said yeah, we...

Mr. Pickens said Waterstone.

Chairman Pilmer said yeah...

Mr. Broadwell said is that something you guys want to...

Ms. Csuk said (off mic) do you want us to address it?

Mr. Broadwell said yeah, maybe the Petitioner can address...they've been coordinating...doing the coordination there.

Chairman Pilmer said any other...any other questions of Staff?

Mr. Pickens said I do have another one.

Chairman Pilmer said go ahead.

Mr. Pickens said is...Fire Department-wise...wouldn't there be a requirement for 2 accesses to that development? It's kind of choked down to one.

Mr. Broadwell said that is proposed.

Mr. Pickens said it is?

Mr. Broadwell said yeah.

Mr. Pickens said it is proposed but it's not...

Mr. Sieben said (off mic) yeah, Waterstone and then a right-out at Eola.

Mr. Pickens said that's your double access for Fire Department?

Mr. Sieben said (off mic) correct. That's what's shown. Did you understand?

Mr. Broadwell said yeah, if you want to maybe say that in the microphone.

Mr. Sieben said so...so, obviously, Waterstone up on Old Eola, and then they're proposing a right-out on Eola Road straight out from the radio station. So, there'd be 2.

Mr. Pickens said yeah, but isn't there an island in? So, if the Fire Department's coming from the new station...

Mr. Sieben said it'll be mountable for the fire truck.

Mr. Pickens said okay. Understood, okay. Thank you.

Mr. Lee said will Eola Road be the only way in and out of this new development?

Mr. Broadwell said ultimately, yeah.

Chairman Pilmer said Eola or Old Eola Road?

Mr. Lee said (off mic) but it's still...(inaudible)

Chairman Pilmer said correct, everything to the east.

Mr. Lee said Eola...yeah, everything to the east.

Mr. Broadwell said yeah, that's...yeah.

Mr. Lee said nothing on to Liberty or Asbury?

Chairman Pilmer said yeah, I don't...the land doesn't...it's not contiguous to either one of those.

Mr. Lee said okay.

Chairman Pilmer said any other questions of Staff? Alright, we will have the Petitioner come forward. If anyone else on your team...is there anyone else on your team that will speak? I'll just swear the Petitioner in...

Ms. Csuk said let's swear us all in, just in case.

Chairman Pilmer said sure. If anyone else will stand and raise your right hand. Do you swear to tell the truth, the whole truth, and nothing but the truth?

All: I do.

Ms. Csuk said good evening. I am Caitlin Csuk with the law firm Rosanova and Whitaker on behalf of the Petitioner, Bridge Street Properties. So, with me this evening I have John McHale of Bridge Street Properties, I have Fabian Fondreist of Pulte Homes, Kevin Serafin, our Civil Engineer, and then Dan Brinkman, our Traffic Engineer.

Just for reference, Bridge Street Properties is contract purchaser of the property and Pulte Homes will be ultimately developing the homes on the property.

A little bit of background on Pulte; Pulte was founded in 1950 and has built almost 750,000 homes throughout the U.S. as the nation's third largest homebuilder.

Here is a list of Pulte Chicagoland locations, which includes some nearby suburbs like Naperville, Bolingbrook, and Plainfield. Pulte has had thousands of interested customers in all of their communities that recently opened up for sales.

As I'm sure you're aware, Pulte has been under construction for a few subdivisions here in Aurora.

And I'm sure you've seen faces from my firm for those subdivisions. There's not always an opportunity to come back after a project has been approved and developed to talk about how things are going.

So, first we have Lincoln Prairie by Del Webb, which is a 545-unit age-restricted community. This is south of Wolf's Crossing Road and East of Eola. Pulte has experienced an overwhelming success with this project, with some average sales prices ranging around \$500,000 to \$760,000 depending on the type of series home selected. So, a ton of success over there.

Lincoln Crossing is located just north of Lincoln Prairie and consists of 162 units single-family homes.

We're seeing some average sales prices closing between \$600,000 and \$670,000 here. Pulte is also the homebuilder of Meadow Ridge. So, Meadow Ridge is an 80-unit townhome community located south of 75th Street just west of Route 59. The average sale prices for this community are falling in the low \$500,000s. Meadow Ridge has been another huge success and home run here in Aurora.

So, Pulte is very honored to provide some diverse housing options here in Aurora to meet all the different types and needs and types for residents here, whether it's first-time homebuyers, move up home buyers, and empty nesters. The project tonight provides Pulte with yet another opportunity to carry forth their success in town, provide that same quality that you've grown accustomed to in their other communities here.

So, as Stephen mentioned, the Subject Property is approximately 22 acres located west of Eola Road and north of Liberty Street. Currently, the property is the home to a radio station that has been there since the 1970s. As you can see here, it's relatively outdated and is no longer viable. So, for me, it's always nice to start with a little bit of history for context. So, here's the property identified here by the star in 1978. So, as you can see here, the radio station...a tiny, tiny building...is the only development and is otherwise surrounded by agricultural fields and wetlands. By 1998, we begin seeing some development south and west of the property, so namely the Aventine at Oakhurst Apartments and the Oakhurst North Townhomes to the west. By 2006, the single-family subdivision just northeast of the property developed, leaving the property...the Subject Property the only property that was not developed for residential use but is otherwise sandwiched by those residential uses.

As Stephen mentioned, turning to the City's zoning map, the immediately adjacent properties are all zoned PDD, so that's that Planned Development District but they're all reserved for residential uses. The Subject Property is zoned M-1, Limited Manufacturing, and that very much does not correspond to the surrounding land uses. In fact, here are some of the permitted uses in the M-1 district that the property could be used for today by right. This includes but is not limited to:

- Warehouse Distribution Centers
- Recycling Centers
- Towing Services
- Heavy Machinery and Repairs
- Storage of Flammable Liquid and so on.

So, these are much more intense uses of the property, which again, are permitted on the property by right under the zoning designation today.

So, with that in mind, the Petitioner is seeking approval to rezone the property to R-4A and OS-1 as delineated on this plan. The R-4A would permit the development of a 54-unit townhome community with a gross density at about 2.5 units per acre. And on the net buildable area, it's about 5.4 units per acre in line and actually under the Comprehensive Plan note that notes for townhomes, it's between 6 and, I believe, 12 units per acre.

The OS-1 will reserve the remaining property area for Open Space and Preservations of the Wetlands on-site.

So, as you can see here, the Petitioner's site plan provides a pretty logical transition from the high-density apartments to the south of the property to the single-family homes to the north and east of the property. The use is much more compatible with the surrounding area than any of the M-1 permitted...uses that are permitted by right.

So, again, we're proposing a 54-unit townhome community on the property, we think it will be highly desirable and unique as a nice little residential enclave backing up to the wetlands just west of the property. The entrance to the community, as we just discussed, will be provided at Old Eola Road via Waterstone Drive. The required parking for the development is 216 spaces and we will be able to accommodate 255 spaces onsite, so that's 4 per unit and then 39 surface parking spaces. The Petitioner is proposing sidewalks throughout the community. The community will be heavily landscaped with a strong focus on preservation of the site's natural features. Just for reference, we hosted a resident meeting on September 17th. This was not a requirement, but we wanted to do that to reach out to the nearby residents and understand their comments, questions, concerns. And again, it wasn't just to check a box. We really wanted to hear their concerns and try to be proactive and address them as much as we possibly can.

To this end, we have worked very closely with Staff and Dupage County to improve upon the conditions that not only affect the future residents, but the current residents that are adjacent to our site. So, with that and with the approval of the Dupage County Department of Transportation, we will be installing a right-out directly on to Eola Road so we think this will help divert southbound travelers away from Waterstone Drive. In addition, we will be widening Waterstone Drive in order to have a designated left and right turn lane. And again, hoping to help distribute the traffic and alleviate delays in this area.

With respect to landscaping, again, the site will be heavily landscaped with a big focus on preserving those natural features. After the resident meeting, we met internally to discuss what could be done

about enhancing our landscaping and screening adjacent to the properties by Buildings 1, 2, and 3. So, it's those northern buildings...buildings that are adjacent to the single-family homes. To this end, we're willing to plant more evergreen and shade trees to effectively delineate the property lines and provide more privacy between the uses.

Moving on to architecture; the base townhome will be 1,883 square feet. This unit will have 3 bedrooms. The buyers will also have an option to select the sunroom and/or a habitable attic space that has a unique roof terrace. This increases the unit to 2,508 square feet and can accommodate 4 bedrooms. So, here's the elevation. As you can see here, the townhomes will be developed consistent with current design trends. So, we have vertical and horizontal siding, we have some white trim, varying peaks, dormers, and everything will be constructed with quality materials, as you've seen from Pulte in the past. In fact, Pulte is developing the same product that was built at Meadow Ridge, so...uhh...as I mentioned, that's already been very successful and...umm...there's very much a need for that in the market.

These are some interior photos of the townhomes. Generally, the homes have an open space concept and offer several upgrades for additional features and spaces. All homes will have modern appliances, designs, and features.

And with that, we want to thank Staff for all of their efforts and support to date. We'd also like to thank the Commission for your time this evening and your consideration, of course, so if you have any questions, my team is available, and I believe Staff will answer questions as well.

Chairman Pilmer said thank you. I think...did...umm...Mr. Pickens, did you have a specific question on the traffic study?

Mr. Pickens said I just wanted to see if there was one, and if there was any...if that was addressing the traffic situation that is going to occur there at Eola because it's a busy road.

Ms. Csuk said absolutely. And from the traffic study, the development itself will only add about 30 trips during peak hours in the morning and 15 trips during the peak hours in the evening. That's what's estimated to be generated from this. And generally speaking, Eola sees, I think it's between 1,300 and 2,200 vehicles between...during the peak periods per day, and obviously, almost 50,000 cars each day so the actual impact of the community is...is pretty minimal in terms of the scale of Eola Road. Umm...and then, of course, with Eola you mentioned a stop light; that's under the jurisdiction of Dupage County so we did meet with them. Unfortunately, they did not...umm...they will not approve a stop light at this location at this time...umm...but that's where we came to the resolution on a right-out onto Eola Road because we're trying to divert some traffic away from Waterstone Drive.

Mr. Lee said how was turn out at the resident meeting?

Ms. Csuk said it was great. I mean, we probably had about 50 or so residents. A lot of familiar faces here today. Umm...it was very positive. It was productive. I felt like we had good conversation and we...honest...honestly, we want to meet with residents to understand what the concerns are because if we're building homes in this place, we want to make sure our residents are happy, your residents are happy, and everybody's all good neighbors so...uhh...we kind of wanted to understand what those concerns were up front.

Mr. Pickens said was privacy fencing considered where you were doing the screening between the existing residents?

Ms. Csuk said at this time, we...it was not considered under our current landscape plan. So, there's a little bit of...uhh...there's a little bit of challenges with that. We have the storm sewer that's draining in the rear property line of those...let me find the...let's see if I can find some...a good...maybe I'll just go back to the illustrated plan. So, here...illustrated plan. So, behind buildings 1, 2, and 3, we have the storm sewer draining going north and pulling storm water away from the adjacent residences, and then routing it towards this naturalized detention over here, and then ultimately everything travels. So, there's a little bit of challenges in terms of what we can plant and what we can install, so we obviously want to explore all options but first thing we looked into was kind of beefing up that landscape...uhh...buffer, so to speak.

Mr. Pickens said was that a storm sewer or a swale?

Ms. Csuk said a storm sewer.

Mr. Kuehl said what's the estimated price point for these?

Ms. Csuk said between \$400,000 and \$500,000.

Mr. Kuehl said okay.

Chairman Pilmer said any other questions of the Petitioner at this time? Thank you.

Ms. Csuk said thank you.

Chairman Pilmer said this is a Public Hearing so we will allow anyone in the audience who wishes to address the Commission...umm...actually, what I...what I'll need to do is swear you in, so if anyone wants to speak, I would just ask if you stand now and I'll swear everyone in at once. And if you'll raise your right hand. Do you swear to tell the truth, the whole truth, and nothing but the truth?

From Audience: I do.

Chairman Pilmer said thank you. And then, we'll just...when you begin to speak, if you'll just state your name and address for the record. We are a recommending body, so this will continue on after this, but we're welcome to hear your testimony. Once all...everyone's spoke, I will take notes, and then we'll ask the Petitioner or Staff to come back and answer those. So, we'll let everyone speak and then answer all the questions in the end.

Mr. Bolger said my name is Greg Bolger. I live at 2885 Riverstone Court. For over 20 years, my family and I have been lucky to call Aurora our home. My wife, Tina, also works in Aurora as a schoolteacher at McCarty Elementary. Our home borders the proposed project, and although I wish this area wouldn't change from its current state, I understand this isn't a reasonable position to have.

Construction next door will likely take place, but I think that what is built there should...shouldn't take away from one community for the sake of density in another community. The distance between some proposed buildings and some homes, including my own, is shockingly close. I would welcome anyone on this panel to meet with us and see first-hand before any recommendations or votes are made.

I'm also concerned there might be plans to develop the remaining open space near the wetlands. I believe this is possible due to the placement of the large row of parking spaces located between 2 buildings that overlook this large grassy open area. I was assured further development in this area wouldn't happen, which is nice to hear but I would like to see the City of Aurora permanently designate this area as open space.

Lastly, leaving and entering our subdivision has always been a stressful situation, and I think it will only get worse. As a driver, when I see cars lining up behind me waiting for their turn, it only adds further pressure on me to make a decision on when to go. Currently, there's typically only 1 car at a time trying to get in or out of our subdivision but I fear this will greatly change in the future. Thank you for your time.

Chairman Pilmer said thank you. Could I just...could I just get a clarification? Which...what part did you want to make sure didn't get developed in the future? Was it the open space?

Mr. Bolger said (off mic) uhh...it's this area right...

Mr. Broadwell said you have to speak into the microphone.

Chairman Pilmer said yeah, if you'll just maybe tell me by which building...

Mr. Bolger said can you...uhh...yeah, that area up there. I see a big...

Chairman Pilmer said yeah, okay. Yup, I got it.

Mr. Bolger said okay.

Chairman Pilmer said that's what I thought. Okay. Next?

Ms. Keating said good evening. My name is Janine Keating, and I live at 985 Riverstone Drive. Umm...I'm a 21-year resident of Oakhurst North Riverstone Subdivision. Our property backs up to Old Eola Road. Several of us homeowners who have property along Old Eola Road have taken care of that property all the way to the edge of the road, which isn't even our property. We put trees, foliage...umm...grass, just to make it look nice 'cause it was all very rough looking. And the City worker who comes by every so often that has to cut down the weeds, his little thing doesn't have to go down to cut any weeds. And we kind of like it, and we felt like we've done a good thing. However, with

this development, we have some major concerns.

One of them is safety. That includes proximity of traffic along Old Eola Road to several of the property owners' homes. The volume of traffic along Old Eola Road, it is not just the cars for potential residents. There's delivery trucks, there's visitors, I don't know if there's gonna be school bus traffic, and what other...you know, whatever other traffic I might not even have thought of.

The speed along that road; right now, there's just...there had been traffic just to the radio station. It was very manageable, and we could, you know, a car here or there, you know, it wasn't a big deal. And I don't think we felt unsafe. However, with things beginning to change, I've noticed an increase of traffic with stuff changing at the radio station and that closing down, and traffic zooming back and forth, and you know, big concerns there.

And then also, the ingress/egress from Old Eola Road and Waterstone, that intersection. That is our only way in and out. And most of the schools, you have to turn left to go out to the schools. And as Greg mentioned, you get backed up there, it's...it's a Hail Mary to get halfway out...to get halfway out into the traffic, and then continue with your left-hand turn lane...or turn. Umm...and that allows only 1 car at a time, so if you're backed up and like he said, if there's somebody ahead of you or behind you, you're like...you almost feel pressure to go. Umm...and there's rarely a moment when you can just pull straight out across all 3, 4 lanes to get over to the other and not hit traffic, and not have to stop. Because of the way the lights are timed, you either have traffic coming one way or the other so it's very rare that you can make that in one shot.

Umm...proximity; I fully support my neighbors who will be greatly impacted by the proximity of the townhomes to their homes. It's really kind of unbelievable how close they will actually be.

The density of homes; we understand that development's going to happen, however we would like to have this looked at for something maybe lower density.

Umm...there's obviously going to be a temporarily land development traffic...construction traffic. That we understand, and that should hopefully only be temporary. But again, getting in and out of that subdivision.

So, I have some requests, and I'm sure my other...uhh...neighbors will support me on this. Umm...I'd like to request the Zoning and Planning Department, Aldermen/women, and any other appropriate decision makers to actually come out and physically see what our concerns are before making any decisions. This would include the following:

- Reviewing the proximity of townhome buildings to homeowners' houses.
- Reviewing how close Old Eola Road is to homeowners' houses and concerns regarding safety, sound, volume of traffic, and speed.
- Come to our neighborhood during various times of the day and try to make a left-hand turn out of the subdivision. Now add additional cars at peak times, and it will even be a disaster waiting to happen. And again, the tollway is to the north, and you have to make a left to go out, schools are to the north...you have to make a left to go out to that. There's grocery stores, gas stations, all that kind of stuff that way. There is the same to the south, agreed.
- For the Developer, a new proposal for lower density housing. This could reduce some concerns about traffic, safety, and proximity issues. Or redesigning the plan to minimize impact to homeowners with properties adjacent to the development.
- More green space between them and any new buildings or homes.
- Something better than a bunch of immature trees and bushes as a barrier that take years to have an impact.
- An additional traffic study to be done now that the schools are in session. We understand that the original traffic study was done over the summer, and the summer traffic is very different than when school is in session.
- Approach Dupage County again for further discussion regarding a traffic light at Eola...Old Eola...at Eola Road and Waterstone as we only have 1 ingress and egress currently for this neighborhood.
- Developer, we understand, has...is proposing or has maybe gotten approval to do an additional right-out turn, but that does not help us very much for that left-out with additional traffic.
- And a study to evaluate the impact to the local school district. Has anybody looked at what that...how that might impact the school district?
- And a study...and these may exist, I don't know...a study showing the impact to the wetlands and wildlife long-term. But again, we do understand that there's probably going to be some development and, yes, we want to be careful what we wish for, and we would prefer to have it residential than anything commercial or light industrial.

With that, thank you, and I appreciate your time.

Chairman Pilmer said thank you very much. Next?

Mr. Talukdar said good evening, everyone. My name is Arnab Talukdar. I am a resident of 928 Riverstone Drive. I'm a resident of one of those 5 houses of the Riverstone community to which the proposed project will back into. Needless to say, I am one of those 5 that will probably be most impacted by the development.

Around 5 years back when we were house hunting, our home...the home that we live in was the first house that we saw, fell in love, and ultimately bought. Whereas people spend months, and sometimes years to find a home, this house was love at first sight and we completed the purchase within 1 month. One of the biggest reasons that we love the house was how wooded and green the neighborhood was, and how private our backyard was. Umm...I'm here because those woods, that greenery, and the privacy of our backyard is about to change in a huge way.

I have 2 big concerns. Umm...one is the proximity of the building...uhh...the buildings of the project to my home. As some of my other neighbors have mentioned, and will mention, I would really like for all of the decision makers to at least visit our neighborhood once and physically see what is being proposed... uhh...including how many mature trees will be cut down. It's an entire wooded area. Umm...and how close the buildings will come to our backyards and our homes.

Umm...planting immature trees or shrubs or bushes will not help in any way and will mean that our privacy will be gone for at least the next decade, if not more, and that to if we're lucky enough to that all those trees survive, right?

The second is the ingress and egress from our neighborhood. We have only 1 ingress and egress, as you have seen from our neighborhood. There are no traffic lights. Traffic on Eola is extremely fast and heavy coming down a bridge, right? Umm...especially in the rush hours. Every time we have to make a left turn, we are literally risking our safety. Case in point, day before yesterday I stood behind...there's a propane tank...uhh...propane gas factory on the other side of Old Eola Road. There was a big-rig truck trying to turn left, and finally when it couldn't get through after literally 5 to 10 minutes, it actually stopped traffic coming down from the bridge and took a left turn.

Umm...so, imagine what happens when 54 more townhomes get built or around 100 more cars get into the equation, right? As some of our neighbors...of my neighbors are saying, it's a disaster waiting to happen.

So, what is it we are looking for? First of all, as Janine said, I would like to acknowledge that I'm relieved that the proposed development is residential. Obviously, I would've been very upset and disappointed if this would have been a commercial project, right? That being said, given the concerns that I mentioned, I have 2 specific asks:

- One is to redesign at least Buildings 1, 2, and 3 that back into those 5 homes so that there's more buffer space between those buildings and the 5 homes. Umm...maybe keep at least 2 lines of the existing mature trees as...as privacy screens.
- And the second is working with Dupage County and whichever stakeholders are needed to put in a traffic light at the existing ingress and egress, without which we can very well see a fatal accident happening any day now.

So, that's...that's me. Thank you very much. I appreciate your time.

Chairman Pilmer said thank you. Uhh...the second row?

Ranjan Mazumdar said good evening, everyone. My name is Priyaranjan Mazumdar, and I'm the resident of 1025 Riverstone Drive. I think first of all, thank you for this opportunity to raise our voice here, and umm...also, as my neighbors have said, we are actually relieved that the zoning is in line with the neighborhood that we live in. I think a lot has already been said. I will make a few very quick points. We did a survey amongst the neighbors of the proposed development that is going to happen, and we actually discovered that the...that the development is very close to the few homes that my friend and neighbor, Arnab, just mentioned a while ago. So, definitely, 1, 2, and 3, I would like, you know, the developers to take a re-look at and also, the City, and all...if you would be kind enough to maybe organize a visit and see it for yourself. The development is right in the back...in the backyard of, you know, of my neighbors. So, that's number 1.

Uhh...number 2 is...uhh...uhh...the increase in traffic. I think it's...it has already been a great concern for the residents in the neighborhood. There have been accidents every now and then, and you can probably look into the data yourself...umm...but again, a traffic survey and a visit would help. And most likely, a...umm...you know...umm...a stop light at that intersection would be highly desired. Lastly, with the increase in traffic, Old Eola is getting busier by the day...uhh...especially with the neighborhood being built, we are anticipating more traffic to come by. If at all it is possible to create a sound barrier between the...between this area and the North Eola Road. That's the 3rd of what I would request you to consider. Any questions for me?

Chairman Pilmer said thank you.

Mr. Mazumdar said thank you.

Chairman Pilmer said anyone else in the 2nd row?

Mr. Orta said good evening, my name is Jose Orta. I live at 1005 Riverstone Drive, and I...I moved to this place about 21 years ago. My wife also teaches at Granger Middle School, so we've been there for quite a while, and you know, because she's a teacher she's always talking about kids. So, safety is really a concern in our minds with everything that happens in the neighborhood with kids. And now we can see that, you know, safety...all those cars coming in because of the traffic that this is gonna generate, that is a concern. So, I support heavily all of the concerns and...and suggestions that all my neighbors have brought up up to this point. I do...because I live north, so I'm not impacted, obviously, by the...by the proximity of the apartments to my house, but I have walked with my neighbor that area. So, and it's extremely, you know, it's impacting when you see where the building is gonna be built and then the house of my neighbor is right there so close. So, I really support that. And the traffic coming from Eola to our neighborhood. Since I moved there, that exit has always been a concern. When we're coming down the bridge to turn into Eola, it doesn't matter how much I slow my car to turn...you know, signal that I'm gonna to turn, you know, the cars that are coming, it makes your...your...your...your blood boil, and you know, it's just like they don't stop. That's what I'm trying to say. So, there is a safety concern because you have to try to slow down, and then turn right away because the car that is coming is...is...it might hit you. So, there is always a concern for...for an accident to happen in that area. And I do understand that because of the volume of cars, we might not meet the guidelines that are given by Dupage, but the safety is what the issue is. The real concern is the safety. The...an accident might really happen. So, do we have to wait for, you know, an accident to happen to go back to Dupage to say, "Okay, now we do need the light?" Look, there is always, you know, school buses turning, and I don't see really...I do appreciate it. There's an exist from the new neighborhood out to Eola. I don't really now how those cars are gonna turn right into Eola. When we trying to exit out of Waterstone onto Eola. As Janine was saying, going left is almost impossible. It's just you have to...you know...you wait and there's always cars, and if it's peak hour, you know, you could wait there for 10 minutes. And then you have to start, you know, limping your car little by little to hope that somebody gives you right so you can go get in the middle and then wait for all those cars to go until you get a turn to, you know, move your car in and you have to speed up. I mean, it's not like you're gonna go and, you know, just speed up and then get into Eola and go north. So, I don't know how those cars are gonna get out of that...of that street going into Eola because once you go out of the bridge, all just...all those cars are just running, and then there's a light in there so I just really don't know how that...that might work. I do understand that that's an exit, and that's a solution, but I think all that traffic and all that situation is to be revisit and re-looked, and hopefully, redesigned. And I will, you know, I will challenge all the, you know, all of you and all those shareholders that have an opinion with this development to really go out to the site, and really, you know, like Janine was saying, go on different times, see what the traffic is, see how the proximity is, see the neighborhood, see how this really impacts all of us and...and really, you know, that's when...when probably you'll see and start appreciating all our concerns and try to help us look for answers and for solutions that will work, not only for us, but for the neighborhood that is coming. Because we do appreciate that this is being turned into a residential construction and is not, you know, a warehouse or...or...or something else. So, we're happy that that's happening, but we're trying to look for a solution that is gonna work for us, is gonna work for...for the new neighbors, and is gonna be a place that will be, you know, it gonna remain as safe as it was before. So, that's it. Thank you very much.

Chairman Pilmer said thank you. Anyone additional in row 2? Yeah, sure.

Mr. Seelam said good evening. My name is Gopala Seelam. I'm the Oakhurst North HOA President. I support all the neighbors that have concerns, and safety is one of the concerns here. I also welcome the new development with residentials. Some of the concerns that neighbors have brought is a bigger concern from the Aurora community. I think we are having a buffer with the landscaping, additional space for the single-family residents will help, and also a concern is some of the stormwater...uhh...access to grading work mostly will destroy most of the existing mature trees and buffer.

Some residents will back up to some of those units. Privacy is a concern as well, privacy and the noise level. Again, traffic is one of the most...uhh...concern. I think...uhh...City and Dupage County engineer the traffic again to support all the concerns that have been brought up earlier. And maybe another solution is...umm...Old Eola Road should be evaluated to see if a 3-way stop could help the traffic flow during the peak hours...umm...due to the short (unintelligible) turning in from the Eola. Umm...and also, we would like to request...uhh...to verify that Old Eola Road meets the current geometric standards for the (unintelligible) traffic to support the U-turns...umm...at the Eola, Liberty

Street...uhh...since that's been...umm...heavy traffic and recently a lot of accidents happening. Umm...so, that's some of our concerns. Thank you.

Chairman Pilmer said thank you. Umm...I think that was everyone in the 2nd row. Anyone else? We can go back to...sure.

Mr. Shah said my name is Chirag Shah. I live at 2925 Riverstone Court. We lived here about 11 years. And first of all, I want to thank you for your time...uhh...to make this first Public Hearing for this evening for this new development. So, I think my fellow neighbors has...umm...talked about many different points. I think...uhh...there are 3 main points that I wanted to read, right?

- One is the proximity to the location. So, the currently, you know, my home is one of the 5 homes that basically backed up to the new development on the south side of the property. So, we request all of the Commission members and anybody to come down on the site. Take a look how close the new development will be, and based on that, make any decisions, make any vote if needed.
- Second thing is...uhh...about the traffic. So...umm...I think one of the key things we need to remember is the Waterstone and Eola, it's already a busy intersection. So, that the Eola Road, it comes down from the bridge from the North Aurora to the Liberty Street. As per the current traffic data, the Liberty and Eola is number 1 crash site in the City of Aurora. So, you can imagine that, you know, how many cars, how many people drive through the Eola Road every single day. So, I think that is one of the biggest concern for us, adding about 100, 104 cars into the neighborhood again.
- The 3rd thing is...umm...the Old Eola Road. So, many of the residents, they backed up their patio, they backed up their backyards into the Old Eola. Uhh...having the half of the community, you're making a left for the new development. Basically, they have to go through the Old Eola, come to the Waterstone, and then make a left on the Eola Road. So, that means there will be more traffic on the Old Eola Road every single day, either day or night. So, that will be basically create...uhh...more privacy concerns for them and create more noise and other things.

So...uhh...what we really like to request the Commissions and the other folks is that if the first thing is we want you to come on site, take a look the proximity of the locations. That's the first thing. The second thing we would like to request is maybe the traffic study. What can we, you know, we look at it, we can probably re-do a traffic study because when the traffic study was done, I think...I believe it was done in the summer...umm...based on the camera that was located outside of our subdivision. So, maybe now with the schools are open, maybe it will give you the new pattern, new traffic data, or something. Again, we are not sure but that's something that, you know, we would like to request. And a 3rd thing is about, like, you know, the landscaping and the sound barrier between the new development and, you know, the single-family home. Like, you know, what can be done so that the privacy of our homes as well as the new development is not compromised or something? So, that's all I have. Thank you.

Chairman Pilmer said thank you.

Mr. Carter said my name is Jim Carter. I am a resident at 2380 Glenford Drive in the Oakhurst North development and...umm...I'm not gonna repeat a whole lot of what's been said but...uhh...other than to say high level...umm...and I do appreciate the conversation before about adding some additional landscaping. Anything that can be done to better protect the privacy of the existing homes and create that barrier I think is going to be appreciated. Umm...on the traffic side, you've heard a lot about traffic. One thing I don't think I've heard mentioned, and you should...uhh...check the records, but my understanding is that the intersection of Eola and Liberty is the number 1 accident intersection in the City. And we're talking about this entrance and right-out being maybe 100 yards away from that intersection so...uhh...I'm concerned about increased accidents in that area. Umm...the...it's also going to probably create some unique and different traffic patterns because people are not going to wait to go left unless there's a light. If there's not light, they're gonna...they're gonna take a right out, they're gonna try to go and do U-turns at different points, they're gonna go onto Liberty Street and head west, try to find a spot to do a U-turn. We have an elementary school there. They may turn in through the Aventine Apartments and try to go through and wind their way back to get onto Liberty to the light to get back so they can get north. So, I think there's gonna be a lot of different behaviors that are gonna...that we can't really anticipate and it's gonna cause more accidents. That's a given. I suspect you would agree if you spent any time on that road. Those are the main comments I wanted to make. Thank you for your time.

Chairman Pilmer said thank you. I think there was one more...yup.

Mr. Mamon said good evening. My name is Vince Mamon, I live at 2904 Riverstone Court. I share a lot of the same concerns as my neighbors. The...uhh...only egress to the North Eola being via Waterstone. The only ingress to both communities will be via Waterstone. You know, all of it going to the Eola Preserve will be down Old Eola Road. Umm...I share the concern that Greg had with the open space, making sure that if that is rezoned to open space, that that is protected from any future development.

Umm...as far as the proximity is concerned, I share the concerns with my neighbors. It seems very close to a lot of their houses. And one thing that was mentioned here that, I guess, brings me more concern is that...uhh...the Petitioner's attorney had said that the diverting the existing storm drain from its spot to north of Building 2 and then to the west along Buildings 2 and 3. If there's really not that much space there and they're putting in or diverting this storm water along that route, she already said that they're very limited with landscaping that they can do in those areas. So, how...how are they gonna really create a buffer when they're limited to what type of landscaping that they can put in those areas?

The other thing that she had mentioned that I...and can...am really concerned about especially for my neighbors that are adjacent to the property is the option to have rooftop access or rooftop terraces on these buildings. That really, if you're putting a rooftop terrace on top of a 2-story building, you're already...you're adding a lot of height, you're gonna take away from the privacy of my neighbors and everything else. So, that is another concern. Other than that, that's good. Thank you.

Chairman Pilmer said thank you. I think that was everyone. Does anyone else...umm...want to add a comment or have something else at this time? Alright, I...umm...I'll work through these...umm...maybe ask Staff, we'll start with...we'll start with Staff but can you just...I know there are a lot of questions regarding proximity and setbacks but can you just explain the setback and City requirements?

Mr. Sieben said sure, I can attempt to address that. Let me just take a little bit of a step back for a bigger picture. A little bit of historic perspective; I do appreciate the neighbors coming out. I...umm...I just want to talk about going back I think it was about 22 years ago that the City approved the...uhh...the Riverstone single-family development. I actually worked on that, took the zoning through. We felt it was a very unique subdivision. It was kind of a unique area there. You did have to access it to Eola Road but it did have a nice enclave feel to it where you had the...uhh...permanent wetland to the west, so...umm...I'm glad the neighbors love their subdivision, that was the intent when we did that about 22 years ago. If you can see by the...some of the lots on the south end there, due to the configuration of the property, you know, we tried to maximize the number of single-family lots there so to get the...to get the road down with the cul-de-sac. Some of those lots are a little shallow so I do appreciate the neighbors' concerns with the proximity. So, some of those homes, they're nice...uhh...I guess custom or semi-custom homes but there is...the backyards are a little bit limited, so once...then this property come into development, it is a little bit of a proximity. So, I do agree that that is one of the key features that we're continuing to work with the developer to address that proximity and the buffer. This landscape plan that you see here is just a...umm...uhh...kind of a concept. Because we would be approving the Zoning and the Preliminary Plan, this does have to come back for a Final Plan and Plat, at which time we would approve Final Engineering and Final Landscaping. So, one of the things I want to stress, and I'm sure the developer will commit to it, is that we want to try to buffer that area especially where you see Building 1, 2, and 3 there to the homes that that be...umm...uhh...heavily landscaped as much as we can. It would be ideal to try to save some trees if that could be done. As the Petitioner stated, there is some storm sewer that does need to be put in there, which you know, does tend to limit, you know, what can be saved but we will definitely work with the Petitioner on that. I believe the Petitioner also has a detailed slide that has that...uhh...some of the separations there that they could talk...uhh...a little bit more about that.

Chairman Pilmer said can...can you...umm...while you're hear, can you comment on the open space and the zoning, and will that remain?

Mr. Sieben said yes. So, one of the questions that came up was...umm...the...uhh...permanency of that open space, the wetland, et cetera. So, one of the things we're doing with this development...uhh...Steve can go to the zoning map. You know, as you know right now, much of the property's M-1. No one wants an M-1 there, so...so with the proposed zoning, much of that area that is not being developed for the townhomes will be zoned what we call OS-1. That is a permanent open space zoning category that will permanently preserve that as open space. The only way that that could be changed is it would have to come back through a Public Hearing, but there's no...there's no real way to...to develop that. And I don't if, Brian, you want to touch on that too with the protections for that.

Mr. Broadwell said sorry, I'm gonna add one thing...it's Steve. For the OS-1, we're not...we're not adding any additional uses with the Planned Development into the OS-1. We're keeping it as the...just the base OS-1 in the Zoning Ordinance which is the open space that Ed just mentioned. So, I just

wanted to make that clear.

Mr. Witkowski said Brian Witkowski, Engineering Department. I just wanted to add that on top of it being zoned OS-1, that area is wetland, which is protected as wetland, and has a buffer area. So that...that is kind of partially the reason why that area is not developed, and I think the wetland restrictions are probably more restrictive than...uhh... than the zoning in this case. You'd have to get a permit from a bunch of different agencies in order to do any kind of development in that area. So, I do feel it is adequately protected from any type of permanent structure going in there.

Mr. Sieben said is there any questions of Staff? Otherwise, maybe the developer could...

Chairman Pilmer said yeah, I think at this...

Mrs. Martinez said I did have one question.

Chairman Pilmer said go ahead.

Mrs. Martinez said just because I'm not good at distance and all that, for just...so that I can imagine, so the 20...is it 24 feet from the...from where the townhomes end to where the next...the property starts for the neighbors, how...like, if I'm...I guess, if anyone can help me out here, and...what is that? 24 feet?

Mr. Sieben said umm...good question. Uhh...that would be...

Mrs. Martinez said anyone? 'Cause I'm like then I can...

(MULTIPLE VOICES SPEAKING FROM AUDIENCE)

Chairman Pilmer said oh, hold on, sir. We can't have...uhh...testimony from the audience. We have to speak in the mics. Maybe, Ed, start with the setbacks and then how that...in correlation to City requirements.

Mr. Sieben said so, the setbacks are shown on the plan...oops, we just lost it. So, Steve, if you could zoom in just a little bit there. So, I believe the closest point of the building to the north property line there is 24 feet. The closest point of the building to the east property line is 30 feet. And then, there's the additional distance to the actual homes. Umm...24 feet is...umm...umm...maybe from here to the wall. Umm...maybe.

Mr. Kuehl said well, there's 10 feet between the lights.

Mr. Sieben said 10 feet between the lights? Oh, so, probably from here to the wall.

Mrs. Martinez said okay. The reason I ask is I actually live in a very similar subdivision as this and...umm...I can see right into the townhomes. I don't have a problem because I have a backyard...umm...and for me, that's...I just needed some visual, I guess.

Mr. Sieben said yeah, sure. And again, the key is gonna be what's that final landscaping gonna be.

Ms. Csuk said actually...oh, I was gonna say we have an exhibit while we're on this topic that kind of speaks pretty well to the setbacks. If Steve could pull that up. Okay, so this is an exhibit we put together today just to kind of explain further the degree of separation between the townhomes and the actual residences. So, the illustrative plan that we had up showed 30 feet from back of townhome to the property line. It's actually 36 feet per our engineering plan, so that was incorrect. Apologies for that. Umm...so, if we just kind of take a look at this, the side yard of the townhomes to the north, so that's Buildings 2 and 3, we are 24 feet from the side of the townhome to the property line. That home immediately north of that is approximately 78 feet, so there's over 100 feet of separation from the back of the...the side of the townhome to the back of that home. The next lot over, it is a little bit more shallow, as Ed mentioned, but between that there's 24 feet and then another about 25 feet to the back of that home, so there's about 49 feet of degree of separation. Umm...moving on to this residence right here. There is 36 feet, like I said, setback...rear yard setback from the back of the townhome to the property line. And then, 30 feet from the property line to the back of this home, so that's...uhh...66 feet degree of separation. And then, down here, this is a detention basin, so I didn't calculate that one, but this one down here, that same 36 feet and then 38 feet is, I think that's 74 feet. Sorry, math is not my (laughing)...74 feet?

Okay. So, there is quite a bit of a degree of separation. And I'll let Stephen correct me, but on the R-4 setbacks, we have a minimum yards areas here. Uhh...the interior side is noted as 8 feet, actually, so on our side yard up there abutting residential, we do have 24 feet so that is in excess. And then, the rear yard is a required 20 feet, and in our rear yards we have 36 feet. Umm...I think at a minimum, it's 30 feet depending on whether the sunroom is extending but, in these areas, the sunroom does not extend. So, I hope that helps kind of explain that situation.

Chairman Pilmer said can you...uhh...one of the comments was on the traffic study, I think, was conducted during the summer months. Was there any discussion in there about other times of the year?

Ms. Csuk said I'll let our traffic engineer come up. He's much more...umm...well-versed in this, obviously, but he can speak to that.

Mr. Brinkman said good evening. So, the question about the traffic; the...there were 2 sets of counts done. One set of counts was done in December of 2023. And then when we were engaged, there were some additional counts at the request of Dupage County to look at the signals at Sheffer and Liberty, and those were done in August...or in July. The study was completed in August. In reality, the traffic volumes at Waterstone were higher in December so that's the set of traffic data that we used for...to base our analysis on. We bounced that up and down Eola Road so that we can do the analysis the County required at the signalized intersections. But the base count, the counts of cars turning out and the cars going by the intersection at Waterstone is from the December data.

Mr. Chambers said I've just got a quick, quick question. Because I know that specifically it was mentioned if school was in session. During that December month, was it during the holiday period where school was out or was it early December? Just to kind of...

Mr. Brinkman said I think it was mid-December...

Mr. Chambers said mid-December?

Mr. Brinkman said I don't know the exact date off the top of my head. That wasn't done by us. We were provided that data.

Mr. Chambers said thank you.

Mr. Pickens said I assume the study was over a period of time, not just a day?

Mr. Brinkman said for the record, Dan Brinkman with Gewalt Hamilton Associates. Right, we look...we don't just look at when the traffic counts were taken. We actually look at a total of 9 years on into the future, and we project traffic growth along Eola Road based on information provided by Chicago Metropolitan Agency for Planning, CMAP. They estimate that about... traffic will grow about a half a percent per year. So, we looked at...figured...the community's completely developed and occupied by 2027, and then 6 years beyond that to 2033, is when we looked at the analysis to determine the impacts. So, there is considerable amount of traffic growth on Eola Road considered.

Chairman Pilmer said and I know the Petitioner said they did meet with the County and requested a traffic light at Waterstone and Eola...uhh...and was told no but...uhh...any additional commentary on that? Or is it something they'll look at in the future? Or even potentially a deceleration lane for southbound Eola and Waterstone?

Mr. Brinkman said so, we looked at that. The volume of traffic going in and out of Waterstone doesn't meet any of the County's requirements for a deceleration lane. To put in a traffic signal, you have to meet what we call warrants. Warrants are published in the Federal Manual on Uniform Traffic Control Devices. The bare minimum is 100 cars an hour after you take out what is gonna make a right turn on red. With the volume of traffic that's here, I think our peak total traffic is about 23 cars, so one quarter of that minimum that's necessary. Left turns are tough, no doubt about it. I wish I could come up here and say that it was easy to make a left turn, but it's not. People are gonna do 1 of 3 things. They're either gonna make a 2-stage left turn lane...left turn. They're gonna come out in the median and then complete that. They're gonna accept a smaller gap, or they're gonna make a right turn, and make a U-turn at Liberty. That's just...that's the reality of it. There's no...there's no sugar coating it.

Chairman Pilmer said could the Petitioner...uhh...I think there was a question regarding Dchool District impact, and I know the School District did respond, but if you could explain their response.

Ms. Csuk said certainly. So, we met with the School District back in January. Based upon your code of ordinances to see how many students might be generated by this development, we estimated about 20 students from K through 12th grade. Umm...and actually, I have a couple of...umm...let me find that for you. So, so...umm...these students would attend Nancy Young, Francis Granger, and Metea Valley. Umm...13 of the students projected out of the 20 would attend the elementary school, 3 students would attend the middle school, and 4 students are projected to attend the high school. So, taking the overall enrollment for each of those schools and then including the number of students that we're projecting, it's a super minimal increase. There was also a decrease in overall enrollment from 2018 to 2023 in District 204. When we met with District 204, he acknowledged that. We have a letter from District 204 stating that they don't oppose the project based upon these numbers. And again, it's townhomes so it's a mix of different types of homebuyers, so there certainly could be some families, but for the most part it's a lot of first-time homebuyers, move down buyers, empty nesters, and so on.

Chairman Pilmer said could you...I think there was a question or comment regarding...umm...rooftop terraces and the height of those. Could you just shed a light on that?

Ms. Csuk said so, the height of the units...uhh...they're still 2-story units. They don't extend any further. Umm...I might have a...let's see, hold on. Let me go back to Meadow Ridge.

Chairman Pilmer said yeah, I think there was a picture there in Meadow Ridge.

Ms. Csuk said yeah. Let's go back. So, you can kind of see one right here. Umm...so, it's a...it's what's called a "habitable attic." It still meets within the City's height requirements. We don't exceed the minimum...or I'm sorry, the maximum height requirements. We don't...I can let Fabian speak to this if we need to, but we don't see a ton of people selecting those all of the time. It's pretty rare actually, but it is a nice feature and a nice add-on in case it is added. But it's...it is pretty rare and that's why based upon our counts with the School District, it all kind of ties together. Umm...we don't have as many 4-bed townhome selections, which...uhh...that's how we calculate our School District numbers. I kind of rambled there, if that makes sense.

Chairman Pilmer said alright. Yeah...yeah. Umm...and then, whether you want to comment or...umm...your engineer on wetland impact and then, maybe can you just cover again the flow of water behind Buildings... I think it was 1, 2, and 3?

Ms. Csuk said I will let the engineer address that, but generally speaking, we are completely preserving the wetlands. We are not...we are doing all the mitigation that we are required to do. We have the wetland delineation underway...umm...and I will let the engineer go into a little bit more detail. Do you need the engineering plan?

Mr. Serafin said so, as far as the wetland impacts, you know, we've been working on developing...

Chairman Pilmer said could I just have you state your name...

Mr. Serafin said oh, I'm sorry. Kevin Serafin with Cemcon Engineering. As far as the wetland impacts, we've had a wetland delineation done, and we've, you know, got...we're getting all the permits and we have to meet all the ordinances that exist in the County, and in Aurora. But...uhh...at this point in time, we're not proposing any wetland impacts. And as far as the stormwater goes in the backyards, there's an existing detention pond that exists off of Riverstone Drive, and we are picking up the water that would potentially overflow out of that in a larger storm. Picking it up in a storm sewer and directing it around Buildings 2 and 3 and discharging it into our southwest...or I'm sorry, northwestern-most detention pond so it would get some filtration before it gets discharged into the wetland system.

Chairman Pilmer said and then lastly, I think...uhh...Mr. Sieben covered it, but your landscape plan, I think we've had a lot of discussion regarding additional landscaping and the impact on landscaping, but I know you've worked on that but that will come with Final Plan...umm...at a later date.

Ms. Csuk said yes. And we're happy to continue to work with Staff on that. Again, we w

Aye: 7 Chairperson Pilmer, At Large Chambers, At Large Gonzales, At Large Pickens, At Large Roberts, At Large Martinez and At Large Kuehl
Nay: 1 At Large Lee

2 Building, Zoning, and Economic Development Committee 10/09/2024 recommended for approval Pass

Action Text: A motion was made by Alderman Franco, seconded by Alderman Donnell, that this agenda item be recommended for approval. The motion carried.

Notes: *Steve Broadwell & Ed Sieben with Planning and Zoning - City of Aurora, Kevin Anderson & Brian Witkowski with Public Works - City of Aurora, Caitlin Csuk with Rosanova & Whitaker, Ltd. and Dan Brinkman with Gewalt Hamilton Associates presented and answered questions regarding this item.*

Aye: 5 Chairperson Smith, Vice Chair Baid, Alderman Franco, Alderman Saville and Alderman Donnell

Text of Legislative File 24-0708