



October 29, 2025

Mr. Steve Broadwell
Planner
City of Aurora
44 E. Downer Place
Aurora, IL 60505

RE: Lot 2, The Oakhurst Center
404 N Eola Rd
Aurora, IL 60502
DST 2025.026
Qualifying Statement 2-1

Dear Mr. Broadwell,

On behalf of our client, The Oakhurst Center, LLC, we would like to respectfully submit the following Qualifying Statement with reference to the Land Use Petition submitted for Lot 2, Oakhurst Center, located at 404 N Eola Rd. Lot 2 is approximately 1.03 acres in size, and the PIN is 07-20-300-010.

The existing Oakhurst Center development is home to an existing multi-tenant commercial building, constructed in 2005-2006 on Lot 1. At the time of development approval, a second commercial building was planned for Lot 2. However, a building was not constructed at that time, and Lot 2 was temporarily utilized for additional parking for Lot 1 until Lot 2 was built out. Stormwater management was approved and previously provided for the overall development in anticipation of a full buildout on Lot 2. The Oakhurst Center subdivision was recorded in 2005.

The proposed Lot 2 development includes construction of a 1,997 square foot single-story shell building with a drive-through. The building has potential for up to two (2) tenants depending on the space requirements for the drive-thru end user. Ingress and egress for the Lot 2 development will utilize the existing access locations for Lot 1 along North Eola Road. These access locations and traffic design for a building on Lot 2 were previously accounted for as part of the overall Oakhurst Center development.

Parking for Lot 2 will be accommodated through a shared parking agreement with Lot 1, as there is some overlap in the existing and proposed parking layout for both lots. Based on the requirement for the approved development of 1 stall per 175 square feet of multi-tenant space, the required total number of parking stalls for Lot 1 and Lot 2 is 130 spaces. Because the minimum parking requirement for a restaurant is 1 space per 3 seats, the drive-thru restaurant will have a maximum of 33 seats; no outdoor seating is proposed. If a second tenant occupies the building, the maximum seats in the restaurant will be reduced to meet the parking requirement for the combined uses. After the proposed development of Lot 2 is completed, a total of 130 parking stalls will be provided for Lot 1 and Lot 2 combined, meeting the parking requirement. This count includes five (5) handicap stalls to meet ADA requirements. Adequate stacking of five (5) vehicles has been provided for the proposed drive-through.

The proposed drive-through is intended for a small-scale, short-order food/beverage user, rather than high-volume tenant such as McDonald's or Starbucks. Arrival rates and service times for such small-format operations are significantly lower and typically limited to quick transactions, which minimizes the potential for excessive stacking or congestion. Based on the site design and provided stacking, traffic generated by the end user is expected to be consistent with the capacity of the existing access points and will not be detrimental to surrounding developments.

In addition to the proposed building on Lot 2, associated customer and employee parking and utility services are proposed. As part of the utility work, a 6-inch diameter ductile water service connection will be made to the existing stub provided along the easterly frontage of Lot 2. Based on as-built plans provided to Cook Engineering Group by the City of Aurora, it is suspected that an existing 2-inch diameter water service stub was also provided in this vicinity. The smaller diameter water stub will be capped and abandoned at the main per CoA requirements as part of the proposed Lot 2 development. In addition, a connection will be made to the existing sanitary sewer manhole located in the southwest portion of the site that was previously provided to service the Lot 2 building.

Existing light pole foundations will be removed, and the poles and fixtures will be installed on new foundations as required to accommodate the development. Since the fixtures and installation heights are not changing, there will not be a notable difference in photometrics for the site. All trash generated on Lot 2 will be transported to a proposed trash enclosure located south of the drive-thru for ultimate disposal by the private waste disposal company.

Parking island landscaping and landscaping around the new building are also being proposed to replace the existing landscaping that will be removed as part of the Lot 2 development. In addition to the existing established landscaping, there are proposed deciduous trees, ornamental / understory trees, and deciduous and evergreen shrubs proposed for screening. No fencing or berming are proposed for the Lot 2 development.

Since the architectural design for the building is still in progress, building signage information is not available at this time. The development of Lot 2 will not include any new monument signage, as the proposed business is able to utilize space on the existing monument sign for Lot 1. Per the existing B-2(S) zoning classification, there is no restriction on proposed building height, but the proposed building will be a single-story building. Exterior materials and colors for the proposed building will match those of the existing building on Lot 1. Additional information will be provided to the City of Aurora at a later date under separate cover.

Construction and development of Lot 2 is anticipated to create approximately 15 construction jobs and 10 full-time permanent jobs. The Lot 2 building will be staffed based on end user needs and customer demand.

Please do not hesitate to contact me with any questions in the interim. Thank you for your considerations.

Sincerely,
Cook Engineering Group

Emily K. Hoffmann, P.E., C.F.M.
Project Manager
Enclosures

PLANNING AND ZONING COMMISSION FINDINGS OF FACT SHEET
CONDITIONAL USE PETITIONS

Pursuant to Section 34-503 of Chapter 34 of the Code of Ordinances, "In deliberating upon a proposed conditional use, the commission shall consider whether..."

Evaluate the proposal with respect to the property in question as following:

1. Will the establishment, maintenance or operation of the conditional use be unreasonably detrimental to or endanger the public health, safety, morals, comfort, or general welfare?

The proposed conditional use will not create conditions that endanger public health, safety, comfort, or general welfare. Instead, it will be established and maintained in a way that is consistent with protecting the community's well-being.

2. Will the conditional use be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted or substantially diminish and impair property values within the neighborhood; factors including but not limited to lighting, signage and outdoor amplification, hours of operation, refuse disposal areas and architectural compatibility and building orientation?

The conditional use will not negatively impact the use and enjoyment of nearby properties or reduce property values. Considerations such as lighting, signage, hours of operation, refuse disposal, and building design have been addressed to ensure compatibility with the neighborhood.

3. Will the establishment of the conditional use impede the normal and orderly development and improvement of surrounding property for uses permitted in the district?

The establishment of the conditional use will not interfere with the normal or orderly development of surrounding properties. Nearby parcels will continue to develop and improve in accordance with permitted uses within the district.

4. Will the proposal provide for adequate utilities, access roads, drainage, and/or other necessary facilities as part of the conditional use?

The proposal provides for adequate utilities, access roads, drainage, and other necessary facilities required to support the conditional use. Infrastructure needs are sufficiently planned for and available.

5. Does the proposal take adequate measures, or will they be taken to provide ingress and egress so designed to minimize traffic congestion in the public streets? (For automobile intensive uses including but not limited to, gas stations, car washes, and drive through facilities, the concentration of similar uses within 1000 feet of said subject property should be given consideration as to the impact this concentration will have on the traffic patterns and congestion in the area.)

Ingress and egress to the property have been designed to minimize traffic congestion on public streets. The proposed access points and traffic flow patterns will reduce impacts to surrounding roadways.

6. Does the conditional use in all other respects conform to the applicable regulations of the district in which it is located, except as such regulations may in each instance be modified by the city council pursuant to the recommendations of the commission?

The conditional use conforms to all other applicable regulations of the zoning district, except where modifications may be granted by the city council on the recommendation of the commission.

7. FOR HOTELS: Does the market feasibility study, that was provided to the City, include all the requisite data and demonstrate that the proposed hotel use has sufficient demand generators already in place or proposed as part of the hotel use development and other factors present, to support the economic viability of such hotel use, in order to prevent blight, excessive vacancies or obsolescence as a result of such hotel use being abandoned, after construction thereof?

N/A