



**AGENDA**  
**COMMITTEE OF THE WHOLE MEETING**  
**MONDAY, OCTOBER 3, 2016**  
**NORTH AURORA VILLAGE HALL - 25 E. STATE ST.**  
(Immediately following the Village Board Meeting)

**CALL TO ORDER**

**ROLL CALL**

**AUDIENCE COMMENTS**

**TRUSTEE COMMENTS**

**DISCUSSION**

1. Discussion of Shodeen Concept Plan
2. Discussion of Elleby Court Parking

**TRUSTEE COMMENTS**

**EXECUTIVE SESSION**

1. Review of the Release of Executive Session Minutes dated 1991 up to and including June 20, 2016

**ADJOURN**

Initials SB



*Community Planning + Site Design + Development Economics + Landscape Architecture*

TO: Michael S. Toth  
Community and Economic Development Director

FROM: Pete Iosue, AICP, Senior Planner

DATE: September 12, 2016

RE: Randall Oaks Concept Plan

After initial review of the proposed site concept plan for Randall Oaks, I offer the following preliminary comments:



1. The proposed Randall Oaks development is located on Randall Road north of Oak Street. The proposed concept includes seven (7) multi-family residential buildings, consisting of 261 dwelling units. Each residential building would be three stories in height and include underground parking. The plan also includes two (2) restaurant pad sites with an estimated 9,100 square feet of floor space. A clubhouse, associated parking and detention would comprise the remainder of the development. The subject property is currently unincorporated and will need to be annexed into the Village.
2. Access is provided on Randall Road, and Miller Drive is proposed to be completed connecting the existing development to the north and Randall Commons to the south. The Village Engineer should be consulted regarding the impact of additional traffic onto Randall Road and Oak Street resulting from the increase in residential population and increased commercial activity.
3. The proposed development is intended to be developed as a PUD, as established in Chapter 5 of the Zoning Ordinance. The development intends to utilize the R4 General Residence district standards for the residential portion of the development and the B2 General Commercial District

**Teska Associates, Inc.**

standards for the commercial portion of the development. Specific zoning requirements may be amended through the PUD process.

4. The tables on the following page illustrate the required zoning standards for the R4 and B2 zoning districts as compared to the proposed development standards. Deviations from the required zoning standards should be addressed through the PUD (increased maximum building height, reduction in required setbacks, floor-area ratio).

#### Multi-Family Area – Compared to R4 Zoning District

Description	Village Minimum	Developer Minimum
Lot Area	8,500 sf	8,500 sf
Lot Width	75'	75'
Building Lot Coverage	40%	40%
Building Height	3.5 stories or 45'	3.5 stories or 50'
Floor Area Ratio	Not applicable for residential buildings	0.56 – excludes garage parkway
Front Yard Setback	25'	10'-55'
Rear Yard Setback	30'	20'-85'
Interior Yard Setback	10'	10'-60'
Corner Yard Setback	30'	n/a
Building Separation Front to Front	30'	90'
Building Separation Rear to Rear	30'	85'
Building Separation Front to Rear to Side	30'	90'
Building Separation Side to Side	20'	60'
Building Separation Corner to Corner	30'	60'
Open Space Acreage		4.4 acres – ancillary open space not included

***\*Add 1' to all setbacks for each 2' by which building height exceeds 35'.***

#### Commercial Area – Compared to B2 Zoning District

Description	Village Minimum	Developer Minimum
Lot Area	7,500 sf	7,500 sf
Lot Width	75'	75'
Front Yard Setback	35'	35'
Rear Yard Setback	20'	20'
Attributing Residential Setback	40'	40'
Interior Side Yard Setback	10'	10'
Floor Area Ratio	2	2
Open Space Acreage		0.40 acres – ancillary open space not included

5. The proposed architecture of the buildings should be consistent and/or complimentary to the existing developments to the north and to the south. Examples of similar projects built by the developer were provided to show what the architecture might look like. The example provided appears to utilize high quality materials, a variety of materials including some masonry on the ground floor, and underground parking. Detailed architectural renderings should be provided.



*Proposed Residential Building*



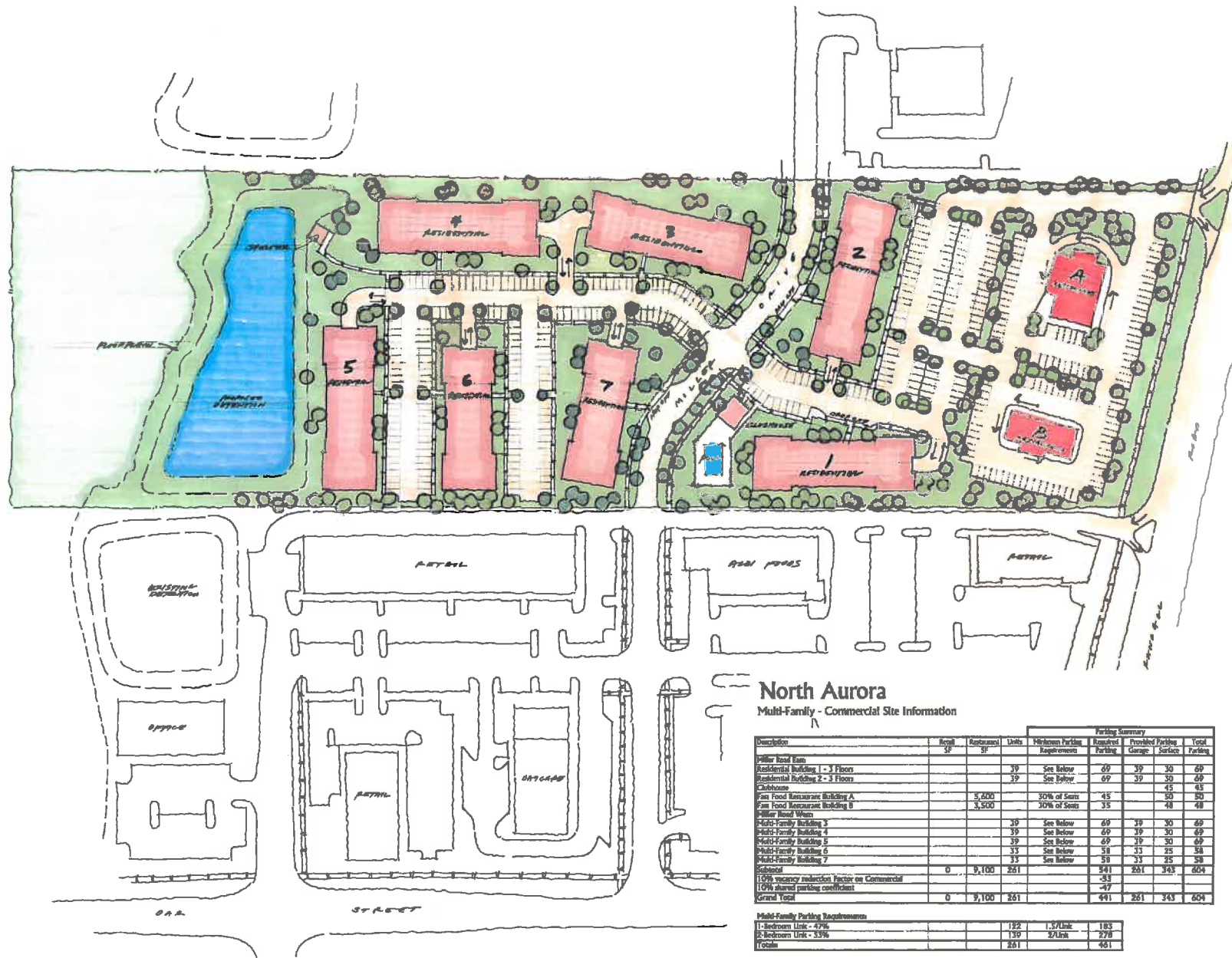
*Existing Developments*

6. A landscape plan is required as a part of the PUD submittal, and has not yet been provided for review.
7. Due to limited access to Randall Road, cross-access to the existing Randall Commons commercial development may be beneficial at the southeast of the development near the proposed restaurants.
8. As vehicular access to the residential buildings located on the western portion of the development can only occur from Miller Drive, the North Aurora Fire District will need to advise on the need for additional emergency vehicle access to that area.
9. Pedestrian access is provided throughout the development. Additional pedestrian connectivity to the existing commercial development to the south may be beneficial.
10. Detention is provided at the west end of the site, and should be evaluated by the Village Engineer.
11. A lighting plan is required as a part of the PUD submittal, and has not yet been provided for review.
12. Over 4 acres of open/green space is incorporated throughout the proposed development, including a shelter building near the detention area, and a clubhouse and pool near Miller Drive.
13. Parking for the commercial uses is determined by the net size of the seating area (1 space per 60 sq. ft. of seating area). As the estimated square footage of both restaurants combined would be 9,100 square feet, the gross number of parking spaces required for both restaurants would be 151

spaces. If 50% of each restaurant space is dedicated to seating area, the total number of spaces needed for both restaurants would be an estimated 76 parking spaces.

14. Both surface and underground garage parking is provided for the 261 dwelling units located throughout the seven multi-family buildings. The Zoning Ordinance requires two parking spaces per dwelling unit for multi-family residential uses. With a total of 261 units, a total of 522 parking spaces would be required. It is worth noting that the North Aurora Zoning Ordinance does not distinguish between dwelling unit types. Whether it's a one bedroom or two bedroom dwelling unit, two (2) parking spaces are required.
15. A total of 604 parking spaces are included in the current concept plan. Depending on the size of the restaurant seating areas, the amount of parking could result in a surplus or deficiency. Parking for the clubhouse would also need to be accommodated for.
16. Dimensions of parking spaces and drive aisles are not shown on the concept plan and will need to be evaluated against the requirements established in Chapter 13 of the Zoning Ordinance.





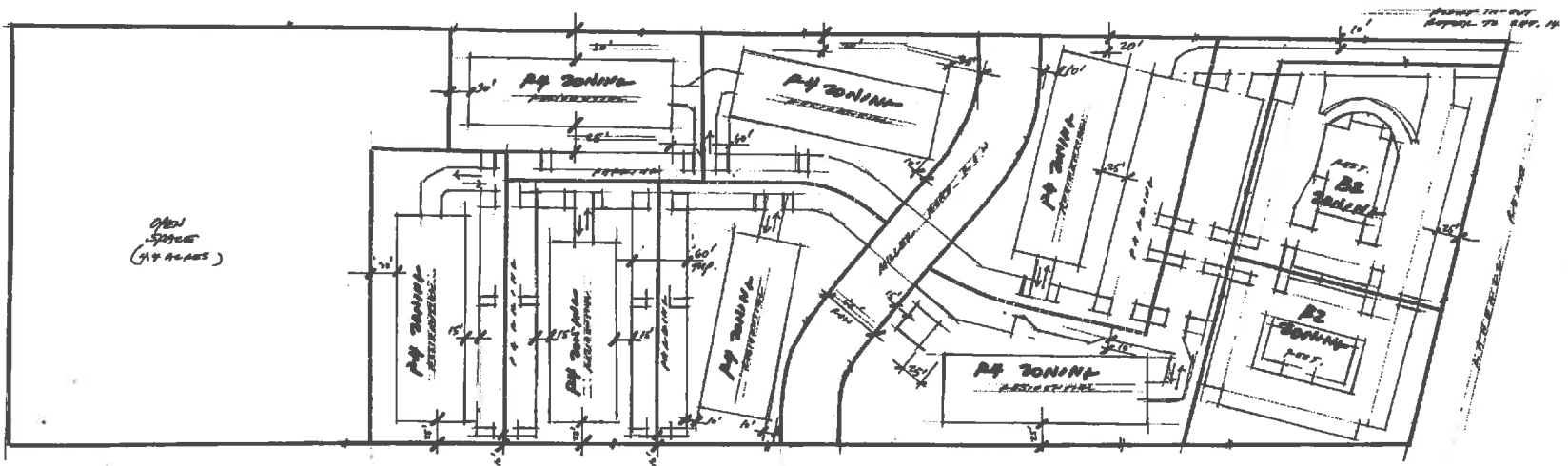
REVISION	BY

RANDALL OAKS  
 SITE DESIGN GROUP

REVISIONS	BY

RANDALL OAKS  
 DESIGN STANDARDS COMPLIANT  
 10-06-18

DRAWN: [ ]  
 CHECKED: [ ]  
 DATE: 2-27-18  
 SCALE: 1"=20'  
 SHEET NO: 14.1  
 OF SHEETS



Randall Oaks  
 Design Standards Compliant  
 10-06-18

**Multi Family Area - Compared to R4 Zoning District**

Description	Single Detached	Developer Minimum
Lot Area	6,500 sf	6,500 sf
Lot Width	70'	70'
Building Lot Coverage	50%	40%
Building Use	1-3 Single or 4F	1-3 Single or 4F
PAN	600 Max	600 - Excludes Storage Pile
Front Yard Setback	25'	30'-45'
Rear Yard Setback	25'	20'-45'
Interior Side Yard Setback	10'	10'-45'
Corner Side Yard Setback	30'	25'
Building Separation Front to Front	30'	30'
Building Separation Side to Side	30'	30'
Building Separation Corner to Corner	30'	30'
Open Space Average	1.4 Acres (Auxiliary Open Space 50%)	1.4 Acres (Auxiliary Open Space 50%)

**Commercial Area - Compared to B2 Business District**

Description	Single Detached	Developer Minimum
Lot Area	7,500 sf	7,500 sf
Lot Width	70'	70'
Front Yard Setback	25'	30'
Rear Yard Setback	25'	20'
Interior Side Yard Setback	10'	10'
PAN	600	600
Open Space Average	1.40 Acres (Auxiliary Open Space 50%)	1.40 Acres (Auxiliary Open Space 50%)











# Memorandum



**To:** Village President and Village Board of Trustees  
**From:** Steven Bosco, Village Administrator  
**Date:** 9-29-16  
**Re:** Parking on Elleby Court

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The Village was recently contacted by a representative of Baum Property Management, the property management company for the Lake Run Estates Home Owners Association (HOA), regarding parking on Elleby Ct. Per the discussion, the property management company stated that the HOA wanted the Village to look into banning parking on Elleby Ct. (cul-de-sac). The HOA is concerned that when cars park on the street, the narrowness of the drive lane between cars parked on the street and the landscaped median in the middle of the cul-de-sac makes it difficult for cars to pass and prevents larger emergency vehicles from gaining direct access to houses on the cul-de-sac.

After a visual inspection of the layout of the median and the narrowness of the drive lane between the landscaped median and the curb in front of the homes, staff proposed a parking ban on the cul-de-sac to the Village Board at their September 26<sup>th</sup> meeting. Upon review, the Village Board asked staff to conduct further research regarding why the median was built in the cul-de-sac, the ability for emergency vehicles to make the turn around the median and whether the median can be shortened to allow a wider drive lane.

Since the Village Board meeting, staff met with the Village Engineer to help recall whether there were any special considerations proposed to the subdivision when it was built. Per the conversation, staff and the Village Engineer recall concerns about tree preservation being conveyed to the developer (Toll Brothers) of Lake Run Estates. Staff also recalls the developer being interested in preserving land around the development for open space and preserving trees where possible as well. As such, the cul-de-sac was uniquely designed to accommodate a large oak tree in the parkway and a large oak tree in the middle of the cul-de-sac. The oak tree in the middle of the cul-de-sac was preserved in the landscaped median. Unfortunately, a few years later, the tree in the median perished.

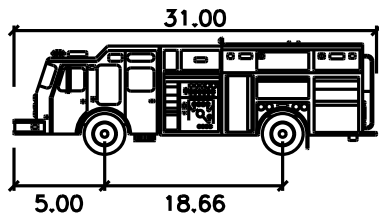
Since the Village Board meeting on September 26<sup>th</sup>, the Village Engineer conducted a turn-radius analysis and the North Aurora Fire Protection District (NAFD) drove a fire engine through the Elleby Ct. cul-de-sac to determine if a large emergency vehicle can drive around the median if a car is parked on one side of the street. Per the review it was determined that the truck could not make the turn around the median in parts of the cul-de-sac while a car was parked on one side of the street. However, the NAFD did not seem concerned as they

would drive over the landscaped median if necessary to get to the address where they were responding.

Though shortening the median to accommodate a larger drive aisle is an option, it may not be viable as it is believed the turn radius would be still be difficult or unmanageable for a fire engine with cars parked on one-side of the cul-de-sac even without a median. In addition, shortening the median may also require the relocation of a fire hydrant and street light. As aforementioned, the alternative for a fire engine to make the turn while cars are parked on the cul-de-sac would be to simply drive over the landscaping in the median if necessary.

Attached is a diagram from the Village Engineer depicting the turn radius needed for a fire engine to make the turn around the median in the cul-de-sac of Elleby Ct. and possible places to ban parking should the Village Board choose to pursue prohibiting parking in any areas.





FirePumper                      feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 40.0



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9/29/2016 9:32:46 AM N:\DGN\NA\17\_ELLEBYCT\_AUTOTURN\EXHIBIT.DGN  
This drawing shall not be used nor reproduced either wholly or in part except when authorized by the engineer - Rempe-Sharp



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Telephone (630) 232-0827 - Fax (630) 232-1629

1	09/29/16	PER VILLAGE COMMENT	G.R.
No.	Date	Revisions	By

**ELLEBY COURT**  
**NORTH AURORA, ILLINOIS**  
**AUTOTURN**  
**EXHIBIT**

SCALE	PROJECT NO.	SHEET
1"=40'	NA-17	No. 1
	DATE	Of 1
	09/22/16	