

VILLAGE OF
Crossroads on the Fox

PLAN COMMISSION AGENDA<br>VILLAGE HALL BOARD ROOM<br>25 E. STATE STREET<br>TUESDAY, MARCH 1, 2022<br>7:00 PM

## ROLL CALL

## APPROVAL OF MINUTES

1. Approval of Plan Commission Minutes dated February 1, 2022

## PUBLIC HEARING

1. Petition \#22-02: The petitioner, Fiduciary Real Estate Development, Inc., requests the following actions in the R-4 General Residence District, Planned Unit Development for the vacant tract of land situated west of Orchard Road, south of West Mooseheart Road and east of Deerpath Road:
a) Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development and Zoning Ordinance
b) Preliminary Final Plat of Subdivision
c) Site Plan Approval

## NEW BUSINESS

1. Petition \#22-02: The petitioner, Fiduciary Real Estate Development, Inc., requests the following actions in the R-4 General Residence District, Planned Unit Development for the vacant tract of land situated west of Orchard Road, south of West Mooseheart Road and east of Deerpath Road:
a) Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development and Zoning Ordinance
b) Preliminary Final Plat of Subdivision
c) Site Plan Approval

## OLD BUSINESS

## PLAN COMMISSIONER COMMENTS AND PROJECT UPDATES

# VILLAGE OF NORTH AURORA PLAN COMMISSION MEETING MINUTES <br> FEBRUARY 1, 2022 

## CALL TO ORDER

Chairman Mike Brackett called the meeting to order.

## ROLL CALL

In attendance: Chairman Mike Brackett, Commissioners, Aaron Anderson, Anna Tuohy, Scott Branson, Tom Lenkart, Richard Newell, Alexander Negro, Mark Bozik, and Doug Botkin

Staff in attendance: Village Administrator Steve Bosco, Community \& Economic Development Director Mike Toth and Planner David Hansen

Not in attendance: Kevin Drendel, Village Attorney

## APPROVAL OF MINUTES



1. Approval of Plan Commission Minutes dated December 7, 2021

Motion for approval made by Commissioner Lenkart and seconded by Commissioner Bozik. All in favor. Motion approved.

## PUBLIC HEARING

1. Petition \#22-01 (Amendment to Chapter $\mathbf{1 3 . 1 2}$ of the Zoning Ordinance): Amendment to Title 17 of the North Aurora Municipal Code (Zoning Ordinance) relative to recreational vehicles.

Chairman Mike Brackett called the public hearing to order.
Chairman Mike Brackett opened the public hearing for public comment. No Comment.
David Hansen introduced Petition \#22-01, a text amendment to Chapter 13.12 of the Zoning Ordinance that relates to recreational vehicles. Hansen explained the process of a text amendment and that Chapter 13 pertains to parking design and regulations, which includes commercial and recreational vehicles. Hansen read the code's definition for recreational vehicles which includes campers, motor homes, boats (and other watercraft), pop-up campers and utility trailers. Hansen stated a resident at the November 15, 2021 Board meeting asked the Board to look into extending the hours for recreational vehicles on a residential premise. The Board discussed recreational vehicles at the December 6, 2021 Village Board Committee of the Whole (COW) meeting where they suggested moving the code's hours for recreational vehicles from Friday Noon to Monday Noon to Thursday 6 pm to Monday Noon. Hansen mentioned the other changes in the ordinance were for clarity purposes. This included adding no recreational vehicle should be parked or stored on or over the public right of way, defining front building elevation in regards to the current code's one recreational vehicles limit of storing a recreational vehicle outside a permanent structure, and
moving the current language for the code's no vehicle limit for recreational vehicles if they are in a fully enclosed permanent structure to an individual bullet point. Mike Toth added text amendments for recreational vehicles were also made in 2013 and 2014 and the changes Hansen mentioned above were reviewed by the Village Board at the December 20, 2021 COW meeting and they were amenable to them. Toth mentioned we are here tonight since a text amendment and public hearing needs to go through Plan Commission since this section is in the zoning ordinance.

Chairman Brackett asked if section C is referring to a permanent structure for multiple vehicles and not just for a tent for one recreational vehicle parked next to the owner's house. Toth added one can have a tent to cover a recreational vehicle on a lot, but it would count towards the limit of one that are allowable outside a fully enclosed permanent structure. Toth reemphasized the code mentions one can only have one recreational vehicle on their property at a time regardless if it be stored on the front, side or back of a property, but if it is in a garage there is no limit. Chairman Brackett asked if the resident was asking for additional time. Toth said they asked to have it longer than the current time period or have a more flexible 24 to 48 hour period. Toth explained the code enforcement perspective on how it would be hard to enforce if it was on a flexible period since the code currently allows a recreational vehicle to be on site for three out of the seven days in a week. Toth shared the Board was split between keeping it as-is while some thought it was over regulating recreational vehicles to begin with.

Commissioner Tuohy mentioned she has a personal interest in this as a current recreational vehicle owner and wrote a letter to the Village Board since she has a motor home and had some of the same issues the resident shared with the Board. Commissioner Tuohy stated a motor home is completely different from the other vehicles listed in the recreational vehicle definition since it's an actual full vehicle and has different maintenance needs. Commissioner Tuohy recommends to move motor homes out of the definition to its own category and also mentioned the current weekly time frame now doesn't make sense since most recreational vehicles are gone on the weekend. Commissioner Tuohy proposed to extend the time to Monday to 6 pm and also mentioned the two week periods, as they exist, do not make a lot of sense since many motor home owners prep their vehicle in March (for Spring Break) and wait until the end of October to winterize them. Commissioner Tuohy also said the current temporary house guest's policy doesn't make a lot of sense since it is a strange time frame to regulate. Tuohy also said that no one wants a driveway to be a recreational vehicle storage and believes there needs to be a code of some sort to prevent that, but the way the code is written now it is out of touch.

Commissioner Branson proposed extending the code to Tuesday for the Monday holidays and asked why house guests can park it on site for two weeks at any time throughout the year, but a recreational vehicle owner cannot do the same. Toth mentioned the Village would need to specifically list holidays should the Village pursue that. Commissioner Branson asked if house guests are there for two months can they reapply for permit. Toth said they would contact our department and make note of it. Toth said it's a rare occasion and the Village has not had to ask guests to move their vehicle for being there for an extended period of time.

Commissioner Tuohy asked again why are all recreational vehicles lumped into a group together when a motor home and utility trailer are completely different mechanically. Steve Bosco shared the Village Board has said in the past, the reason all are in one category is to prevent
compartmentalizing them to where a resident can have one of each instead of one total recreational vehicle. Chairman Brackett asked Commissioner Tuohy since winterizing is different for motor homes what two week time frames make the most sense compared to the current code's two week periods (April 15-30 and October 1-15). Commissioner Tuohy mentioned March 15-30 to October 15-30 may make more sense. Chairman Brackett stated it makes sense to have a recreational vehicle code so there is a mechanism to make the recreational vehicle leave. Bosco shared the Village Board talked about hours, dates, and how restrictive the ordinance should be and ended up with consensus of extending the time to Thursday 6 pm for more prep, but extending it to Tuesday makes it only one day of enforcement. Bosco mentioned we have heard retirees like to take theirs out during the week so it is all over the map when someone is prepping theirs. Toth mentioned it is difficult to enforce movable objects.

Commissioner Andersen shared the ordinance needs to be enforceable, but also understands that the current hours and dates don't seem to be in line with recreational vehicle owners. Commissioner Andersen asked Commissioner Tuohy how many days it takes to prep a motor home. Commissioner Tuohy mentioned one to two days typically. Commissioner Andersen proposed making motorhomes as separate category. Toth shared it was written with a weekend exemption and 48 hour time period allowance, but was changed in 2013 since it is hard to track and enforce so the 48 hour was removed and set time periods were added so it's easier to track for code enforcement. Bosco mentioned other Villages are all over the place as well where they allow one recreational vehicle, no recreational vehicles or have as many recreational vehicles as they want and can store them at home any time.

Commissioner Botkin said one universal policy makes sense instead of having it broken out. Botkin mentioned the City of Geneva has one 24 hour period. Botkin mentioned having regulations of some sort are needed to prevent it from having a recreational vehicle on site all the time. Botkin asked what front yard means in this context. Toth mentioned it refers to front of the dwelling and yard means the setback area at the front of the property. Toth mentioned owners must park on hard surface, which is specified in section $E$ of the current code.

Commissioner Newell asked if there is a permit to extend the time frame if a resident knows it will be there until a Tuesday. Toth mentioned there is no permit, but in the past if someone would call and ask the Village would work with them, but the Village is trying to enforce the ordinance more actively now. Toth stated staff get complaints for the vehicles being there and from the owners saying the time frame is too restrictive.

Commissioner Negro asked about HOA regulations and what supersedes what. Bosco mentioned HOA in most cases can be more restrictive, but it falls back to who is stricter on the item. Commissioner Negro was okay with extending hours to Tuesday for holidays as long as the holidays are defined for North Aurora.

Commissioner Bozik mentioned the code appears to focusing on summer activities more than winter so that should also be taken into consideration. Commissioner Bozik proposed 72 hour limit of some sort for recreational vehicles. Bozik asked what is considered a public right of way. Toth mentioned a street or a sidewalk. Bozik asked if someone wanted to park it overnight to leave early in the morning it appears that isn't allowed. Toth mentioned in 2013 the ROW language was
probably taken out for that reason. Bozik said he understands the sidewalk component for safety purposes, but the street portion is a little restrictive. Toth shared road right of way usually isn't built to accommodate the width of two trailers on the road. Bozik mentioned based off the number of complaints something is needed, but try to mitigate restrictions as much as possible.

Commissioner Lenkart said extending the hours could cause more issues since it appears many residents don't like seeing vehicles already. Lenkart asked if there is a way code enforcement wise to enforce a 24 or 48 hour time period. Toth mentioned code enforcement isn't here on weekend and many complaints drive when staff first hear about the issue. Bosco mentioned the resident came to the board meeting said $11 \%$ of homeowners have a recreational vehicle, which if true would mean there are about 600 homes in the Village would have recreational vehicles. Trying to document each 24 hour limit would be very difficult to regulate especially since the Village has one code enforcement officer. Some communities have hour limits, but are probably not enforced until complaints are made and the process starts. Lenkart asked how it's enforced currently. Toth mentioned the code enforcement officer documents it and issues a notification the first time around. Since it is documented there is record of it and a repeat violator would start getting a fine if it is not moved. Commissioner Lenkart asked what a fully enclosed permanent structure is defined as. Toth stated it would be a garage or an accessory building and there is a limit on the number of accessory buildings on a property so owners can't have a plethora of permanent structures on their property.

Chairman Mike Brackett closed the public hearing.

## NEW BUSINESS

1. Petition \#22-01 (Amendment to Chapter $\mathbf{1 3 . 1 2}$ of the Zoning Ordinance): Amendment to Title 17 of the North Aurora Municipal Code (Zoning Ordinance) relative to recreational vehicles.

Chairman Brackett summarized the conversation. Commissioner Andersen mentioned letting the Village Board decide the provisions since they probably would have the same discussion as the Plan Commission did if they haven't already. Bosco mentioned this discussion was very similar to the Village Board's and that this discussion with the Plan Commission was required by code. Bosco explained usually an item like this goes to the Plan Commission first as a workshop, but since the issue was brought up at a Board meeting, staff brought the item to the Village Board to explain the current code and how it is enforced, which turned into a conversation about what should be changed. Bosco mentioned the two week window was brought up at the Board discussion and they would be willing to look into changing that. Chairman Brackett mentioned it makes sense to move the two week dates up to early April or even March and move them back to the end of October. Commissioner Botkin mentioned the weekend and holidays exception could be difficult based on school systems and who views what holiday as an actual holiday. Commissioner Botkin proposed adding a certain number of hours and having a five-day window of their choosing since the enforcement is largely complaint driven. Commissioner Lenkart proposed some time on Thursday to Monday at X since it could be enforced.

Toth said since the language in memo covers changes moving the time to Thursday to 6 pm , clarifies the number of recreational vehicles allowed on a residential premise, what an enclosed structure is and the ROW provision. The Plan Commission can add in whatever they would like, but it might make the most sense at this point to provide the Village Board the draft minutes of this meeting and assemble a list of the ideas discussed. Toth summarized the Plan Commission's thoughts, which included a 24 to 72 hour reciprocity period, regulating motorhomes separately, moving around the two week exception windows, holiday exemptions, and moving recreational vehicle allowance to Tuesday or Monday at 6 pm . Toth said staff can provide these bullet points along with the draft minutes to the Village Board for review. Commissioner Tuohy wanted to add to the comments that more people are working from home so it is just not retirees who may be coming in and out during the week. Commissioner Tuohy also asked the Village Board to look into removing the temporary house guest provision since it is outdated and hard to enforce.

Motion for approval to pass along the Plan Commission comments for Chapter 13.12 of the Zoning Ordinance relative to recreational vehicles to Village Board was made by Commissioner Lenkart and seconded by Commissioner Newell. Vote: Lenkart - Yes, Newell - Yes, Tuohy - Yes, Negro - Yes, Branson - Yes, Bozik - Yes, Botkin - Yes, Anderson - Yes, Brackett - Yes. Motion approved.

OLD BUSINESS - None

## PLAN COMMISSIONER COMMENTS AND PROJECT UPDATES

Mike Toth asked the Plan Commission is they'd be amenable to distribution of electronic packets only. Toth explained the time and resources needed to create and distribute paper copies and also mentioned that a Village employee was injured delivering paper copies. Toth added that paper copies can be made at someone's request. The Plan Commission stated that larger plans are nice to have as they are legible. Toth mentioned that the electronic copies can be zoomed in on, but if someone wants a larger copy, it can be made available.

Toth mentioned potential upcoming public hearings - the Seasons at North Aurora multifamily residential development and the Fairview Gardens industrial project.

Toth stated the Village Board approved the text amendments pertaining to solar panels, as recommended by the Plan Commission.

## ADJOURNMENT

Motion to adjourn made by Commissioner Anderson and seconded by Commissioner Bozik. All in favor. Motion approved.

Respectfully Submitted,
Jessica Watkins
Village Clerk

## STAFF REPORT TO THE VILLAGE OF NORTH AURORA PLANNING COMMISSION FROM: MIKE TOTH, COMMUNITY \& ECONOMIC DEVELOPMENT DIRECTOR

## GENERAL INFORMATION

Meeting Date: March 1, 2022
Petition Number: 22-02

Petitioner: Fiduciary Real Estate Development, Inc.

Requests: 1) Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development and Zoning Ordinance 2) Preliminary Final Plat of Subdivision 3) Site Plan Approval


Parcel Number(s): 12-31-300-017 \& 12-31-400-026
Size: 21.7 acres

Current Zoning: B-2 General Business District/R-4 General Residence District Mixed Use PUD
Current Land Use: Vacant Land

Proposed Land Use: Multi-Family Dwellings

Proposed Use Classification: Permitted Use
Contiguous Land Use: North: R-1 Single Family District and Open Space; South: Vacant Land; East: R-1 Single Family
 Residence District; West: F - Farming (Unincorporated Kane County)

## PROPOSAL

The subject property is a 21.7-acre vacant tract situated west of Orchard Road, south of West Mooseheart Road, and east of Deerpath Road. The petitioner has submitted plans for a multifamily residential development to be located on the subject property in the B-2 General Business District/R-4 General Residence District Mixed Use Planned Unit Development. The submitted development plans include thirteen (13) two-story residential buildings, consisting of 20 units per building, providing a total of 260 residential units - 26 studio units, 104 one-bedroom units, 104 two-bedroom units and 26 three-bedroom units. A clubhouse, pool and other ancillary amenities would also be included.

## BACKGROUND

On August 7, 2012 a public hearing was held before the Plan Commission at such time the property owner requested the property be annexed into the Village and change the E-R Estate Rural District zoning designation to a B-2 General Business District/R-4 General Residence District flex zoning, similar to that of the Mango Creek development located across Orchard Road. As part of the request, the property would be split by a connector road located between Deerpath Road and Orchard Road with the ability to allow multi-family residential use on the north side of the connector road and a commercial option on both sides of the connector road. The multi-family residential use would only be permitted north of the connector road. Surrounding property owners had concerns regarding higher density, traffic congestion and that the notification time frame did not give them enough time to review the request. A few Commissioner's had concerns regarding the potential of high density residential and/or a business district adjacent to single family homes. The Plan Commission concluded by recommending approval of the petition.

On November 19, 2012, the Village Board approved an Annexation Agreement between the Village of North Aurora and the Stanley L. Zepelak Trust (Ordinance 12-11-19-01) governing the development of the entire vacant tract of farm land located north of Tanner Road, south of West Mooseheart Road, west of Orchard Road and east of Deerpath Road, known as the Zepelak Property. Approval of a Special Use for a Commercial and Multi-Family Use Planned Unit Development for the Zepelak property was also approved at that time (Ordinance 12-11-19-03).

On January 7, 2013, the Village Board reapproved a special use Ordinance (Ordinance 13-01-07-03). The PUD Ordinance changed the originally-approved PUD provisions regarding the access to each apartment unit and the number of required enclosed parking spaces. The updated PUD Ordinance requires only exterior access to each apartment while the original Ordinance required both interior and exterior access. The updated Ordinance requires at least one parking space to be provided for each dwelling unit in an enclosed space while the original Ordinance only required a total of $20 \%$ of the units to have at least one parking space provided for each dwelling unit in an enclosed space. The annexation agreement was not altered at the meeting, but an ordinance clarifying the Village annexing the land (Ordinance 13-01-07-02) was approved. As part of the Annexation Agreement, it provided the process of establishing a connector road from Deerpath Road to Orchard Road should a development be built. On February 4, 2013 the Village Board approved the Plat of Dedication for the Deerpath Connector Road.

The approved PUD established rights to the B-2 General Business District zoning south of the aforementioned connector road and the flexibility of either commercial use through the B-2 General Business District or residential use through the R-4 General Residential District zoning for the area north of the connector road. The 'Dwelling, Multi-Family' (multi-family residential) use is classified as a permitted use in the R-4 General Residential District.

Section 3.2 of the PUD Ordinance provides development standards for apartment uses, which are outlined below. Staff has provided a response pertaining to the proposed development's applicability to each standard.

- Building height shall be limited to three (3) stories;
- The proposed apartment buildings will be two (2) stories in height.
- Each apartment unit shall have individual access from the exterior;
- Each unit will have individual access from the exterior of the building.
- At least one parking space shall be provided for each dwelling unit in an interior, enclosed area;
- $66 \%$ of the total number of units will have an enclosed parking space (see deviation information below).
- At least twenty five percent (25\%) of each apartment building shall be covered with masonry or brick material;
- $25.8 \%$ of each apartment building will be covered with masonry.
- The architectural elements, including anti-monotony standards, must be approved as part of the site plan review.
- Site plan approval is being requested as part of the petitioner's request. The Plan Commission's motion on the site plan would include the architectural building elements.


## REQUESTED ACTIONS

## Special Use - Planned Unit Development Amendment with deviations to the Planned Unit Development and Zoning Ordinance

The PUD Ordinance was approved through the special use process; as such, any amendments to the PUD must be subsequently approved through the special use process.

Rights have already been granted to develop the subject property with multi-family residential through the establishment of the R-4 General Residential District zoning classification. The PUD Ordinance sets forth public notification requirements that specified only adjacent property owners (properties directly bordering of the subject property) are required to receive a letter when a site plan was submitted to the Village for review. The public notification process did not require signs to be posted, newspaper publication or letters to be sent to property owners within 250' of the subject property. Said notification requirements are only being triggered due to the following PUD and Zoning Ordinance deviations:

PUD Amendment - Enclosed Parking Spaces
As previously referenced, the PUD Ordinance requires at least one parking space to be provided for each dwelling unit in an enclosed space. The proposed plans include a total of 172 enclosed parking spaces, which represents $66 \%$ of the total number of residential units (260). The original Ordinance (approved in 2012) only required a total of $20 \%$ of the units to have at least one parking space provided for each dwelling unit in an enclosed space.

## PUD Amendment - Development Plan Processing

The petitioner is requesting the ability to establish a schedule that would allow the preliminary development plans to constitute the final development plans. Per this request, the preliminary plans would constitute the final plans as long as the final plans are consistent with the approved preliminary plans. If the petitioner were to make any plan revisions after approval of the preliminary plans, staff would review the final plans to determine if any further approval by the Plan Commission or Village

Board would be required. Staff notes this has been common practice with many of the recent development projects.

Orchard Road is under the jurisdiction of Kane County. If the petitioner is required to amend the site plan to accommodate any required Kane County traffic improvements or easement restrictions adjacent to Orchard Road, such changes shall be deemed to be a "Technical Change" to the development plans.

## Zoning Ordinance Amendment - Orchard Road Landscape Buffer \& Parkway Trees

Per Chapter 14.10.C.3.a of the Zoning Ordinance, a 50 ' landscaped buffer shall be provided and maintained on all properties adjoining the following streets: Airport Road, Deerpath Road, Illinois Route 25, Illinois Route 31, Illinois Route 56, Mooseheart Road, Oak Street, Orchard Road, Randall Road. The original development plans submitted by the petitioner included a 50, landscaped buffer adjacent to Deerpath Road, West Mooseheart Road and Orchard Road. Kane County is requiring an additional $15^{\prime}$ of the subject property for right-of-way purposes; as such, the landscaped buffer adjacent to Orchard Road was reduced to $35^{\prime}$. The terms of right-of-way dedication are included in the Intergovernmental Agreement between the Village and Kane County, which designates 170 ' of right-of-way along Orchard Road to Kane County. Staff notes the Orchard Commons development located directly to the south also has a reduced landscaped buffer of $35^{\prime}$ as a result of said right-of-way dedication.

The Zoning Ordinance requires parkway trees to be planted in any parkway at the equivalent of one tree at an average interval of every forty (40) linear feet. The development plans include parkway trees plantings along West Mooseheart Road and Orchard Road. It is likely Kane County will prohibit the planting of the parkway trees along Orchard Road if deemed be a hazard. If Kane County prohibits the planting of parkway trees along Orchard Road, the petitioner would be required to plant additional trees within the landscaped buffer along Orchard Road at a ratio of one tree for every two parkway trees. Such changes shall also be deemed to be a "Technical Change" to the development plans.

## Preliminary Final Plat of Subdivision

The subject property is currently comprised of two separate parcels located north of the dedicated connector road. The petitioner intends to consolidate the two parcels north of the connector road into one lot and create Lot 1 of the Seasons at North Aurora Subdivision. A final plat of subdivision will be provided at final engineering. As part of this request, preliminary final plat consideration is being requested. As such, the preliminary plat would constitute the final plat. As long as the final plat is consistent with the preliminary plat, no further or approval by the Plan Commission and/or Village Board would be required. If the petitioner is required to make any minor changes to the plat to accommodate any engineering comments, such changes shall be deemed to be a "Technical Change" to the plat.

## Site Plan Approval

Per the approved Annexation Agreement, site plan approval is required by the Village prior to development of any one or more lots, without the need for a public hearing. Standards for site plan review are established in Chapter 4.4 - Site Plan Review of the North Aurora Zoning Ordinance; however, the governing Annexation Agreement establishes a set of site development standards as outlined below. Staff notes only the Village Board has discretion over changes to the Annexation

Agreement and staff is providing the applicable site plan standards for informational purposes as these standards are typically included in a PUD Ordinance.

Compliance: The Final Site Plan is in compliance with the terms of this Ordinance and the Annexation Agreement.

Circulation: The traffic circulation for the one or more lots is deemed adequate for the use contemplated for such one or more lots and is in harmony with the traffic circulation needs for the larger development.

Pedestrian Pathways: Pedestrian pathways within such lots are approved as adequate for the use contemplated for such one or more lots and are in harmony with the pedestrian needs for the larger development. Sidewalks shall be constructed on both sides of all internal public streets. Sidewalks shall also be constructed on the adjacent frontages of Orchard Road, Deerpath Road, Tanner Road, and Mooseheart Road.

Site Plan Engineering: The final engineering for the area to be developed is substantial compliance with the Final Subdivision Engineering and is approved by the Village Engineer.

Site Plan Landscaping: The parking lot and foundation landscaping proposed for the area within the Final Site Plan shall be in compliance with the Village Ordinances existing as of the date hereof and must be approved by the Village Community Development Director, Plan Commission, and Board of Trustees along with the Final Site Plan.

Signage: Any signage other than signage on buildings as permitted by Village ordinance shall require approval as part of the Final Site Plan.

Architecture: The building elevations, materials, and design elements shall be reviewed and approved by the Village. The Village will allow the types of materials, elevations, and design comparable to similar projects already approved in the Village as of the date of this Agreement.

## COMPREHENSIVE PLAN

The 2015 Comprehensive Plan recommends 'Single Family-Detached' (single-family homes) use for the subject property. Rights to multi-family residential zoning were approved for the subject property prior to the Comprehensive Plan 2015 update and the inconsistency between the zoning and the Comprehensive Plan designations may be the result of an error or oversight. The subject property is located in the Comprehensive Plan's West Gateway Subarea Plan, which includes the properties along Orchard Road stretching from Interstate 88 to [the south of] White Oak Drive. A recommendation of the West Gateway Subarea Plan applies to the proposed development as a transitional land use: higher density residential uses should separate active commercial areas from the Village's quiet single-family neighborhoods and provide dense population to support planned commercial uses.

## FINDINGS \& RECOMMENDATION

The Community Development Department finds that the information presented meets the Standards for Specials Uses as submitted by the petitioner, made part of this petition and as set forth in the Zoning Ordinance. The proposed site plan meets site plan review standards of the North Aurora Zoning Ordinance and the Stanley L. Zepelak Trust PUD and Annexation Agreement. Based on the above considerations, staff recommends that the Plan Commission make the following motion recommending approval of Petition \#22-02, subject to the following conditions:

1. All dumpsters located on the subject property shall be enclosed per Section 14.11.A of the Zoning Ordinance.
2. One parking lot island shall be provided between every ten (10) parking spaces.
3. All planted parkway trees shall be the species and sizes specifically identified in Chapter 16.12.190.C. 8 of the Subdivision Ordinance.
4. Within the off-street parking facilities two-way traffic aisles shall be at least twenty-four (24) feet in width.
5. A photometric plan shall be submitted and approved by the Village prior to building permit issuance.
6. If the petitioner is required to make any minor changes to the plat to accommodate any engineering comments, such changes shall be deemed to be a "Technical Change" to the plat.
7. If the petitioner is required to amend the site plan to accommodate any Kane County traffic improvements, such changes shall be deemed to be a "Technical Change" to the development plans.
8. If Kane County prohibits the planting of parkway trees along Orchard Road, the petitioner shall plant additional trees within the landscaped buffer along Orchard Road at a ratio of one tree for every two parkway trees. Such changes shall also be deemed to be a "Technical Change" to the development plans.

## APPLICATION FOR SPECIAL USE

VILLAGE OF NORTH AURORA
Board of Trustees
25 East State Street
North Aurora, IL 60542

PETITION NO. $\quad 22-02$
FILE NAME $\qquad$ M Nonth Auruta RECEIVED
DATE STAMP

## I. APPLICANT AND OWNER DATA

| Name of Applicant | Fiduciary Real Estate Development Inc. - Anthony DeRosa |
| :--- | :--- |
| Applicant Address 789 North Water Street, Suite 200, Milwaukee, WI 53202 |  |
| Applicant Telephone \# $414-246-8402$ |  |
| Email Address tderosa@fred-inc.com |  |

Property Owner(s) Lucaya Asset Management LLC - Stanley Zepelak
Owner Address 17753 Lucaya Drive, Lakewood Ranch, FL 34202
Owner Telephone \# 630-253-6721

## II. ADDRESS, USE AND ZONING OF PROPERTY

Address of Property West side of Orchard Road and south of Mooseheart Road
Legal Description: $\qquad$
$\qquad$

Parcel Size 21.7 acress

Present Use Vacant Farmland
(business, manufacturing, residential, etc.)
Present Zoning District R-4 General Residence District
(Zoning Ordinance Classification)

## III. PROPOSED SPECIAL USE

Code Section that authorizes Special Use See PUD
Has the present applicant previously sought to rezone or request a special use for the property or any part thereof? No
If so, when? $\qquad$ to what district?

Describe briefly the type of use and improvement proposed See project narrative
$\qquad$
$\qquad$

What are the existing uses of property within the general area of the Property in question? $\qquad$
See project narrative
$\qquad$

To the best of your knowledge, can you affirm that there is a need for the special use at the particular location? (Explain) Yes, see project narrative.
$\qquad$
$\qquad$
$\qquad$

## Attach hereto a statement with supporting data that the proposed special use will conform

 to the following standards:1. The proposed special use is, in fact, a special use authorized in the zoning district in which the property is located.
2. The proposed special use is deemed necessary for the public convenience at that location.
3. The proposed special use does not create excessive additional impacts at public expense for public facilities and services, and will be beneficial to the economic welfare of the community.
4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations.
5. The proposed special use will be designed, located, operated, and maintained so as to be harmonious and compatible in use and appearance with the existing or intended character of the general vicinity.
6. The proposed special use will not significantly diminish the safety, use, enjoyment, and value of other property in the neighborhood in which it is located.
7. The proposed special use is compatible with development on adjacent or neighboring property.
8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site.
9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance.
10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.
11. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations.

## IV CHECKLIST FOR ATTACHMENTS

The following items are attached here to and made a part hereof:

1. Introduction Letter. Please include information relevant to the proposed use of the property and business operations (hours of operation, number of employees, etc.).
2. Legal Description of the subject property(s).
3. Illinois Land Surveyor's plat of survey.
4. Site Plan illustrating all existing and proposed improvements.
5. Statement and supporting data regarding Standards for Special Uses (above).
6. Filing fee in the amount of $\$ 300.00$, if paid by check make payable to the Village of North Aurora.
7. Specified escrow deposit ( $\$ 4,000$ minimum). May be included with filing fee. Remaining funds refundable upon project completion.
8. Visit the Illinois Department of Natural Resources' website www.dnr.state.il. us and initiate a consultation using DNR's EcoCat online application.
9. Visit the Kane DuPage Soil and Water Conservation District's website www.kanedupageswcd.org for a Land Use Opinion Application

The Applicant authorizes the Village of North Aurora representatives to enter on to the property to make inspection during the hearing process.

The Applicant is responsible for publishing a legal notice in the newspaper, sending United States mail notices to properties within 250 feet, and posting a sign on the property advertising the public hearing. These shall be in accordance with village Ordinances at the times decided by the Village of North Aurora.

The undersigned hereby agrees to reimburse the Village for all costs of court reporter fees for attendance at and transcript of hearings) and other professional service fees for services rendered in connection with this application as defined in Appendix B of the North Aurora Zoning Ordinance. Such reimbursement shall be made promptly upon receipt of invoices from the Village, whether or not this application for special use is approved.

I(we) certify that all of the above statements and the statements contained in any documents submitted herewith are true to the best of my (our) knowledge and belief.

Dean
Applicant or Authorized Agent


181202
Date
$\frac{\mid-3 /-202 L}{\text { Date }}$


Following are the names and addresses of all property owners within 250 feet of the property in questions for which the special use being is being requested.

TAXPARCELNO. PROPERTY OWNER MATING ADDRESS
Sep attached Excel spreadsheet
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I. Ashley Poult being first duly sworn on cath certifies that all of the above statements and the statements contained in any papers or plans submitted herewith are true and correct.

$2 / 3 / 21$
Daze


| Stius Addresses (physical locations) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Pacel |  |  | ciy | State | zip |
| 1231400026 |  |  | NORTH AURORA | IL | 60542 |
| 1231300017 |  |  | NORTH AURORA | IL | 60542 |
| 1231300011 | Donald \& Jadwiga Kozloski | $38 W 537$ MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231300012 | Hugo \& Anastasia Cardenas | 035701 DEERPATH RD | NORTH AURORA | IL | 60542 |
| 1231300014 | MANGO CREEK DEERPATH LLC | 13101 W MISSISSIPPI CT APT 408 | LAKEWOOD | CO | 80228 |
| 1231300017 | LUCAYA ASSET MANAGEMENT LLC STANLEY L ZEPELAK, MANAGER | 17753 LUCAYA DR | LAKEWOOD RANCH | FL | 34202 |
| 1231327003 | JOSE M GUZMAN \& ROSA CORONA | 801 N DEERPATH RD | NORTH AURORA | IL. | 60542 |
| 1231400018 | ELIZABETH DUEWEL | 38W194 MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231400020 | JERRY L JONES | 38W195 MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231400024 | MANGO CREEK DEERPATH LLC | 13101 W MISSISSIPPI CT APT 408 | LAKEWOOD | CO | 80228 |
| 1231402001 | BATAVIA PARK DISTRICT | 327 W WILSON ST | BATAVIA | IL | 60510 |
| 1231402002 | MIRADOR COMMUNITY ASSOCIATION | PO BOX 413 | NORTH AURORA | IL | 60542 |
| 1231402003 | $\begin{aligned} & \text { MIRADOR COMMUNITY } \\ & \text { ASSOCIATION } \end{aligned}$ | POBOX 413 | NORTH AURORA | IL | 60542 |
| 1231403007 | ARMANDO C \& JOCELYN G DURAN | 826 HATHAWAY CT | NORTH AURORA | IL | 60542 |
| 1231403008 | SOCORRO MONJARAZ | 818 Hathaway Court | AURORA | IL | 60505 |
| 1231403009 | MAGDALENO CAMPOS \& SUGEY RODRIGUEZ MORALES | 810 HATHAWAY CT | NORTH AURORA | IL | 60542 |
| 1231403010 | SAMI LORENE \& KYLIE HALL | 1641 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231403011 | VOELKNER LIVING TRUST SCOTT M \& JESSICA VOELKNER, TRUSTEES | 1633 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231403012 | STEPHON \& LUCIA BUTLER | 1625 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231403013 | CATHERINE MARY \& KUCHA, MARTIN R DILLON | 1617 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231403014 | JERECKI M \& TOTTENGARNER, CHEVEONNE M GARNER | 1609 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231403015 | RANDALL G \& NETTIE K WILLIAMS | 802 HATHAWAY CT | NORTH AURORA | IL | 60542 |
| 1231422005 | SYLVIA WILLIAMS | 819 HATHAWAYCT | NORTH AURORA | IL | 60542 |
| 1231422006 | JIA, JIANHUA \& WANG, HAIYAN | 811 HATHAWAY CT | NORTH AURORA | IL | 60542 |
| 1231422007 | FLINCHUM, CATHERINE \& KENNEY, DEBORAH A | 803 HATHAWAY CT | NORTH AURORA | IL | 60542 |
| 1231425007 | RYAN \& NANCY DIETLIN | 816 BENSON CT | NORTH AURORA | IL | 60542 |
| 1231425008 | MICHAEL \& MONICA L RITTER | 808 BENSON CT | NORTH AURORA | IL. | 60542 |
| 1231425009 | TURCIOS, MAX E \& SPENCER-TURCIOS, FLORA | 800 BENSON CT | NORTH AURORA | IL | 60542 |
| 1231426001 | ROBERT MICHAEL ZWOLINSKI | 1613 HARTSBURG LN | NORTH AURORA | IL | 60542 |
| 1231426002 | SCARPITTI, KRISTINA NICOLE \& EKSTROM, CODY STEPHEN | 1605 HARTSBURG LN | NORTH AURORA | IL | 60542 |
| 1231426003 | MARLA KRAMER | 1597 HARTSBURG LN | NORTH AURORA | IL | 60542 |
| 1231426004 | ADRIAN A \& CAROLYN S DUESLER | 1589 HARTSBURG LN | NORTH AURORA | IL | 60542 |
| 1231426005 | MICHAEL APPS | 1581 HARTSBURG LN | NORTH AURORA | IL | 60542 |
| 1231428001 | JOSEPH S \& DARLENE M EMANUEL | 1572 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231428002 | SUSEN H DEMARS | 1564 W MOOSEHEART RD | NORTH AURORA | IL | 60542 |
| 1231351008 | LISA A QUIGLEY | $03 S 714$ DEERPATH RD | NORTH AURORA | IL | 60542 |
| 1231351008 | LISA A QUIGLEY | P.O. Box 1835 | BATAVIA | IL | 60510 |
| 1231300009 | LUCAYA ASSET MANAGEMENT LLC | 17753 Lucaya Dr | LAKEWOOD RANCH | FL. | 34202 |
| 1231300009 | LUCAYA ASSET MANAGEMENT LLC | 035652 DEERPATH RD | NORTH AURORA | IL | 60542 |

## APPLICATION FOR SPECIAL USE

## Attach hereto a statement with supporting data that the proposed special use will conform to the following standards:

1. The proposed special use is, in fact, a special use authorized in the zoning district in which the property is located.

FRED Response: Yes, multifamily is allowed within the current zoning district.
2. The proposed special use is deemed necessary for the public convenience at that location.

FRED Response: Yes, multifamily is deemed necessary for this location.
3. The proposed special use does not create excessive additional impacts at public expense for public facilities and services, and will be beneficial to the economic welfare of the community.

FRED Response: Yes, the proposed special use does not create excessive impacts to public facilities.
4. The proposed use is in conformance with the goals and policies of the Comprehensive Plan, and all Village codes and regulations.

FRED Response: Yes, the proposed use in in line with the existing zoning and Village codes.
5. The proposed special use will be designed, located, operated, and maintained so as to be harmonious and compatible in use and appearance with the existing or intended character of the general vicinity.

FRED Response: Yes, the proposed special use is designed, located, operated and maintained in a harmonious and compatible fashion to the surrounding uses.
6. The proposed special use will not significantly diminish the safety, use, enjoyment, and value of other property in the neighborhood in which it is located.

FRED Response: Yes, the special use will not diminish the safety, use, enjoyment and value of the surrounding properties.
7. The proposed special use is compatible with development on adjacent or neighboring property.

FRED Response: Yes, the proposed special use is compatible with the surrounding developments.
8. The proposed special use minimizes potentially dangerous traffic movements, and provides adequate and safe access to the site.

FRED Response: Yes, the proposed special use minimizes potentially dangerous traffic movements and provides for safe access to the site.
9. The proposed special use provides the required number of parking spaces and maintains parking areas, in accordance with the requirements of this Ordinance.

FRED Response: Yes, the proposed special se provides the required number of parking spaces and maintains parking areas in accordance with the Village Ordinance.
10. The proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.

FRED Response: Yes, the proposed special use is served by adequate utilities, drainage, road access, public safety, and other necessary facilities.
11. The proposed special use conforms with the requirements of this Ordinance and other applicable regulations.

FRED Response: Yes, the proposed special use conforms with the requirements of this Ordinance.

## Seasons at North Aurora

## Detailed Proposal Description



North Aurora, IL
February 2, 2022


## Subject Property

The subject property is located on the west side of Orchard Road and to the south of Mooseheart Road. The proposed site will be approximately 21.7 acres in size. The subject property is currently vacant farmland.


## Proposed Development

The Seasons at North Aurora is an institutional grade, best-in-class market rate, amenity rich multifamily development designed with the end user in mind. The development has a true suburban feel with a significant amount of green space. The community will consist of two-story walkup buildings with 20 unit configurations. The buildings have been designed in a townhouse style which feature ground level, private direct entrances as well as attached garages for select units. The apartments, which include studio, one bedroom, two bedroom, and three bedroom floor plans, are strategically placed within the buildings.


Careful attention was taken to maximize floor plan efficiency, functionality and flexibility to provide residents with a great value. Each of the 260 market rate apartment homes will feature modern finishes including open concept floor plans, designer cabinetry, expansive windows, quartz countertops, upgraded appliances, oversized balconies/patios, large walk-in closets and 9-foot ceilings. Flooring will consist of high quality grade carpet in all bedrooms and designer plank flooring throughout the balance of the apartment. All units will include a split HVAC system (similar to what is in a single family home), individual hot water heaters, energy efficient windows and a full-size washer and dryer to maximize efficiency and comfort. The building layouts and floor plan designs of this development provide a variety of housing options and price points that will cater to a broad demographic group.

In addition to the individual unit features, the 5,000 square foot clubhouse has been designed to create an unparalleled resident experience with its resort style pool, 24 -hour fitness center with high end cardio equipment and club room with an entertaining style kitchen. Pedestrian walkways will also be featured throughout the site, including connections to the onsite dog park.


Building and Unit Counts: The multifamily development will include thirteen (13) freestanding buildings with 20 apartment units per building for a total of 260 apartments. The unit mix consists of 26 studios ( $10 \%$ of total), 104 one-bedrooms ( $40 \%$ of total), 104 two-bedrooms ( $40 \%$ of total), and 26 three-bedrooms ( $10 \%$ of total). The overall density is approximately 12 units/acre.


Design/Materials: The exterior finish of the buildings includes $25 \%$ brick, oversized windows and fiber cement siding. A mix of large balconies and private patios complement the exterior elevations and the gabled roof details contribute to the suburban feel of the community.

Parking: Parking will be provided through a mix of building-attached garages containing twelve spaces throughout eight attached garages, detached garages with eight or six bays each, and surface parking. Total parking provided is 598 spaces for all 260 units, resulting in a parking ratio of 2.3 spaces per unit. The plan includes 172 enclosed garage spaces for an overall garage ratio of .66 garage spaces/unit.


Access and Circulation: Two access points will be provided off the Deerpath/Orchard Connector Road. The eastern access point will only be a right in right out.


Landscape/Buffering and Pedestrian Ways: The site plan reveals a greened-up site featuring courtyards and pedestrian walkways that flow throughout the development. Per the IGA with KDOT the Orchard Road right of way needs to be 170 feet instead of the currently platted 140 feet. The additional 15 feet will come out of the originally provided 50 ' landscape buffer, the landscape buffer will now be reduced down to 35 ' to meet the IGA and KDOT requirements.

Finishes: Apartment finishes include: upgraded stainless steel appliance package, upgraded cabinetry with 42" upper cabinets, large windows, open concept floor plans, in-unit full size washer / dryer, walk in closets, and oversized balconies/patios.


## Development Details

- Multifamily Property Size: 21.7 acres
- Current Zoning:
- R-4 General
Residence
District
Comprehensive
- The Comprehensive Plan earmarks this site as Corridor Commercial.
- Residential Density: 12 units per acre

- Parking Requirements
- Code requires 2 parking spaces per dwelling unit
- Per code the multifamily project requires 520 parking spaces
- 598 parking spaces are being provided
- Significant Increment in Property Assessed Value:
- Current property assessed value: \$7,427

- Architecture
- Two story design that is in scale with adjacent properties
- Parcel to the North - Single family homes
- Parcel to the South - Vacant farmland
- Parcel to the East - Single family homes
- Parcel to the West - Single family homes
- Storm Water Management
- Utilizing the natural site characteristics to manage all storm water management
- No additional runoff will be created from the development


## Market Demand

There are a multitude of characteristics that help support the long-term success of a multifamily development including location, community amenities, quality of construction, and overall cost of living. The demand for additional rental housing along with the current overall strength of the local rental market provides Fiduciary an opportunity to bring this "Class A" development to the market.

Fiduciary's market research indicates pent up demand for a unique type of new, luxury apartment rentals in the Village of North Aurora. Specifically, there is a growing demand for alternatives to single family homes. Many of the multifamily housing options in the local submarket are older communities with dated finishes and amenities which cannot fulfill the current market demand.


In recent years, demand, especially from young professionals and empty nesters, has shifted away from home ownership towards multifamily housing. There is a demand for new, high-end market rate apartment homes in North Aurora from those that are looking to downsize or no longer own a home, but want to stay within the community, as well as from those professionals that work for major employers in the area. This demand is from a demographic group that will spend their money in the communities in which they live and is looking for an upscale development to call home.

Fiduciary is targeting a different demographic that is not looking to live in the typical 3 or 4 story building with common corridors, but rather a smaller scale building type with private, direct entries creating more of a condo or townhome type feel. This group wants the community they live in to feel more suburban with an abundance of green space, walkability within the development, abundant amenity package and conveniently located.

Given the site characteristics and the pent up demand for high quality multifamily housing in this area, Fiduciary has identified that the highest and best use for the subject property is a multifamily development.


9|Fiduciary Real Estate Development, Inc.

## About Fiduciary Real Estate Development, Inc.

Fiduciary Real Estate Development, Inc. (FRED) is an experienced developer and investor in commercial real estate focusing on multifamily projects. Founded in 1984, FRED's proven track record of successful investment management has grown the business into one of Wisconsin's largest property management companies. The company owns and manages more than 8,000 market rate apartments, with an owned portfolio conservatively valued at over $\$ 1.5$ billion.

FRED's mission is to develop and manage exceptional residential communities that provide a distinctive living experience through enthusiastic service and dynamic teamwork. Visionary leadership, accountability with integrity and camaraderie and passion for people guide the vision of creating communities that are vibrant and enrich residents' lives.

Below are a few of Fiduciary's most recent awards.


INNOVATIVE MARKETING OF THE YEAR
2020 AOMA TOBY Awards


SENIOR HOUSING OF THE YEAR
2019 AOMA TOBY Awards


SENIOR HOUSING PROPERTY OF THE YEAR 2020 AOMA TOBY Awards


MILLENNIAL PROPERTY OF THE YEAR 2019 AOMA TOBY Awards


GEN X
PROPERTY OF THE YEAR 2020 AOMA TOBY Awards


GEN X
PROPERTY OF THE YEAR 2019 AOMA TOBY Awards


INNOVATIVE MARKETING OF THE YEAR 2019 AOMA TOBY Awards


PROPERTY OF THE YEAR (201-300 UNITS) 2019 AASCW


TOP PROJECT OF THE YEAR
2018 Daily Reporter


PROPERTY EXCELLENCE: 150+ UNITS
2018 AOMA TOBY Award


PROPERTY EXCELLENCE: GENERATION Y
2018 AOMA TOBY Award


ASSISTANT MANAGER OF THE YEAR
2018 AOMA TOBY Award


PROPERTY EXCELLENCE: GENERATION X
2018 AOMA TOBY Award


PROPERTY MANAGER OF THE YEAR
2018 AOMA TOBY Award


PROPERTY EXCELLENCE: NEW CONSTRUCTION 2018 AOMA TOBY Award


MAINTENANCE TECH OF THE YEAR
2018 AASCW

$\mathbf{1 1}$ |Fiduciary Real Estate Development, Inc.


## OUR FOUNDERS

## ABOUT US



WILLAM ARPE William (Bill) R. Arpe is Chairman of Fiduciary Real Estate
Development, Inc. (FRED). Prior to serving as FRED's Chairman, Bill served as President and CEO between 1984 and 2012. He, along with Ted Kelliner, founded FRED in 1984. Since that time, FRED has grown from being an acquirer and property manager of stabilized multifiamily apartments, into the fully integrated real estate development and investment management company that it it today.


TED KELLNER Ted Kellner, CFA is the Executive Chairman of Fiduciary Real Estate Development, Inc. (FRED) and one of the founding members of FRED. He is the retired founder and portfolio manager of Fiduciary Management, Inc., an investment management firm established in 1980 .


Fiduciary Real Estate Development, Inc. (FRED) is an experienced developer and investor in commercial real estate focusing on multifamily, mixed-use, medical office and industrial projects.

Founded in 1984, FRED's proven track record of successful investment management has grown the business into Wisconsin's largest property management company.

The company owns and manages more than 8,000 market rate apartments throughout the states of Wisconsin, Minnesota and Illinois with an owned portfolio conservatively valued at over \$1 Billion.

In addition, FRED has over 25 years of real estate development and in-house construction experience. The company has developed over 5,500 market rate apartments, 1,000 single-family lots, 600 condominiums and has converted over 1,100 units to condominiums
over 8,000 market RATE APARTMENTS OWNED \& MANAGED

OWNED PORTFOLIO valued at over \$1 BILLION

OVER 400,000 SQf OF COMMERCIAL real estate valued AT \$100 MILLION

1,000 single.
family lots \& 600 CONDOMINIUMS

## WHAT WE DO

fred's Reputation and expertise consittentiv ensures successful Developments for single famir communities, mutifamily communities AND COMMERCIAL DEVELOPMENT.

Multifamily Communities FRED manages 30+ apartment communities consisting of over 8,000 apartment homes in Wisconsin, Minnesota and Illinois. We are proud of creating, building, and managing our own communities; controlling and designing quality from start to finish.

Commercial Development From a state of the art medical campus to a children's educational facility, we have developed and constructed build to suit industrial and office buildings for our clients. By listening to their needs, we have been able to provide award-winning facilities that accommodate their growing needs.

Single Family Communities Our years of experience help us to acquire key land parcels
 while skilffully steering the development through government approval processes, Our development team oversees all of the critical stages of development including land acquisition, design planning, approval process, infrastructure improvement, construction, and marketing and sales.



REET MILLER Brett is the President and CEO of FRED. He is responsible for the company's vision, mission and strategy as well as building a diversified portifolio of single family, multifiamily and commercial eal estate.


STEVE BERSELL Steve is the Chief Operating Officere of FRED. He is responsible for risk management, development operations and legal. He has extensive development, brokerage and legal background in Wisconsin and Illinois.


AUSTIN MAUTZ Austin is the chief Financial Oficicer of FRED. He is responsible for all finance and accounting for the company, management of investor relations and equity procurement.

katurnetiesulin kethis Mrarementofticer Kathep sis the chief responsibile for overasseing the dail

units and ensuring that RRED provides a divamic high guality ling peronience to to our residents.
 Construction for FRED. Peter has been with ne company since 2015 and is charrged witu racsip of the Constracion Divison. This nouves cicalon of cesgi/constracion starets anditions mances, uning quality standards and employee development/retention.


Graig raddatz Craig is an Executive vice President at RRED. In his 23 years with FRED, he had been responsible fó dentifying development opportuntities or the company. He has successfrully deveropedrestaenia connainiesin of Wisconsin.


Van schultz Ryan is an Executive Vice President a T RRED and the founder of HII Properties, LLC. Ryan is responsible for rospecting new development opportunities and sourcing equity nancing for rhe company. As President of Is Properties, Ryan led nearly $\$ 300 \mathrm{MM}$ foverand fomentinsowera ifieeent mutifamiv healthere industrilend etail. Rvan remains the managing retail. Ryan remains the managing HSl limited partnerships.

DEVELOPMENT TEAM


SEASONS EMBODIES THE EVOLUTION OF LUXURY
SUBURBAN LIVING by providing an exceptional location
blended with high end amenities and finishes tailored to
suit our residents' lifestyle. Located in a park like setting,
our Seasons locations provide a true suburban feel
with the convenience of city life only minutes away. The
unparalleled experience of the clubhouse, resort-style pool and 24-hour fitness center contribute to a higher
standard of living for our residents.




# SEASONS AT NORTH <br> North Aurora, Illinois 

ouniducIARY REALESTATE DEVELOPMENT INC.


DATE: 2 FEBRUARY 2022
CONCEPTUAL DEVELOPMENT SUBMISSION
A Architecture
A Sense of
Community

RENDERING IS REPRESENTATVE ONLY... SEE DOCUMENTS FOR SPECIFIC DETALIS

## SITE STATISTICS

Stormwater
Management

MULTIFAMILY
TWO STORY WALKUP BUILINGS WITH
20 UNIT CONFIGURATIONS 20 UNIT CONFIGURATIONS
ALONG WITH A CLUBHOUSE AND POOL
CLUBHOUSE $\quad-4,942$ SF CLUBHOUSE - 4,942 SF
20 UNIT BULLDING - 25,797 SF ( 1,072 SF/UNIT*)
SF/UNIT DOES NOT INCLUDE GARAGE STUDIO ONE BEDROO TWO BERROOM
THREE BEDROOM
overall unit count 260 SITE AREA : 21.7 ACRES ( 12 UNITSS/ACRE) parking
$\begin{array}{ll}\text { ON SITE STALLS } \\ \text { ENCLOSED STALLS } & \quad 426 \text { ( } 1.64 \text { STALLS/UNIT) } \\ 172(0.66 \text { STALLS/UNIT) }\end{array}$ total stalls 598 (2.3 Stalls/Unit)
typical parking stall dimensions: $\mathbf{9}^{\prime} \times \mathbf{1 8 . 5}$

| LOT COVERAGE |  |
| :--- | :--- |
| SITE AREA | 945,303 SQFT (21.7ACRES) |
| BUILDINGS AND <br> SITE STRUCTURES | 198,416 SQFT (21\%) |
|  |  |

SETBACKS

| YARD REGULATIONS |  | Current setback |
| :---: | :---: | :---: |
| FRONT YARD | 25 FT | 25 FT |
| REAR YARD | 30 FT | 30 FT |
| INTERIOR SIDE YARD | 10 Ft | 25 FT |
|  |  |  |
| ORCHARD ROAD | 35 FT | 35 FT |
| DEDICATION TO | 15FT | 15FT |
| MOOSEHEART RD | 50 FT | 50 FT |
| LANDSCAPE BUFFER |  |  |

# Fiduciary <br> Seasons at North Aurora MULTIFAMILY DEVELOPMENT 

North Aurora, Illino is



Seasons



Seasons
I Architecture



Piduciary
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a Architecture



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FLOOR PLAN

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Seasons at North Aurora

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FLOOR PLAN

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(1237) PLAN DE

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Namenom



$\overline{\underline{\omega}}$FP1 - PEARL GREY FP2 - ARCTIC WHITE


LARGE TRASH ENCLOSURE BACK ELEVATION

$\frac{\text { LARGE TRASH ENCLOSURE }}{\text { SIDE ELEVATION }}$

$\frac{\text { LARGE TRASH ENCLOSURE }}{\text { SIDE ELEVATION }}$

$\qquad$ and
F1-ARCTIC WHITE
FP1 - PEARL GREY FP2 - ARCTIC WHITE


202
-
Seasons at North Aurora
Fiduciary Development
 MONUMENT SIGN

$\bigcirc^{\text {MONUMENT SIGN }}$ $\qquad$


GUARD HOUSE


GUARD HOUSE
$\frac{\text { DOOR ID SIGNAGE }}{{ }^{3 \cdot 1.0}}$
BUILDING ID/ADDRESS SIGNAGE


0
Architecture
,unumamo


$\frac{\text { GUARD HOUS }}{\text { RNN }}$

$\frac{\text { ENTRY COLUMN }}{\text { EEEATITOW }}$


SITE DETAILS G232



## SEASONS AT NORTH AURORA

CITY OF NORTH AURORA, ILLINOIS











## PART 1 - GENERAL

1.01 DESCRPTION:




1-02 QUALITY ASSURANCE:
A. Comply wints site wook requienenens


D. All pant matiai. shal







 1-03 DELIVERY, STORAGE \& HANDLING:




c. Pann maeria
 1-04 PROJECT CONDITIONS:


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 1-05 PRELIMINARY ACCEPTANCE:
 1-06 WARRANTY:



## PART 2 -PRODUCTS

2-01 PLANT MATERIALS:






3. Noevienence




## 2-02 ACCESSORIES:


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C. Sol anenermens shal beas stolows:




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PART 3 - INSTALLATION OF PLANT MATERIAL 3-01 FIELD VERIFICATION:

3-02 PREPARATION:


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 and










3-03 PLANTING PROCEDURES:











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3. So shal be blad








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 3-04 MAINTENANCE:

 3-04 ACCEPTANCE:
 3-06 SITE CLEAN-UP:





MEMORANDUM TO:<br>David Ferrell<br>Fiduciary Real Estate Development, Inc.<br>FROM:<br>Luay R. Aboona, PE, PTOE<br>Principal<br>DATE:<br>February 21, 2022<br>SUBJECT:<br>Traffic Impact Statement<br>Proposed Apartment Development<br>North Aurora, Illinois

This memorandum summarizes the results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed apartment development to be located in North Aurora, Illinois. This site, which is currently vacant, is located on the west side of Orchard Road north of Tanner Road and is proposed to contain an apartment development with 260 units and 598 parking spaces. Access will be provided off a proposed access road that will extend between Orchard Road and Deerpath Road. Figure 1 shows an aerial view of the site.

The purpose of this evaluation is to determine the impact of the traffic generated by the proposed apartment development on the area roadway system and the adequacy of the proposed access.

## Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and average daily traffic volumes along the adjacent area roadways.

Orchard Road (Kane County Highway 83) is a north-south, major arterial that has a four-lane undivided cross-section along the site frontage. The roadway is signalized at its intersections with Oak Street to the south and White Oak Drive. Orchard Road is under the jurisdiction of the Kane County Division of Transportation (KDOT), carries an Annual Average Daily Traffic (AADT) volume of 12,400 vehicles (Illinois Department of Transportation [IDOT] 2019), and has a posted speed limit of 50 miles per hour.

Deerpath Road is a north-south, two-lane roadway that is widened between Tanner Road and Oak Street to provide a striped median. Deerpath Road is under the jurisdiction of the Village of North Aurora, carries and AADT volume of 7,450 vehicles north of Tanner Road and 10,100 vehicles south of Tanner Road (IDOT 2018), and has a posted speed limit of 45 miles per hour.


Aerial View of Site
Figure 1

## Traffic Characteristics of the Proposed Apartment Development

As indicated earlier, the site will be redeveloped with an apartment development with 260 units and 598 parking spaces, of which 172 spaces will be enclosed. Access will be provided off a new east-west access road that will extend between Orchard Road and Deerpath Road. Two access drives are proposed off this access road, one of which will be restricted to right turns in and out only. Outbound movements from both access drives should be under stop sign control. A copy of the site plan is included in the Appendix.

## Development Traffic Generation

The number of peak hour trips estimated to be generated by the proposed apartment development was based on vehicle trip generation rates contained in the Trip Generation Manual, $11^{\text {th }}$ Edition, published by the Institute of Transportation Engineers (ITE). The "Multifamily Housing - Low Rise" (Land-Use Code 220) rate was used for the proposed apartment development. Table 1 shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic.

Table 1
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

| ITE <br> Land- | Type/Size | Weekday Morning ${ }^{1}$ Peak Hour |  |  | Weekday Evening ${ }^{2}$ Peak Hour |  |  | Daily Traffic |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Code |  | In | Out | Total | In | Out | Total |  |
| 220 | Multifamily Housing (LowRise) - 260 units | 24 | 79 | 103 | 83 | 49 | 132 | $\begin{gathered} \hline \hline, 742 \\ (6.7 \mathrm{trips} \\ \text { per unit) } \end{gathered}$ |
| 1 - Peak hour occurs between 7:00-9:00 A.M. <br> 2 - Peak hour occurs between 4:00-6:00 P.M. |  |  |  |  |  |  |  |  |

## Evaluation

When the estimated peak hour traffic volumes anticipated to be generated by the proposed apartment development are compared to the total projected peak traffic volumes, the development-generated traffic will not have a detrimental impact on the area roadways based on the following:

- The proposed apartment development will only generate approximately 103 trips during the weekday morning peak hour, 132 trips during the weekday evening peak hour, and 1,742 trips daily distributed over two access drives and onto two roadways that front the site.
- The site-generated trips will increase the two-way traffic volume on Orchard Road by approximately eight percent daily. This was based on the assumption that approximately 60 percent of site traffic will travel on Orchard Road south of the site. This will translate into an increase of 44 trips per hour or 0.73 trips per minute.
- The site-generated trips will increase the two-way traffic volume on Deerpath Road by approximately three percent daily. This was based on the assumption that approximately 15 percent of site traffic will travel south on Deerpath Road (north of Tanner Road). This will translate into an increase of 11 trips per hour or 0.18 trips per minute.


## Access Evaluation

As previously indicated, access to the site will be provided via two access drives off a new east-west access road that will extend between Orchard Road and Deerpath Road. The access road will be two lanes wide and should be widened at its intersection with Orchard Road to provide two exiting (outbound) lanes. Outbound movements should be under stop sign control since the traffic that will be generated by the proposed development will not warrant the need for a traffic signal. Furthermore, Orchard Road will be widened to provide left- and right-turn lanes to accommodate vehicle turning onto the proposed access road. At its intersection with Deerpath Road, outbound movements should be under stop sign control. Given the low volume of traffic projected to utilize this intersection, a " T " intersection with through traffic on Deerpath Road having the right-of-way will be adequate.

## Conclusion

Based on the proposed plan and the preceding evaluation, the following conclusions and recommendations are made:

- The traffic to be generated by the proposed apartment development will not be significant and can be accommodated by the existing roadway system.
- The proposed design of the east-west access road's intersections with Orchard Road and Deerpath Road, which will be under stop sign control, should be adequate in accommodating site traffic.
- The proposed access system will ensure that flexible access is provided for traffic entering and exiting the site.


## Appendix



