

P2405-03 / CENTRAL ROSELLE ROAD PUD / South Roselle Road North of Hartford Drive / Special Use Approval of Residential PUD, Site Plan Approval, PUD Size Variation, Rezoning, Preliminary and Final Plat Approval

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The hearing was called to order at 7:04 p.m. by Chairperson David Utley.

ROLL CALL

Members Present: Chairperson David Utley, Dale Litney, Jeff Mytych, Dhitu Bhagwakar, David Piecuch and Anil Barot

Members Absent: Don Watson, Rich Gerber, and Steve Robles

A quorum was present.

Also Present: Todd Wenger, Landscape & Design Planner, PLA
Mohammed Younus Suleman, RS Developers
Aaron Bruder Cage Engineering
Kevin Sipple
Ludmil Ivanova
Velina Ivanova
Sam Karim, RS Developers
Rehan Akhter RS Developers

Chairperson Utley introduced the case being presented, P2405-03 / CENTRAL ROSELLE ROAD PUD / South Roselle Road North of Hartford Drive / Special Use Approval of Residential PUD, Site Plan Approval, PUD Size Variation, Rezoning, Preliminary and Final Plat Approval

Chairperson Utley asked the Recording Secretary if public notice was given regarding the case. Ms. Kern stated that Staff and the petitioner have given proper public hearing notification.

Mr. Suleman stated they are proposing a town home project. It will be located on the west side of Roselle Road north of Hartford Drive in place of three existing single-family lots. They are proposing 35 two-story townhomes on a 4.36-acre site located along west side of Roselle Road. There will be four-, five- and six-unit buildings clustered around a bending private drive that has a service vehicle and emergency vehicle turn around. The proposed private drive will be 27 feet wide requiring a variance from 32 feet. Mr. Suleman stated there will be two car garages for each unit and sufficient room for stacked parking spaces in front of each garage. There will be 152 parking spaces in total which exceeds the parking requirements. There will be a large open green space with a walking path and gathering spaces situated in the center. All buildings and open space areas will be enhanced with ground cover, shrub and tree

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plantings. Ample street trees will be spaced along the private drive for adequate canopy cover. Landscaping will be used along the side perimeter to provide buffering for the adjacent properties. Additional Evergreens are provided along the west boundary against the existing single-family homes. There will also be retaining walls to preserve four existing Evergreen trees along the west boundary. Additional existing trees will be preserved along the south property line as well. The side grading plan was adjusted so that a large Silver Maple tree can be preserved at the northwest corner of the site. They will also be providing a six feet privacy fence along the north, west and south side perimeters.

Mr. Suleman stated they will have two-story front load town homes arranged in four, five- and six-unit building assemblies. Square footage ranges from 1,900-2,100. The interior unit will be 1,910 and 2,111 for the end unit. The garages are excluded for those numbers. They will have two car garages, two bedrooms plus loft or third bedroom option, two and a half baths, nine-foot ceilings on the main living level. Transitional elevation style with a warm color palate. Durable materials including engineered lap siding as well as board and batten siding. Lots of natural light, architectural detailing carry throughout all four sides of each building.

Mr. Suleman also stated the project was previously approved from an engineering standpoint which made it easy to continue and be within compliance. The development will meet or exceed the Village of Schaumburg, MWRD, IDPA and Cook County Department of Transportation and Highways permitting requirements.

He stated improvements have been made to the engineering aspects from the originally approved design including revised grading around the building to increase access for residents, provided a pedestrian connection at the southeast corner at the site, proposed additional retaining walls to maintain existing trees for screening purposes from neighboring properties and reduce slopes in the roadway.

Mr. Wenger stated as Mr. Suleman detailed the site is the current location of three single family R4 designated homes that are South of the Michaels Funeral Home north of Hartford, and just north of the Christ Community Mennonite Church. It is about 4.4 acres and zoned single family. One of the lots is vacant but the homes on the North and South end exist now.

Mr. Wenger stated the requested actions tonight are obviously the special use for a planned unit development and site plan approval for the 35 homes. The variation to reduce the minimum size of PUD from 5 acres down to 4.36. Rezoning of the properties from the R4 currently to an R6 PUD (Planned Unit Development) and reduce the minimum width of the pavement from 32 feet down to 27 (face to face of curb), and lastly the Plat of subdivision is up for approval.

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He stated there are a number of things in the Village's Comprehensive Plan that talk about these sites. In fact, they are specifically called out in a sub-area plan for the Southern Central Roselle Road Lots and the Comprehensive Plan discusses the future of these as being consolidated for either a residential development, such as being proposed tonight, or for commercial development. Staff has fought fairly hard to avoid a commercial development here because we just felt it was not appropriate and that a residential PUD was probably most appropriate for this location. We had a couple of calls over the last many years after the Comprehensive Plan was approved with that note in there; but most of the developments have been single family attached homes such as this.

Mr. Wenger stated a little over a year ago MI Homes took a run at this site with a similar design, and it was approved by this commission with a very similar layout. The proposed development provides a nice buffer between the single-family detached homes on the west to the commercial properties that are on the opposite (east) side of Roselle Road. It creates a nice attached single-family buffer between the two uses that staff feels is most appropriate. There is a very challenging elevation change between the west and east sides of this property. There is about a 25' elevation drop. It is most appropriate for a development with multiple buildings designed for this site to take maximum advantage of stepping the topography down to Roselle from the higher elevations on the west. Staff feels that this proposal does that and is superior to a commercial type of development that would likely be a single, large building that would fit very poorly on the site and demand much higher-grade changes that would have to be accomplished through retaining walls.

Mr. Wenger stated there are eight buildings with total 35 units comprised of six four-unit buildings on the north and south ends, one five-unit property in the center facing west and one six unit building in the center facing east. They are arranged around a curve private drive that culminates in an emergency turn around area for utility, emergency and delivery vehicles. The underground detention pond is sort of central to the green space and helps create the green space by taking a pond and putting it underground; they are able to utilize the top of it for recreational purposes and passive recreation trails cut through here, a bench with seating and landscaping is also there for the residents to enjoy.

Mr. Wenger stated it is a contemporary farmhouse design. A combination of horizontal lap and vertical board and batten siding. There is a weight line of brick with precast stone ledges along the base. The gable areas frequent the façade on all sides with decorative louvers in the top. He stated these varied roof lines help break up the long facades, of which there are only two, the five- and six-unit buildings. Most of the four units are fairly small and compact. The varied roof lines include typical asphalt shingles, and standing seam materials over the garage and entry portals.

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Mr. Wenger stated there is an entry monument off Roselle Road on the north side. It includes a four-square foot development logo with the entire thing being a little under seven feet, which is the maximum per residential ground sign. It is constructed of brick and precast concrete.

Mr. Wenger stated there is a recreation requirement for PUDs to have both passive and active recreation areas unless you are under eight square acres; but you must be within a quarter mile of an alternate site that does provide one or the other of the missing requirements. In this case they are less than a quarter mile to Kingsport Lake Park and there is Slingerland Park, which is just slightly over the quarter mile requirement. They do have passive recreation on site, so they meet the code requirements for active and passive recreation.

Mr. Wenger stated 2.5 parking spaces per unit is the requirement for three-bedroom row homes equaling 88 spaces. For this development they have 70 garage spaces plus 70 driveway spaces proposed for 140. There is also a requirement of one guest parking space for every 20 required and that equals four. They have provided 11. They have a surplus of 52 spaces plus an additional 7 surplus guest spaces.

Mr. Wenger stated the minimum size for a PUD is five acres vs. the 4.4 acres proposed. Similar reductions have been approved and supported in the area. Waterbury PUD was approved at 1.3 acres; Pleasant Square was approved at 2.7 acres and Old Town row houses was approved at 1.4. It is hard to carve out five acres in the Village.

Mr. Wenger stated the minimum width required for a public or private street is typically 32 feet, which allows for parking on the street. Because of the driveways and the available guest parking they have allowed reductions to roadway width in several other PUDs down to 27 feet face to face. These locations include Waterbury, Pleasant Square and Old Town row houses. This roadway will be privately maintained.

Mr. Wenger stated the Plat of Consolidation is essentially converting the three single family parcels that currently exist into one PUD that will have 35 new fee simple lots as well as some outlots created for the detention area, the common space area, and the roadway.

Chairperson Utley asked if there were any questions or comments from the public.

Mr. Sipple stated a huge concern is the single entrance and his property is on the southwest corner of the lot. He also questioned if there would be a privacy fence for sound deadening.

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Mr. Bruder stated there would be a six-foot board on board privacy fence around the three sides of the development and confirmed that the single roadway entry point was approved and directed by Cook County Highway Department.

Mr. Sipple asked if most of the trees were on the back side of the property.

Mr. Bruder stated that was correct.

Mr. Sipple stated it wasn't realistic to say there was 140 spaces because there are two in the garage and two on the driveway how does the person in the garage get out of the garage. He stated there are really only 11 parking spaces for guests. He also stated he didn't think the hammerhead turnaround was realistic for police and fire to come in. He was on the zoning and planning board for Rolling Meadows. He likes the design idea and what they are trying to do. He questioned if there was a church or a daycare on the south side.

Mr. Wenger stated there was both a church and a daycare at the Christ Community Mennonite Church location to the south of the proposed development.

Mr. Sipple stated it is incredibly loud there during the day. He questioned if Mr. Wenger had been there during the day.

Mr. Wenger stated yes.

Mr. Wenger stated the single entrance was dictated by Cook County. They had approached Cook County to see what they could do, and the single specific location dictated by them. He also stated the Fire Department had reviewed it thoroughly and the widths meet their requirements of the turnaround.

Mr. Bruder stated they had contacted Cook County, and this was the only spot amenable to them including the conversion of the existing mountable median into a dedicated left turn lane into the development heading in the northbound direction. There will be a three lane exit so there are separate lanes outbound for left and right turns out of the development. The traffic study that had been previously completed identified this was a safe location and the amount of traffic that is generated by the residential use is significantly less than a comparable commercial use would be. He stated the fire turnaround was designed with all requirements per the National Fire Prevention Association Code, and we've vetted that out several times with the first responders.

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Mr. Ivanova stated he had attended the previous meeting and plans look pretty identical with a few things they listed to the concerns of the neighborhood and most of the trees will be kept. His concern is the sloping on the west side doesn't start directly from the property line and he believes will affect erosion in the future. He asks to offset a few feet from the property line to keep the flat area there and then start the sloping. His other concern is that when he was researching the developer online and nothing was shown, so he would like to know what his previous experience in development and wanted to know how big previous projects were and how they did it. He questioned if this was the developer's first project and has concerns if there is not enough experience.

Mr. Karim stated he has been working in the business for 27 years and was a director of construction and management. He stated the team has been in business for a couple of years and has brought experience. They have built up to \$15 million in developments over the past two years. RS Developers is doing new construction, multi-family buildings and rehabs in the buildings all over the city. He has built over 1,800 homes and their team is fully equipped and will be doing everything under one umbrella as RS Developers.

Mr. Bruder stated there is about 25 feet of fall from the highest point on the western property line to the lowest point on the eastern property line. He stated in his experience the biggest risk where erosion is happening is where sloped areas are transitioning to unsloped areas where water is moving very quickly and settling into a flat spot where the moving water can hit the static ground with a little bit of velocity. He contends that putting a flat spot at the start of the slope where the residential backyards are initially draining onto the site would increase the amount of erosion at that spot and provide an additional spot for that eroded material to be washing down the back slopes into the backyards before it can be collected in the storm sewer system. He stated it is less than ideal; but given the constraints of the development going with a steeply sloped area along the back line is the best way to accommodate the use.

Ms. Ivanova stated her yard is not level and she is behind the fence so that water would go straight down. She stated the six-foot fence would not stop erosion and the trees that will be planted there would not be enough. She stated the slope is too big for this space. She questioned what would happen if there was erosion after ten years and there would be another association so the current developers wouldn't be responsible for that and questioned who would be responsible for that. She stated the property in the beginning of the fence southwest side was level and the rest on the North are not. She stated there is commercial space on the other side of Roselle and it takes her ten minutes to cross from the east side to go straight on south. She is concerned she will have to wait 20 minutes, and the traffic will increase. Her concerns are the huge issues of traffic and erosion.

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Mr. Bruder stated for a property of this size the number of cars that are being generated in a residential use is going to be significantly less than a commercial development would be. He stated the traffic study determined there would be a negligible impact on the levels of service that are operated in the area. He also stated providing a dedicated left turn access along the center median into the site eliminates cars backing up into the through lanes. It has been discussed with Cook County several times over the past several years and identified this is a very suitable method of getting cars in and out of the property.

Mr. Sipple questioned if there was private trash collection.

Mr. Wenger stated that is correct.

Mr. Sipple stated traffic is so bad he doesn't try to get into the shopping mall across the street. He drives to the next stop light. He stated his biggest concern is noise and with respect to the neighbors to the west erosion is good. He stated when you develop something you put a roof line there and redirect water that is going to land on the property. He understands there are sewers, curbs and everything else. He stated it is a good-looking drawing.

Hearing no further questions or comments from the public Chairperson Utley asked for questions from the Plan Commission.

Mr. Barot questioned if there was no way to put additional parking where it dead ends.

Mr. Wenger stated they have included as much parking as could squeeze without affecting underground detention and 11 spaces is more than what is required and more than the last plan that was approved. He stated because there is a steep grade they included a pedestrian connection and increased guest parking at the end.

Mr. Barot questioned if it was correct there is no provision for on street parking.

Mr. Wenger stated correct, except for the guest spaces.

Mr. Barot questioned if on the court at the top could have parking.

Mr. Wenger stated there is parking on all the driveways and in order to bump any to the west to put any at the end the lights would shine in the neighbors which we have tried to avoid and there is also a grade issue.

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Mr. Barot questioned how school buses would come in and out.

Mr. Wenger stated it would be the same as the fire truck turn around.

Mr. Barot questioned if there was no way to make an emergency exit where the guest parking is.

Mr. Wenger stated Cook County would not allow it.

Mr. Barot questioned if it was true there were no basements.

Mr. Wenger stated no.

Mr. Barot stated he would like to have seen more parking as he personally has property and people get frustrated and end up parking in the grass areas when there are parties or events. He understands they are limited with the space, and we've got to do what we got to do.

Mr. Litney questioned if the very large trees on the West side were being kept.

Mr. Wenger stated yes, the very large silver Maple specifically identified by residents at the last public hearing and a group of spruce trees will have a retaining wall and be preserved and there is one more evergreen that will be preserved.

Mr. Litney questioned if they had plans to put underground drainage along the fence line.

Mr. Bruder stated the bottom of the fence would be raised four to six inches above ground level for water to pass through it.

Mr. Litney questioned if there was any drainage system to collect it to help minimize downslope water.

Mr. Bruder stated along the north and south property lines there are series of storm sewers to collect water and drainage along the rear yards; but not at the highest point of development, not along the westside.

Mr. Litney questioned if they had a price point for the units.

Mr. Suleman stated \$500,000 and up.

Mr. Picuch questioned if there would be an association, and they would be responsible for the sign, cutting and water.

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Mr. Wenger stated all the common area features including roadway and underground detention would be the association's responsibility.

Mr. Picuch stated at the last hearing there was concern about blockage of sightline from the houses on the west side and questioned if it was addressed the same way based on the elevation, they are lower based on the elevation and slope.

Mr. Wenger stated the houses are only slightly smaller in height; but the roof lines have now been broken up with varied rooflines and gabled ends so there is a little more interest and architecture to look at.

Mr. Bruder stated the main six unit building that is the biggest visual obstruction is sitting about 10 feet lower than the western property line.

Mr. Picuch renewed his recommendation asking the Village to continue having discussions with Cook County for the need of some sort of traffic light; maybe not at this entrance of this subdivision; but with Michael's Funeral Home there and the amount of traffic and this development there has to be something Cook County can do there to help ease the flow of traffic.

Mr. Mytych questioned at what point would Schaumburg get involved if the association fails in their duties.

Mr. Wenger stated typically a Special Service Area would be enacted over the property owners and common areas. He stated a future SSA could extract the taxes necessary to maintain whatever is required and/or convert over to a public facility.

Mr. Bhagwakar had no questions.

Mr. Picuch questioned if the association would take over after the last house being sold.

Mr. Wenger stated typically there is a tipping point of fifty percent occupancy before the association is enacted.

Mr. Suleman stated correct.

Chairperson Utley questioned if there was a name for the development.

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Mr. Akhter stated they want the name to mean something and relate to the history of the parcel and they haven't decided on a name yet.

Chairperson Utley questioned what the drop from the property line to the first six-unit building was.

Mr. Bruder stated ten feet.

Chairperson Utley questioned over what distance?

Mr. Bruder stated 50 to 55 feet to the rear façade with 10 feet being reserved for the patios.

Chairperson Utley stated last time there were a number of concerns about traffic from Summit Grove through Kingsport onto Roselle Road. He questioned if now that it is built up if the Village had any traffic studies showing what kind of impact if any that Summit Grove would have going down Kingsport onto Roselle?

Mr. Wenger stated he didn't have any specific knowledge of that, but this increase was contemplated in the traffic study to a degree. There is a traffic multiplier which IDOT, and other agencies use for calculating the increase in usership or ridership in the areas and that multiplier was used to show what this site might look like projected out 20 and 30 years.

Chairperson Utley questioned how the park district distance was calculated.

Mr. Wenger stated per public right of way travel distance.

Chairperson stated it seemed excessive to get to a park. He questioned if there was any chance of getting an easement over the church property.

Mr. Wenger stated given the nature of the daycare they are protective of having people cross that property.

Hearing no further questions or comments Chairperson Utley asked if there was a motion to close the hearing.

A motion was made by Mr. Piecuch, seconded by Mr. Mytych to close the hearing.

MOTION CARRIED: Vote 6-0 with one member absent.

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A poll was taken:

Mr. Dale Litney	- Yes
Mr. Jeff Mytych	- Yes
Mr. Dhitu Bhagwakar	- Yes
Mr. David Piecuch	- Yes
Mr. Anil Barot	- Yes
Mr. David Utley	- Yes

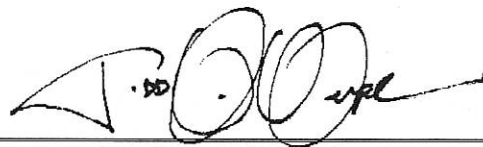
A motion was made by Mr. Piecuch to recommend approval of South Roselle Road North of Hartford Drive / Special Use Approval of Residential PUD, Site Plan Approval, PUD Size Variation, Rezoning, Preliminary and Final Plat Approval, case number P2405-03 subject to staff conditions, seconded by Mr. Mytych.

MOTION CARRIED: Vote 6-0 with one member absent.

A poll was taken:

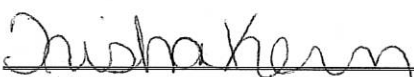
Mr. Dale Litney	- Yes
Mr. Jeff Mytych	- Yes
Mr. Dhitu Bhagwakar	- Yes
Mr. David Piecuch	- Yes
Mr. Anil Barot	- Yes
Mr. David Utley	- Yes

The hearing was adjourned at 7:59 p.m.



Todd Wenger, Landscape & Design Planner, PLA

I have reviewed the minutes, and they accurately represent the actions taken by the Plan Commission


Trisha Kern, Secretary
Plan Commission

