
**VILLAGE OF SUGAR GROVE
BOARD REPORT**

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES
FROM: WALTER MAGDZIARZ, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: PRE-APPLICATION CONFERENCE (SILVERTHORNE HOMES)
AGENDA: DECEMBER 6, 2022 VILLAGE BOARD MEETING
DATE: DECEMBER 2, 2022

ISSUE

Shall the Village Board discuss a concept plan for a proposed residential development by Silverthorne Homes.

DISCUSSION

The Village Subdivision Regulations provide a process for discussing a proposed subdivision development prior to a formal application. The “pre-application conference” (Section 12-4-2) is established in order to discuss general concept objectives and objectives of the proposed development. All recommendations made during the pre-application conferences are for the mutual benefit of the subdivider and the Village and are advisory in nature and do not obligate the Planning Commission or Village Board to approve later phases or plans.

The concept sketch and project description are limited in detail in order to focus on the general development issues: is this a use/development appropriate for the property; are there utility issues to investigate/consider; what access and circulation concerns need to be addressed; and, any other development design features that need to be considered going forward. The purpose of the pre-application conference is to identify issues and concerns with the proposed subdivision, not to solve the problems. More detailed plans will come if the developer chooses to proceed. In this instance, the property will need to be rezoned, a PUD plan approved and a subdivision plat approved before construction can begin.

Silverthorne Homes is the contract purchaser of the property located at the northeast corner of Denny Road and Bliss Road and is considering subdividing and developing a yet to be named residential development that will include 62 detached single-family and 70 attached single-family dwellings.

Village staff identified the following issues/areas of concern to address if the proposed subdivision moves forward:

Land use. The proposed land uses are consistent with the Comprehensive Plan Future Land Use Plan map recommendations. The proposed multiple family element of the plan is not of a size to be a

material influence on the character of the area. Be advised, there is no indication that variations or departures from the minimum lot size or street design requirements are needed to accommodate the proposed development, but that could change as detailed plans are prepared.

Public open space. There is no public open space provided in the concept plan. Depending upon the estimated population in the proposed development (which is dependent on the number of bedrooms in each dwelling unit), this development requires approximately 3.73 acres of parkland. The Village Code doesn't require the open space to be publicly owned, but it recommends park sites greater than 1-acre in size be conveyed to a public agency.

Since the property is somewhat disconnected from adjacent neighborhoods, it would be prudent to provide some manner of community open space in the proposed development. Given the amount of land set aside for storm water detention, perhaps the community open space could be combined (not substituted) with the storm water detention and the storm water detention designed as a functional amenity rather than a utility function.

Circulation. There are several circulation-related matters the developer should consider. First, Bliss Road is a County highway and KDOT may have requirements for additional right-of-way. Second, Village staff recommends two points of access to the subdivision on Denny Road. The second access point will likely need to be a right-in/right-out intersection. Lastly, the Village Thoroughfare Plan and Comprehensive Plan recommend an interchange and Bliss Road and I-88. While there are no immediate plans to construct the interchange, it is a long-range improvement. Previous plans for development of this property included reservation of space for the interchange. It is noted that limited tollway interchange access can be configured without any reservation of land on this property (attached).

Village staff also discussed the merits of making the circulation on the property private. The consensus was there were not enough factors to support private streets in this proposed development.

Bicycle path. Related to circulation matters is the implementation of the Village's bicycle plan. A bicycle path on the north side of Denny Road is recommended in the plan. The path would provide access all the way to IL 47. Village staff is of the opinion that the path is a necessary and desirable improvement and will help achieve the long-term goal of providing alternative connectivity in the Village.

Utilities. Village staff has concerns about how the developer proposes to provide sanitary sewer service to the proposed development. Existing sanitary sewer in the adjacent subdivision south of Denny Road may not have sufficient capacity to accommodate flows from this property. More analysis will need to be performed by the developer to verify the existing system can accommodate the increased flow or identify an alternate solution.

Multiple-family parking. Based on the concept sketch and the imagery of the multiple-family product, the amount of off-street parking appears to be insufficient. The proposed multiple-family product has a one car garage with one driveway apron parking space. The Village Code requires 2.25 parking spaces per dwelling unit. The perpendicular parking spaces in the street right-of-way adjacent the multiple-family product is not a desired solution. Village staff is of the opinion the

common driveways should be connected at the opposite ends of the garage bays and additional off-street parking provided along these connections. The Village has very little experience with parking in multiple family developments and we recommend approaching the multiple-family parking proposal with caution.

Building architecture. It has become the practice in the Village to require 360° architecture on residential buildings when rear elevations face a public street. A significant number of lots will have the rear elevations adjacent or visible to Denny Road and Bliss Road. Also of note, unlike other locations in the Village, Bliss Road will be elevated above the rear yards proposed along it and will make privacy difficult to achieve.

ATTACHMENTS

- Concept Plan and narrative, Silverthorne Homes
- Interchange concept layout

RECOMMENDATION

The Village Board provide input and direction to Village staff and the applicant in order to prepare the necessary documents and plans for development and approval.



Schoppe Design Associates, Inc.
LAND PLANNING & LANDSCAPE ARCHITECTURE

November 18, 2022

Village President and Board of Trustees
Village of Sugar Grove
10 S. Municipal Drive
Sugar Grove, IL 60554

Re: Silverthorne – Phase I Concept Plan

Explanation of Request

Silverthorne Homes has put the property at the northeast corner of Bliss and Denny Roads under contract and is in the process of performing due diligence activities to determine development viability. To that end, SDA has been engaged to prepare a Concept Plan which is being presented to the Village Board for review and feedback.

The property consists of approximately 29.0 acres at the northeast corner of Bliss and Denny Roads and is presently zoned OR2 Office Research District and farmed. Silverthorne Homes is proposing to develop a mixed residential project consisting of single-family detached and townhome units.

The proposed Concept Plan contains 62 single-family lots with a minimum lot size of 65' X 125' (8,125 square feet). The lots are arranged from south to north on the site, with detention located near the entrance on Denny Road and along the east property line adjacent to an existing single-family home. While the location of the detention areas works well with the existing topography and natural drainage of the site, it also affords the opportunity to design an impressive entry feature to the development as well as providing a buffer to the property east of the site. The plan calls for additional landscape buffers along Bliss Road, Denny Road, and I-88. Examples of the contemplated single-family product are included on the plan.

The proposal also calls for 70 townhome units located at the north end of the property, backing up and adjacent to I-88. As designed, the product is a 3-story rear loaded unit with a one car garage and 20' parking apron in front of the garage separate from the courtyard/alley access. Additional guest parking is provided in the form of 17 perpendicular spaces spread among four separate areas so that they are easily accessible to all buildings. A sample of a similar townhome product is shown on the plan, although as a front loaded unit.

Access to the site is provided by a single entrance on Denny Road, aligned with the intersection of Merrill New Road on the south side of Denny Road. The entrance is designed as a divided boulevard to enable a secondary means of access in the event of an accident at the intersection. The

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internal street network is designed with 66' rights-of-way. The plan does not include right-of-way provisions for a future interchange at Bliss Road and I-88 as doing so would severely limit the viability of development on this relatively small piece of land. We understand that the interchange is shown on the Village's current Master Plan, but question its need given the options that now exist with the new full interchange at IL 47 as well as the expected increase in traffic along Bliss Road if the interchange is constructed. We anticipate additional discussion with the Board on this matter.

We appreciate the opportunity to present the Concept Plan to the Village Board for review and welcome any feedback and direction to assist with the decision as to whether or not to proceed with a formal development approval application.

Sincerely,

Carrie L. Hansen
Director of Planning and Government Services

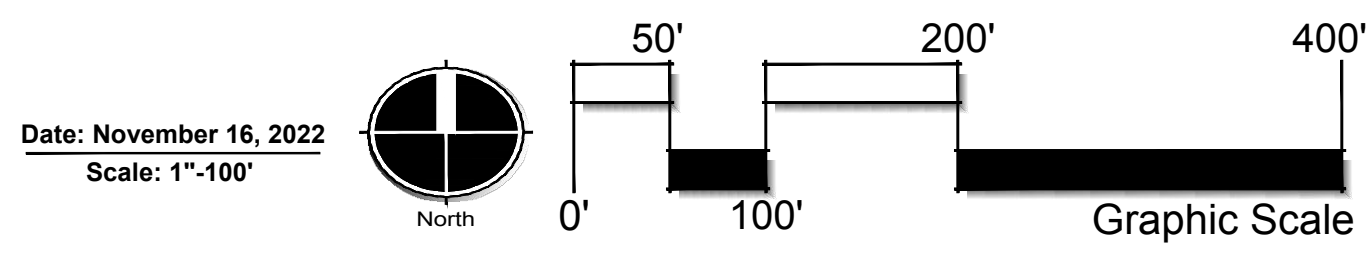
CLH:

SILVERTHORNE - PHASE I

Sugar Grove, Illinois

PARCEL 2

SITE DATA	
Total Area	29.0 AC ±
Townhomes	70 Units
22' W X 31' D	
Single Family	62 Lots
65' W X 125' D	
Total	132 Units
Density	4.6 Du/Ac
Additional Townhome Parking	17 Spaces
Internal R.O.W	3,924 L.F.



CONCEPTUAL DEVELOPMENT PLAN



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BLISS ROAD INTERCHANGE CONCEPT LAYOUT

