

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

APPROVED

DATE: August 10, 2017

TIME: 7:30 P.M.

PLACE: Urbana City Building
Council Chambers
400 South Vine Street
Urbana, IL 61801

MEMBERS PRESENT: Barry Ackerson, Jane Billman, Tyler Fitch, Nancy Esarey
Ouedraogo, Christopher Stohr, David Trail, Daniel Turner

MEMBERS EXCUSED: Andrew Fell, Lew Hopkins

STAFF PRESENT: Lorrie Pearson, Planning Manager; Christopher Marx, Planner I;
Teri Andel, Administrative Assistant II; Bill Gray, City Engineer

OTHERS PRESENT: David Borchers, Lynn Borchers, Allen Dial, Martina Dial, Pierre
Moulin, Nancy Uchtmann

1. CALL TO ORDER, ROLL CALL AND DECLARATION OF QUORUM

Chair Fitch called the meeting to order at 7:30 p.m. Roll call was taken and a quorum was declared present.

2. CHANGES TO THE AGENDA

There were none.

3. APPROVAL OF MINUTES

The minutes from the July 20, 2017 regular meeting were presented for approval. Mr. Ackerson moved to approve the minutes as presented. Mr. Trail seconded the motion. The minutes were then approved by unanimous voice vote as written.

4. COMMUNICATIONS

There were none.

5. CONTINUED PUBLIC HEARINGS

Plan Case Nos. 2307-M-17 and 2017-A-02: A proposed annexation agreement between the City of Urbana and David Borchers, including rezoning a property from County AG-2 (Agriculture) to City IN-1 (Light Industrial/Office), for an 11.47-acre parcel located west of Smith Road and north of Coachman Drive at 801 North Smith Road in Champaign County, Illinois 61802.

Chair Fitch re-opened these cases on the agenda. Lorrie Pearson, Planning Manager, stated that staff would be giving an update to the proposed two cases focusing mainly on any new information since the case was originally heard by the Plan Commission on July 20, 2017.

Christopher Marx, Planner I, noted a correction to the zoning of the neighboring property to the north of the subject parcel. It is zoned City AG, Agriculture. The existing land use is a retired land fill and a small office building for the City's Arbor Division. The Landscape Recycling Center is to the northwest of the subject property.

With regards to access, the cul-de-sac at the end of Guardian Drive was approved in an agreement between Flex-N-Gate Corporation and the City of Urbana. 602 North Guardian Drive, 509 North Smith Road and the vacant lot to the west of Carriage Estates Mobile Home Park are owned by Flex-N-Gate Corporation. So, providing an access drive to the subject property other than Smith Road would require cooperation of a property owner other than the applicant.

Regarding traffic concerns, the updated staff memo provides information from the City Engineer about the existing traffic count for the mobile home parks to the south and to the east. Smith Road has a traffic count of about 700 vehicles per day with peak hour traffic volume of 70 vehicles. A high estimate for future build-out of the subject property with light industrial uses would generate no more than 600 vehicle trips per day with 60 vehicles in a peak hour. At most this would equal about one more vehicle per minute. The City Engineer had confirmed with the Planning staff that the increase in traffic would not require any improvements to the intersections at Guardian and Butzow Drives and Guardian Drive and University Avenue.

Planning staff and the applicant have spoken since the July 20, 2017, Plan Commission meeting, and the applicant has agreed to restrict the uses allowed on the property in the proposed annexation agreement. Prohibited uses would include Convenience Store, Motor Bus Station, Truck Terminal/Truck Wash, Automobile Truck, Trailer or Boat Sales or Rental, Gasoline Station, Truck Rental, Truck Stop and Towing Service.

The applicant also agreed to provide some additional screening and buffering from what is already required in the Zoning Ordinance. This would include one tree and three shrubs for every 30 feet of frontage towards the south and the east.

Mr. Marx stated that City staff's recommendation is for approval of the rezoning in the proposed annexation agreement. He would answer any questions the Plan Commission may have. Ms. Pearson added that Bill Gray, City Engineer, was available to answer questions as well.

Chair Fitch asked if any members of the Plan Commission had questions for City staff.

Mr. Trail asked if the traffic estimates were based on one business or if they were based on four uses on the subject property. Mr. Gray replied that they were based on full build out. The Institute of Traffic Engineers has two trip generation manuals that address all different types of zoning. The traffic estimates are based on many like-type uses. The estimates are for full build out with the worst case scenarios.

Mr. Trail questioned what types of vehicles this would include. Mr. Gray answered trucks, pickups, cars or any combination thereof with a total of 600 vehicles. Mr. Trail commented that from the local residents' standpoint, 600 trucks would be substantially different than 600 passenger cars.

With no further questions for City staff, Chair Fitch opened the hearing for public input from the audience. He reviewed the process of a public hearing.

David Borchers, applicant, approached the Plan Commission to speak. He confirmed that he spoke with City staff and agreed to restrict the uses on the proposed site as Mr. Marx had mentioned and to provide additional screening and buffering to be a better neighbor.

Mr. Ackerson asked about what type of traffic, especially truck traffic, Mr. Borchers expected to have to his business. Mr. Borchers replied that truck traffic would basically be limited to pickup trucks, a one-ton truck and cars. If they order anything over 50 pounds, then it would be delivered on a semi-truck. The frequency of these types of deliveries depends on what they need to order. They could go a month without having a semi-truck delivery. Most products will be delivered by FedEx or United Parcel Service (UPS).

Allen Dial approached the Plan Commission to speak in opposition. He noticed that the applicant did not mention what he planned to do with the remainder of the subject property in the future. The applicant just constructed a mini-warehouse in the City of Champaign. The applicant also took over the Treat Brothers Company that went out of business, and drywall can only be delivered by a big truck. He noticed that no one had said anything about the people who live in the mobile homes. Even though they are mobile homes, they are still homes.

Mr. Stohr asked what Mr. Dial's opinion was of the condition of Smith Road as it currently exists. Mr. Dial replied that it is in good condition for cars, but not for delivery vehicles and semi-trucks. There are school buses picking up children and it is tight passing them, so it would not be wide enough for large trucks.

Mr. Trail inquired about semi-trucks illegally parking along Butzow Drive. Mr. Dial explained that semi drivers park along the side of the road causing other traffic to have to go into the oncoming lane to go around them. It is a safety hazard. It is not as bad as it used to be since they called the police and the fire department. There are no signs stating "No Parking".

Mr. Borchers re-approached the Plan Commission. He clarified that he used to own a drywall company, but as he mentioned at the previous meeting, he closed that business over two years ago. Therefore, there will not be trucks delivering drywall. When the Treat Brothers Company

went out of business, he did not take over their business. There are many other people and companies that do his kind of work. While he has worked on mini warehouses for other people, he has not built any for himself.

Mr. Trail asked if Mr. Borchers only intended to develop a quarter of the property. Mr. Borchers said yes. It would be gravel and concrete and the rest of the property he planned to farm.

With no further comments or questions from members of the audience, Chair Fitch closed the public input portion of the hearing and opened it up for Plan Commission discussion and/or motion(s).

Mr. Ackerson stated that he found the limitation on future uses an improvement. While the applicant's intended use may not generate much traffic, the Plan Commission has to consider the whole plot and how it may be developed in the future.

Mr. Stohr wondered if Smith Road, in its current condition, would be considered a two lane road. Does it allow for safe passage with vehicles travelling in both directions? Mr. Gray stated that Smith Road is a two lane road, one lane heading each direction. If two large vehicles meet, they would need to drive slow but they would both be able to stay on the pavement to pass each other.

Mr. Stohr inquired if the applicant fully developed the subject property, would the City make Smith Road wider to accommodate more traffic. Mr. Gray answered saying that the City has a backlog of many miles of streets that are chip and seal, so this would not be a high priority. They have been working for 20 years to upgrade Airport Road. There are 500 homes to the west and a hauler with a business and over the years, the road has been beaten. Finally through a combination of Tax Increment Financing (TIF) 4 money and Illinois Department of Transportation (IDOT) Economic Development Grant money, the City can afford to reconstruct Airport Road. It is costing \$3.1 million to reconstruct three-quarters of a mile there.

City staff rates the City's Roads, and Smith Road comes nowhere near the traffic volumes and weight as that on Airport Road. It is currently a township road; however, when the Borchers' property is annexed, the City will maintain the portion of Smith Road adjacent to the subject property. The road is in good shape. City staff uses it daily as well as residents living in both mobile home parks.

Mr. Fitch stated that there was testimony from the previous meeting that the City only maintains streets in front of properties inside of City limits including snow plowing. Snow plow drivers lift the blades in areas that the townships are responsible for. If the proposed property is annexed, would the City plow the portion of Butzow drive that is not inside City limits but leads into Smith Drive? Mr. Gray explained that every year City staff meets with Jim Prather (Urbana Township Highway Commissioner) and Rick Wolken (Somerset Township Highway Commissioner) to discuss snow plow sharing and trading off. The City cooperates with other entities (townships and the City of Champaign) in different areas to accommodate residents and each other, so there is no lifting of the blades for one or two blocks. At this time, he did not know who would be snow plowing Butzow Drive and the portion of Smith Road that were not in City limits. The Operations Manager at Public Works would be holding conversations with the townships and the

City of Champaign soon. He could get an answer and let them know later. Mr. Fitch stated that if he could get that information for the City Council meeting. It was not necessary to have for the Plan Commission.

Ms. Billman asked who is required to mow the right-of-way along the roads. Mr. Gray stated the property owners of each property are responsible for mowing the right-of-ways adjacent to their properties.

Mr. Trail questioned what kind of signage was along Butzow Drive. Mr. Gray did not know. Mr. Dial answered that there is a "No Outlet" sign.

Mr. Trail asked what is the analogous zoning from County AG to City zoning. Mr. Marx replied that County AG is converted to City AG, which is why the applicant requested a map amendment. The proposed use is not allowed in City AG. Mr. Ackerson added that the entire area is designated as Industrial in the Future Land Use Map.

Mr. Trail inquired how long the residential mobile home parks have been there. Ms. Pearson believed that they have existed since the 1970s. Mr. Trail commented that the mobile homes predate the current Comprehensive Plan's Future Land Use designation of Industrial.

Mr. Trail asked Mr. Dial what his main concern was with the proposed requests. Mr. Dial and his wife, Martina, approached the Plan Commission to respond. Mr. Dial stated that one of his concerns is the amount of traffic. There is already a lot of traffic. Many times people get lost and have to turnaround. Another concern is drainage. When it rains, many times rainwater comes down Barr Avenue and floods the mobile home park. Mr. Fitch pointed out that the Plan Commission had asked about drainage at the previous meeting, and City staff assured them that Mr. Borchers would be required to submit and get approval for a drainage plan for his property so it will not add to the existing problem.

Mr. Trail asked if the Dials knew that the area was designated for future industrial use when they purchased their property. Mr. Dial said no. After they purchased their property, the area immediately to the west of them became used as a landfill.

Mr. Trail asked what their biggest concern is. Ms. Dial stated that her biggest concern is their property value. The value of their property decreased significantly when the landfill came next door. They originally bought a house in the country and now it is a house next to a landfill.

Mr. Trail wondered if they were concerned about the increase in traffic. Mr. Dial said yes. The applicant didn't buy 11 acres to farm it. A person does not buy a property without reclaiming their investment. Ms. Dial said that an 11,000 pound truck coming out of the Waste Reclamation Site pulled out in front of her on Barr Avenue and she slid five feet after having to slam on her brakes.

Mr. Gray stated that the Township would continue to plow the portion of Smith Road.

Ms. Billman inquired if a fence would be required. Ms. Pearson explained that many times it is a tradeoff between fences and trees and shrubs. She would have to double check to see if a fence is required.

Chair Fitch stated that Mr. Hopkins expressed a lot of concern at the last meeting about the area not being planned well for industrial development. Smith Road is merely adequate. Larger vehicles will have trouble getting in and out of there. Mr. Trail's concern about the mobile home parks predating the Comprehensive Plan's future land use designation is valid.

While he appreciates the use restrictions and the additional screening, he believed that the subject property was not ready for industrial use. There are many other uses allowed in the IN-1, Light Industrial Zoning District that would be allowed besides the ones that would be restricted. The restriction on the uses would only be good for the duration of the annexation agreement, which is 20 years.

Mr. Trail expressed concern about parcels being zoned Industrial with the only access going through residential neighborhoods. He encouraged the applicant to talk with Flex-N-Gate Corporation about the possibility of having an access drive through their properties to the west of the proposed site. He wondered if there was any way to limit size and length of vehicles that would be allowed to use a road. Mr. Gray said no. It is a public road. He mentioned that he had contacted Flex-N-Gate Corporation. They have the two lots to the west for future expansion of their business, and they have no interest in selling some of it. Before approving the cul-de-sac at the end of Guardian Drive, City staff looked at how other parcels in the area would be served via roads. The proposed site was determined 20 years ago that Smith Road was the point of access. Mr. Gray went on to say that they cannot restrict vehicle usage on a public street. He pointed out that semi-trucks currently make deliveries to the Arbor Division office on Barr Avenue. The proposed site is 11 acres and the applicant only plans to construct his business on a quarter of the site, so someday there will be other deliveries made to the site when it is fully developed. If the rezoning is approved, the land would be zoned IN-1, which is synonymous with truck usage.

Ms. Pearson responded to Ms. Billman's earlier question about landscaping. If a parking lot faces a residential area, then the property owner has a choice of either fence or shrubs. For a landscape buffer for side-yards and rear yards, the Zoning Ordinance requires trees and shrubs. Outdoor storage may be screened by a fence. So, landscaping depends on the application.

Ms. Billman expressed concern about future development of the subject property. Mr. Ackerson responded that it would be developed at some point in the future.

Mr. Turner stated that the area is designated as industrial in the Future Land Use map. What else could the land be developed as? Mr. Fitch stated that the only zoning district that would allow the use that Mr. Borchers is proposing for part of the site is IN-1. His opinion is that the best buffer between the residential and Flex-N-Gate Corporation is farm use or open space. Mr. Ackerson stated that he did not see 11 acres remaining as farmland.

Although Mr. Ackerson shared some of the concerns about drainage and traffic, he moved that the Plan Commission forward Plan Case No. 2307-M-17 and Annexation Case No. 2017-A-02 to the

City Council with a recommendation for approval as recommended by City staff. Mr. Stohr seconded the motion. Roll call on the motion was as follows:

Ms. Billman	-	No	Mr. Fitch	-	No
Ms. Ouedraogo	-	No	Mr. Stohr	-	Yes
Mr. Trail	-	No	Mr. Turner	-	Yes
Mr. Ackerson	-	Yes			

The motion was defeated by a vote of 3 ayes to 4 nays. Mr. Fitch reminded everyone that the Plan Commission is an advisory board. City Council will make the final decision on these two cases. Ms. Pearson noted that this case would be forwarded to Committee of the Whole on Monday, August 14, 2017.

6. OLD BUSINESS

There was none.

7. NEW PUBLIC HEARINGS

There were none.

8. NEW BUSINESS

Selection of Plan Commission representative to the MOR Development Review Board and the Design Review Board

Ms. Pearson explained that the MOR Development Review Board the Design Review Board each has a position in their memberships requiring a Plan Commission member to serve. That person was formerly Dannie Otto until he recently stepped down. Both boards meet as needed when cases come up. There are three separate design guidelines to follow. Ms. Ouedraogo was on the Design Review Board prior to being appointed to the Plan Commission.

Mr. Fitch did not recall the Plan Commission taking any action on this in the past. Ms. Pearson said that the bylaws for each board are silent about this.

Mr. Fitch asked if there is a candidate in mind. Ms. Pearson stated that Ms. Ouedraogo would be willing to serve in that capacity on the Design Review Board and the MOR Development Review Board. Chair Fitch commented that it was a great idea. The Plan Commission agreed.

9. AUDIENCE PARTICIPATION

There was none.

10. STAFF REPORT

There was none.

11. STUDY SESSION

There was none.

12. ADJOURNMENT OF MEETING

The meeting was adjourned at 8:29 p.m.

Respectfully submitted,

Lorrie Pearson, Secretary
Urbana Plan Commission