

TO: The Sycamore Plan Commission

FROM: Bill Nicklas
City Manager

DATE: February 9, 2005

RE: February 14, 2005 Plan Commission Meeting

The Plan Commission two workshop items on its agenda.

I Workshop Items

A. Consideration of a Request from the National Bank & Trust Company's Trust Department for Direction Regarding the Carls Farm on Airport Road.

The 25.39-acre Carls Farm lies directly south of the former State Street Motors site on the east side of Airport Road. On the current Land Use Plan (2003) it is shown as a "green" that is set aside for park purposes. The park designation was made in anticipation of the relocation of Airport Road to the east boundary line of the former State Street Motors site, which would leave the present Airport Road a local road primarily serving the Sycamore Park's users. The 2003 land use designation was a departure from the 2000 designation of commercial use.

The National Bank & Trust Company has received a number of inquiries regarding possible alternative uses for the Carls Farm, including commercial and multiple family uses. In addition, the Carls family is interested in knowing if the acreage will be marketable at development prices or farm prices, noting the substantial difference between the two. Since no alternatives which depart from the current Land use Plan can be seriously considered without direction from the Plan Commission, this matter has been referred for informal discussion.

In the review of the south Airport Road corridor in late 2002 and early 2003, the potential relocation of Airport Road was a central consideration. As you can see by the Future Land Use Map, there is anticipated commercial and office research development on the east side of the realigned roadway. The principal reason these

projected uses were not extended westward to the present Airport Road right-of-way was to divert any future traffic generated by adjacent uses away from the east Park entrance, where traffic tends to snarl during warmer months because of the active use of the park's ball fields and shelter houses.

Several questions are raised by the Bank's inquiry:

- a) Who will build the Airport Road realignment? If the roadway will be built by the developers of adjacent land, it is likely that the first developer will need to build a significant portion of the section south of IL Rt. 64 and look to recaptured funds from adjacent propertyowners at some uncertain point in the future as other development occurs. If all or a portion of the realignment will be built by County or Township funds, the private per-acre cost of development will decrease and this will have an effect on development interest.
- b) If the realignment south of IL Rt. 64 is still desired and the public/private shares are delineated, when will the realignment be built?
- c) What, if any, revisions to the land use plan are reasonable without the proposed realignment of Airport Road?

The site is currently served by water and sewer. In terms of land use, the location of the Carls parcel directly south of the intense "C-3" Highway Business zoning of the former State Street Motors site invites some transitional use in traditional planning methodology, such as a less intense commercial office zoning or multiple family uses.

Plan Commission discussion and direction is encouraged.

B. Consideration of the Proposed Unified Development Ordinance.

The Commission will resume its review of the proposed Unified Development Ordinance ("UDO") focusing on Articles 6.9 through 6.12. Revised copies of the entire document will be distributed under separate cover.