

TO: The Sycamore Plan Commission

FROM: Bill Nicklas  
City Manager

DATE: May 4, 2005

RE: May 9, 2005 Plan Commission Meeting

The Plan Commission has seven action items and two workshop items on its agenda.

## **I Action Items**

### **A. Consideration of a Petition from John L. Castle Builders for a Final Plat for Unit II of the Heron Creek Townhomes P.U.D.**

On February 16, 2004 the City Council approved the final plat for Unit Two of the Heron Creek Townhomes, P.U.D. (Ordinance 2003.91). The approval was voted on the assumption that the developer would install a line of natural screening along the frontage shared with the future Airport Road right-of-way to keep the headlights of motorists within the townhouse area from confusing motorists on Airport Road.

Since February 2004, some minor changes have been made to the plat, shifting lots but keeping the same number of units. Although probably unnecessary, both the developer and the City would prefer to process a revised plat that, once recorded, represents the most accurate version of the approved plan.

A favorable Plan Commission recommendation is requested.

### **B. Consideration of a Petition from Dahlko LLC for a Final Plat for Phase One, Unit 5 of the Townsend Woods Planned Unit Development.**

On July 7, 2003 the City Council approved the annexation and rezoning of the 3.71-acre strip of land to the west of Hopkins Lane and the reconfiguration of the single family lot layout to the west of this buffer strip. This revision of the original (1996) annexation agreement for the Townsend Woods development allowed no access to Hopkins Lane and required a landscaped berm on the west

side of Hopkins Lane. After an extended public discussion of this reconfiguration that extended from mid-March to early July, the Council determined that the landscaped berm should have a minimum height of 4 feet at the time of planting with fir trees staggered in two rows at 10-foot centers. Hopkins Lane was to be rebuilt by the Sycamore Township, retaining the ditch system for stormwater conveyance, and Hopkins Lane thereafter would be a city-owned and maintained roadway and the permanent edge between the corporate limits and the unincorporated County jurisdiction.

The Council approved the amendment to the 1996 annexation agreement and a revised preliminary plan of Unit Five with the understanding that the following conditions would be met before the final plat for Unit Five was approved:

- a) the traffic signals at Maplewood Drive would be permitted by IDOT and the reconstruction of the intersection begun;
- b) the first asphalt lift on Mt. Hunger Road would be installed; and
- c) all Landahl Streets would be completed and accepted.

To date, conditions (a) and (b) have been met.

The attached plat depicts a layout that is in conformance with the City's codes and ordinances. Plan Commission direction is requested.

**C. Consideration of a Petition from Jeffrey A. and Colleen N. Overton and Hickory Terrace LLC for the Annexation and Rezoning of the Property at 1510 Freed Road to "R-1" One Family Residence District and "R-3" Multiple Family Residence District with a Special Use Permit for a Planned Unit Development.**

The Plan Commission will recall that at the time of the annexation of the Hickory Terrace Planned Unit Development (February 16, 2004), a 0.723-acre single family parcel at the west side of the intersection of Freed Road and the main entrance to the subdivision remained within the County jurisdiction. A condition of the approval of the subdivision was the annexation of this parcel within a two-year period. The property, now owned by Jeffrey and Colleen Overton, is the subject of this annexation.

The portion of the property to be rezoned "R-3" Multiple Family Residence District is the south 30 feet of the property, abutting the Hickory Terrace subdivision. The creation of this zoning would provide a wider permanent green space between the single family home and the townhome development to the south.

A favorable Plan Commission recommendation is requested.

**D. Consideration of a Petition from Hickory Terrace LLC for a Final Plat for the Hickory Terrace Townhomes Planned Unit Development.**

The City Council approved a final plat for the entire Hickory Terrace planned development area of about 30 acres on September 20, 2004. At that time, the final

plat showed 49 single-family detached lots, the retention areas, and a larger Lot 50 dedicated to the townhouse development with the expectation that the townhome area would be platted at a later date.

The attached plat shows six buildings that would account for the 26 attached townhomes allowed in the original development plan. As the units are sold in fee simple, the plat officer (City Engineer John Brady) will define the lot lines. The Plan Commission will note that the Overton parcel that is the subject of the annexation in Item “D,” above, is also shown with a delineation of the 30-foot space transferred to the Hickory Terrace development to provide a wider common area and buffer.

Plan Commission approval is recommended.

**E. Consideration of a Petition from the Sycamore Community Unit School District #427 to Rezone a Portion of the Property at 245 West Exchange Street from R-2 Two Family Residence District to “R-3” Multiple Family Residence District.**

The Sycamore Board of Education owns two linked parcels on Sycamore Street that are currently zoned “R-2” Two Family Residence District and are vacant (see the attached aerial view). The Board has requested a rezoning of those lots to “R-3” Multiple Family Residence District for the purpose of attracting a developer who might see value in the higher density allowance. Under the City’s zoning regulations for “R-3” lots platted before June 24, 1996, a total of 11 two-bedroom apartments or condominiums could be constructed on the property, which comprises about 0.72 acres (31,552 square feet). The off-street parking requirement for two bedroom units is 2.75 spaces per unit (or, in effect, one per bedroom with .75 guest spaces). A smaller building would be necessary to afford the requisite off-street parking for the maximum gross density unless the School District also sold its single-family parcel just to the east of the administration building on Exchange Street and that lot was redeveloped for additional off-street parking to serve the parcels on Sycamore Street.

The potential revenue gain for the District has to be balanced with the impact on the neighborhood. Presently, the West Sycamore Street corridor between California Street and Maple Street provides parking for a number of older multiple family structures that were not required to provide off-street parking at the time of their construction.

Additionally, the rezoning of the two linked parcels would afford the opportunity for larger attached units with more than two bedrooms. Most fiscal impact studies do not consider two-bedroom units as consistent generators of school-aged children. However, three-bedroom units would be considered prime generators of school-aged children because of their logical pricing in this neighborhood. It is not legally possible to conditionally zone the parcel in such a way as to prohibit the development of three-bedroom units, so there is a possibility that the

redevelopment of these vacant parcels could ironically generate students from units that do not approach the District's "break-even" point in terms of property tax or impact fee revenue.

Zoning Officer Lyle Doty has given the proposal tepid support in the attached memorandum. The City Manager believes this is the kind of zoning request that should invite the widest opinion from surrounding propertyowners before judgments are made. Accordingly, this proposal is offered without recommendation.

**F. Consideration of a Petition from EFS Bank for a Temporary Office Building at 245 West Peace Road.**

As the attached letter from Joseph Stanczak of EFS bank explains, the bank holding company currently has a branch facility under construction off Baron Drive in the commercial subdivision at the northwest corner of Peace Road, Plank Road and IL Rt. 23. The bank is requesting permission to install a temporary office trailer customized to serve as a retail bank office, with adjacent paved parking for fifteen vehicles, two drive-through lanes (see the attached site plan), and two handicap toilet rooms. According to Section 4.12 of the Sycamore Zoning Code, which was still in effect at the time this petition was filed, such temporary facilities are permitted until the construction of the principal structure is completed. A similar permit was issued to the First National Bank in the mid-1990s as construction of what is now known as the Castle Bank Branch at North Sacramento Street and West State Street was in progress.

Zoning Officer Lyle Doty has reviewed this petition and recommends favorable Plan Commission action. Plan Commission support for Mr. Doty's position is recommended.

**G. Consideration of a Petition from T&D Properties of DeKalb County to Rezone Property at 235, 245, 251, 255 and 265 North Sacramento Street from "M-1" Light Manufacturing District to "R-3" Multiple Family Residence District with a Special Use Permit for a Planned Unit Development.**

Dave Bowen, a principal of T&D Properties of DeKalb County, has petitioned for a rezoning of the several properties known as 235, 245, 251, 255 and 265 North Sacramento Street from "M-1" Light Manufacturing District to "R-3" Multiple Family Residence District. The properties are currently under construction and were originally designed to establish commercial condominiums on the ground level with residential condominiums on the second level, as permitted in "M-1" zoning districts under former zoning provisions. Mr. Bowen would like to re-design the units so they are "stacked" residential condominiums, with the ground level spaces devoted to garages, utility rooms and possibly recreation rooms and the second floor spaces devoted to the kitchens, living areas and bedrooms.

In the attached memorandum, Zoning Officer Lyle Doty notes that the proposed zoning and residential uses would likely be more compatible with the adjacent properties than the original zoning and uses. The Commission might consider suggesting some sort of natural buffer between the industrial use to the north and the nearest residential units in Building #265 (see attached sketch). Such a buffer would soften the sights and sounds of the industrial use which would in turn mitigate complaints from residential owners or tenants who might not appreciate the unique value of the longstanding and successful industrial business to the north, which preceded any residential use by several generations.

Plan Commission direction is requested.

## **II Workshop Items**

### **A. Consideration of a Concept Plan for “Sycamore Senior Village” Presented by the Robert Arthur Land Company.**

Arthur Zwemke, a partner in the Robert Arthur Land Company of St. Charles, IL, has requested a workshop session of the Plan Commission to review a proposal for an 840-870 unit “active senior” subdivision on the Palazzolo farm, north of Old State Road and east of the Willows P.U.D. (Laing development). The attached concept plan shows the flag-shaped lot and its relationship to Old State Road, the future Airport Road extension, and the Willows development.

The purpose of the submittal is to assess the Commission’s notion of the proper land use for this parcel. The Comp Plan reserves the area for commercial development with presumed access to IL Route 64. The developer’s rough concept plan or “bubble drawing” suggests a five-acre reservation of commercial space but is primarily oriented toward different types of senior housing, including townhomes, duplexes, detached single family homes, and rental housing that features independent, assisted and nursing home units. The breakdown of each type of housing is shown on the concept plan and further delineated on the developer’s attachment that raises some discussion points. Issues such as access, traffic generation, the impact on adjacent roads, and storm water detention would be pursued if the Commission believed the land use and the departure from the Comp Plan was appropriate. The traffic issue will be an important focus: from a planning standpoint, the best route into and from the proposed development would be at the juncture with IL Rt. 64, rather than the undersized and serpentine Old State Road. This would involve the completion of the new Airport Road intersection with Route 64. Such improvements would in turn rely upon an accelerated timetable for the reconfiguration of Airport Road south of IL Route 64.

Plan Commission direction is requested.

### **B. Consideration of a Request from Rick Ericson to Rezone the 2.8-Acre Parcel at the Southeast Corner of N. Fair Street and Crosby Avenue.**

Mr. Ericson and a group of local investors is interested in purchasing the 3.3-acre vacant parcel across from the main entrance to Sycamore Containers and wish to rezone the parcel from “M-2” Heavy Industrial to “R-3” Multiple Family. The area is predominantly industrial in character and adjacent to two well-established Sycamore industrial firms, Sycamore Containers and Seymour of Sycamore, Inc. Crosby Avenue is the location of other Sycamore industrial firms including Thompson Industries, P&R Auto Body, Swedberg Electric, and Dahlquist Heating & Cooling. The proposed use is not in character with the predominant uses in the nearby area, although there are some residential uses immediately to the east of Maertz Drive as well as residential uses directly east of the property. The property to the south has several commercial uses and is zoned “M-2.”

The proposed use would be a significant departure from the Comp Plan vision for this area, and would introduce more vehicular traffic in competition with the truck traffic and employee traffic that presently converges on the intersection of Fair Street and IL Route 64 at certain times of the day. As Commissioners are aware, Crosby Avenue and North Fair Street have no outlet to points north and west except through the intersection of Fair Street and IL Rt. 64.

The Commission is asked to comment on the proposed land use and its departure from the Comp Plan. Further discussion about traffic issues, stormwater detention and other development concerns would await the Commission’s opinion of the proposed land use, but are of course related to the land use.