

TO: The Sycamore Plan Commission

FROM: Bill Nicklas
City Manager

DATE: November 9, 2005

RE: November 14, 2005 Plan Commission Meeting

The Plan Commission agenda has two action items and one workshop item. Chairperson John Lewis will not be able to attend the meeting, so the City Clerk will open the meeting and request a motion to appoint an acting chairperson.

I Action Items

A. Consideration of a Petition from Chris Youssi for a Final Plat of Phase Four of the River Edge Condominium Development.

Mr. Youssi has requested the Plan Commission's review of a final plat for the fourth and final phase of his condominium development. The attached plat shows eighteen (18) four-unit buildings for a total of seventy-two, two-bedroom units. The plat also depicts the requisite utility and drainage easements.

A favorable Plan Commission recommendation is requested.

B. Consideration of a Petition from Wiseman-Hughes Enterprises for a Final Plat of Unit 3 of the Reston Ponds Planned Unit Development.

Wiseman-Hughes Enterprises has petitioned the Commission for review of a final plat for the third and final phase of the Reston Ponds planned unit development. The plat depicts 190 single family lots as well as four large retention areas (Lots 403, 404, 406 & 407) and the final portion of the central park (Lot 405).

A favorable Plan Commission recommendation is requested.

II Workshop Items

A. Consideration of a Sub-Area Plan for the Intersection of IL Route 64 and Airport Road.

On May 9, the Plan Commission considered a concept plan for an 840-870 unit “active senior” subdivision on the Palazzolo farm north of Old State Road and east of the Willows planned unit development. The concept plan was proposed by the Robert Arthur Land Company of St. Charles. Perhaps the most important issue identified by the Commission was the best route into and from the proposed development. After some discussion, the Commission suggested that a sub-area plan be developed before any further consideration of specific development proposals, in order to arrive at a sound “map” for land uses and access points around the proposed reconfigured Airport Road and IL Route 64 intersection.

Since the May meeting, the City staff have worked with Land Vision on a number of schematic designs. The attached concept plan addresses the following general considerations:

1. **Land Uses.** This is one of the two most challenging issues, aside from the transportation network that might serve the plan area. There are three major concerns:
 - Whether the land in the elongated triangle that lies east of the present Airport Road and west of the proposed Airport Road should continue to be designated as “green” or park space. The proposed sub area plan shows this area as it is depicted on the 2003 Land Use Plan. However, other uses may be considered as a buffer between the current park and the proposed office/research and commercial land uses. At the very least, the farm owner on the east side of the current Airport Road should participate in this discussion.
 - Whether the commercial and office/research land uses shown on the north and south sides of IL route 64 moving eastward should be pulled back. The 2003 Land Use Plan shows nonresidential uses extending to Lovell Road. The proposed Southeast Area Plan pulls the land uses back to the section line to the west (about half-way between the new Airport Road and Lovell Road).
 - Whether any residential uses should develop north of the re-configured Old State Road. The Robert Arthur Land Co. proposed an active senior subdivision in this area at the May meeting of the Plan Commission. The proposed sub-area plan shows a “mixed use” area that could feature a mix of neighborhood commercial and townhouse uses.
2. **Urban Design.** Elements of urban design include landscaping and open space, as well as the layout and function of streets, the interrelationship between neighborhoods, parks, schools, and retail centers, the perceptual bulk and height of buildings, and other features that affect the livability of a community and make it unique.

The following features are intended to promote a unique integration of manmade and natural features that will give this section of Sycamore a distinctive “look:”

- In conformance with the 2003 Land use Plan, at the east end of the State Street corridor an entry feature will be built. This feature has an hourglass as in the 2003 Plan to showcase landscaped berms, low-walled architectural elements, plantings and community signage. The hourglass shape would presumably draw the visitor’s glance to the landscape elements and suggest the uniqueness of the Sycamore community.
- There is a green buffer area to the east of the re-configured Airport Road. Whatever the use of the land to the east of the new Airport Road, some green buffer would set it aside from the hard surface of the roadway and utilities.

3. **Transportation.** This is another concern for which there are multiple solutions. The proposed plan shows several key departures from the 2003 Land Use Plan:
 - Old State Road is straightened to connect at a 90-degree angle with the new Airport Road north of E. State Street.
 - Between the new Airport Road and the east edge of the corridor, two north-south commercial collector streets with access to E. State Street have been added to provide adequate ingress and egress to the various commercial and office/research uses that might develop along the corridor.
 - Two east-west collector streets are shown connecting the new Airport Road to nonresidential uses south of E. State Road.
4. **Stormwater Management.** Supporting the bias of the 2003 Land use Plan toward regional solutions for the collection, storage, and controlled release of surface water, the proposed sub area plan suggests that no land uses other than agriculture should be located north of the natural drainage channel that flows in a northeast to southwest direction, east of the new Airport Road and north of E. State Street.
5. **Community Facilities.** Because of the predominant nonresidential uses, and the close proximity of the Sycamore Community Park, no neighborhood parks are shown. Similarly, the limited impact of residential uses (e.g. the Willows developed by Charlie Laing) suggests no need for school facilities. However, the primacy of the Great Western Trail would need to be protected, and some internal bikeways to allow for employee travel to and from the commercial and light industrial uses might be considered.
6. **Procedures.** The staff would prefer that all new developments in this sub area be planned developments, subject to the review of the Plan

Commission and the approval of the City Council. All development plans would thereby be reviewed in accordance with the new Unified Development Ordinance.

Plan Commission direction on each of these issues is welcome. Based on the Commission's direction, a more refined sub-area map and some text describing the objectives of the plan can be prepared for the next regular meeting of the Plan Commission.