

TO: The Sycamore Plan Commission

FROM: Bill Nicklas
City Manager

DATE: August 8, 2006

RE: August 14, 2006 Plan Commission Meeting

The Plan Commission agenda has four action items and one workshop item.

I Action Items

A. Consideration of a Petition from Camden Crossing LLC for a Special Use Permit for the Purpose of Permitting the Re-Subdivision of Twenty-Four Duplex Lots for the Sale of Attached Single Family Dwellings on Separate Lots with a Common Wall Agreement.

The Camden Crossing subdivision was originally annexed and zoned in November 2000. On July 15, 2002 (Ordinance 202.21) the City established the position of plat officer to administratively process minor re-subdivisions to permit the sales of duplex and townhouse units with common lots in fee simple. Because this authority was not in place when the Camden Crossing PUD was approved, a special use permit is needed to authorize the sale of the attached duplex units in that subdivision. The final plat for these duplex lots was approved by the Council on November 15, 2004.

A favorable Plan Commission recommendation is requested.

B. Consideration of a Petition from Camden Crossing for Approval of a Final Plat for the Gardens of Camden Crossing P.U.D.

On November 15, 2004 the City Council approved a final plat for the entire 41.12-acre residentially-zoned parcel behind the commercial frontage lots abutting the northwest corner of Peace Road and Il Rt. 23. The parcel was originally annexed and zoned for townhouses in November 2000. The final plat had the following features:

- a. A total of 183 housing units of all types, including 43 single-family detached units, 48 duplex units, and 92 townhomes.

- b. A density of 4.45 dwelling units per gross acre (6 units per acre is permitted).
- c. A total of 74 guest parking spaces in the townhouse area, or .8 guest spaces per townhouse.
- d. A public park dedication toward the north end of the plan, comprising 2.56 acres.
- e. A private park parcel of 1.33 acres.
- f. A 10-foot wide pedestrian and bike path linking residents to the commercial frontage and future growth to the west.
- g. Privately-owned and maintained roadways and parking areas within the townhouse area.

The townhouse layout turned garage openings away from the public streets, as preferred by the Plan Commission and Council. The developer also agreed to install a natural screen of evergreens to the south and a continuous landscaped berm on the east border, with breaks at the location of the extra parking spaces.

The proposed population of this plan has already been included in the City's "timeline" for the build-out of existing subdivisions and has been included in the School District's development notebook. Because this subdivision was annexed in 2000, it does not fall under the growth management regulations adopted in November, 2003 (Ordinance 2003.65) or November 2005 (Ordinance 2005.60), but periodic increases in impact fees and other City fees can be passed along at the time of permitting.

The final plat approved in November 2004 did not depict the townhouse area, which was simply shown as lots 68 and 69. The attached plat shows the townhouse area in detail. The townhouses have basements and typically comprise 1,930 square feet with attached, two-car garages. Photocopies of elevation views are attached.

A favorable Plan Commission recommendation is recommended.

C. Consideration of a Petition from Naheed Siddiqui for the Annexation of Property at 2212 Coltonville Road and Rezoning to "R-3," Multiple Family Residence for a Six-Unit Apartment Building.

Mr. Siddiqui owns a single family home on a 0.636 acre parcel at 2212 Coltonville Road. The house is presently within the County's planning jurisdiction and is nestled in close proximity to a number of multiple family structures. Immediately east of the subject parcel is the Richport apartment complex. To the west of the subject property there is another single family dwelling, and an apartment complex is west of that neighboring structure.

Mr. Siddiqui is requesting the annexation of his parcel and its rezoning to "R-3" Multiple Family Residence district in order to develop a six-unit apartment building on the property. This property would be subject to the provisions of Ordinance 2005.60, approved in November 2005, which defers any permits until

January 1, 2010. The project would also be subject to the City's Unified Development Ordinance, which establishes a minimum lot area of 25,200 square feet for a six-unit. The subject parcel has about 27,700 square feet.

Plan Commission direction is recommended.

D. Consideration of a Petition from Todd Weaver to Rezone the Property at 132 Sabin Street from "C-2," Central Business District to "R-3," Multiple Family Residence District.

Mr. Weaver wishes to build an apartment building on the subject property at 132 Sabin Street. Presently, the lot has the anomalous zoning of "C-2" Central Business District and is a prime candidate for a rezoning, both in terms of the surrounding uses and the anachronistic existence of "Central Business" zoning so remote from the downtown business core. The neighborhood has a mix of uses including single family, multiple family and commercial uses. Neither the petitioner nor the neighbors would desire the range of commercial uses allowed in the "C-2" zoning district by right. It is also safe to say that the neighborhood would be improved by any compatible plan for redevelopment that removed the two vacant and dilapidated buildings on the site.

If the rezoning is approved, the number of units in the proposed apartment building would depend on the required yard setback and parking requirements for multiple family residence buildings. The site's dimensions are 78.8 feet along Sabin Street and 128 feet along Swanson Street for a total area of 10,086 square feet. The parcel is a corner lot, with two required front yard setbacks. The allowable building footprint, if all legal setbacks are observed, is shown on the attached plot plan. The buildable area is further reduced by the off-street parking requirements of the UDO. The off-street parking requirement for three or more units is two spaces per dwelling unit plus .75 guest spaces. If a four-unit building was proposed, for example, eleven off-street parking spaces would be required, inclusive of any garage spaces.

At this writing, a development plan showing the configuration of a new building on the lot has not been submitted, but is in preparation. If such a plan is not submitted by the time this agenda is published, the Commission may wish to open discussion at its August 14 meeting and continue it to the September meeting when more information is available.

II Workshop Items

A. Consideration of a Concept Plan for a Mixed Commercial and Residential Planned Unit Development on the Herst Farm.

Background

On September 19, 2005 the City Council approved the annexation of the 97.21-acre Freda Herst farm. The annexation was not prompted by any development interest, but by the City's interest in securing the dedication of a right-of-way to re-align Lindgren Road where it connects with Plank Road, a longstanding planning goal of both

Sycamore and the County of DeKalb. The actual construction of the realigned roadway is the responsibility of B&B Development. The realignment is also a prerequisite for the planning and construction of a new elementary school in the Sycamore Creek subdivision, immediately south of the Herst farm.

In the annexation of September 2005, the Herst farm parcel was rezoned for commercial, single family and multiple family (townhouse) uses. The annexation provided for the creation of a 14.8-acre neighborhood commercial (“C-1”) district along the realigned Lindgren Road (please see the attached Zoning Exhibit), as well as a transitional 11.20-acre townhouse area (zoned “R-3”) that separates the commercial area from a larger, 71.21-acre single family zoning (“R-1”) area to the north and east. A number of infrastructure improvements were outlined in the annexation agreement, in addition to the zoning requirements, and these improvements are noted below:

- The realignment of Lindgren Road and a portion of National Street that courses through the Herst property will be completed by B&B Development, at their sole expense. If and when a final plat is approved for any portion of the Herst farm, fifty percent (50%) of the cost of the new Lindgren roadway and that portion of National Street on the Subject Property will be recaptured by B&B Development.
- When warrants exist, traffic signals at the intersection of Plank Road and the realigned Lindgren Road will be installed by B&B Development. If and when a final plat for the Herst farm property is approved, the developer will be responsible for reimbursing B&B Development for twenty-five percent (25%) of the cost of said signals.
- If and when the residentially-zoned areas of the property develop, the City will be reimbursed at the rate of \$50 per residential unit for upsizing costs associated with the sewer main serving the Herst property and additional properties nearby.
- If and when the Subject Property is developed, the installers of the 18-inch sanitary sewer main serving the property (B&B Development) will recapture a portion of their upfront cost based on the ratio that the estimated additional population bears to the total anticipated population served by the trunk line.

This workshop session will focus on the interest of John Hall Homes in developing the Herst farm property according to the general parameters noted above.

Concept Plan

John Hall Homes of St. Charles, Illinois has experience in building commercial and residential properties. According to the firm’s literature, the developer’s design criteria favor “smart” growth and technology that accentuate connections between uses, and between existing and newer neighborhoods. The attached concept plan illustrates this preference. Rather than create separate nodes of commercial and residential uses, the plan mixes them together in unique ways. Here are some examples:

- Condo units are located above the neighborhood commercial uses in buildings that mirror the low-profile design of nearby residential buildings.
- Two types of transitional housing blend architectural styles with the commercial buildings. Nearby townhouse units show their best face toward public spaces and orient their garages toward interior courts. As an alternative to the attached townhouses, “zero lot line” homes are shown on smaller lots which feature a small courtyard on one side of each unit. This alternative departs from the repetition in design and the close living quarters that typify local townhouse layouts.

In terms of the pace of any residential permits, the applicable regulatory framework is Ordinance 2003.65 (Ordinance 2005.60 was not approved until November of 2005). According to Ordinance 2003.65, building permits for residential construction may be issued annually as follows:

Number of Dwelling Units on the Preliminary Plan	Dwelling Units Permitted Per Year as a Percentage of the Total Lots on The Preliminary Plan	Time Limit Before New Building Permits Are Issued Following Annexation
0 to 50 dwelling units	No Limit	No Time Limit
51 to 100 dwelling units	No More than 35 per Year	One Year
101 to 200 dwelling units	25% or 40, whichever is lower	Two Years
201 to 300 dwelling units	20% or 50, whichever is lower	Three Years
301 to 400 dwelling units	18% or 60, whichever is lower	Four Years
401 to 500 dwelling units	15% or 70, whichever is lower	Five Years
Over 500 dwelling units	10% or 75, whichever is lower	Six Years

Phasing and Zoning

Ordinance 2003.65 permits the phasing or sequential development of tracts which have less than 100 acres in total area. In this instance, the developer hopes to develop commercial uses simultaneously with the various types of residential units, but the market for the commercial uses may not evolve at the same pace as the demand for the residential units. Accordingly, the developer proposes two phases. The attached zoning exhibit portrays the zoning as illustrated on the September 19, 2005 zoning plat. The 2005 depiction was a rough estimate of zoning contours without the benefit of preliminary site engineering and street layouts. The attached exhibit shows the 2005 zoning configuration in red lines; the two phases proposed by the developer roughly coincide. However, the “red line” shape of the 2005 guesstimate of logical zoning areas should be brought into conformance with logical street layouts in relation to Lindgren Road and Presidential Parkway (the intersecting road in the Sycamore Creek development).

The developer and Plan Commission may also consider a departure from the September 2005 zoning that better represents the Comp Plan’s expectations for mixed commercial and residential uses, namely, the “C-4” zoning designation. All of the proposed “C-1” and “R-3” zoning could be combined in the planned development format as a special use, “C-4” Mixed Use Commercial Business District. Such a zoning designation anticipates planned unit developments

designed to accommodate compatible residential and commercial uses on larger tracts of land and to maximize opportunities for orderly economic development. Typical mixed use designs include a core of community facilities (e.g. not-for-profit agency offices, day care centers, etc.) small retail establishments (e.g. corner market, dry cleaner) and commercial office uses (e.g. dentists, attorneys, etc.) adjacent to, or surrounded by, a variety of housing types including single family detached homes or townhouses or zero lot line single family houses as depicted on the concept plan. In such zoning districts, public or open space to promote public gathering is encouraged, in contrast with utilitarian open space such as stormwater detention ponds or undevelopable areas such as floodplains or wetlands.

To permit the introduction of second floor condominium units in a “C-4” zoning district, the UDO would have to be amended (Table 5.3.1) to allow such uses by right or special use permit.

Variations Requested

1. Minimum Yard Setbacks. It should be noted that the neo-traditional look proposed by John Hall Homes for the transitional “R-3” area introduces a number of features such as alleys and “old-town” frontage looks that conflict with the City’s conventional zoning setback requirements. The differences between the current code provisions and the developer’s proposals are shown in the chart below:

Townhouses (“R-3”)		
	UDO Requirement	Proposed
Front Yard	25’	25’
Corner Side Yard	25’	25’
Side Yard	7’	7’
Rear Yard	30’*	30’
Zero Lot Line Houses (“R-3”)		
	UDO Requirement	Proposed
Front Yard	25’	25
Corner Side Yard	25’	10’
Side Yard	7’	7’
Rear Yard	30’*	25’
Single Family Detached (“R-1”)		
Front Yard	25’	25’
Corner Side Yard	25’	20’
Side Yard	10’	7’
Rear Yard	25’	25’

*20 feet if garage is attached to rear of unit for alley access. Detached garages may be 3 feet from any side or rear lot line.

2. Minimum Residential Lot Size. The zero lot line houses would be unique in Sycamore. They are an alternative to rows of attached housing that have a repetitive look. Zero lot line houses align one building wall on a common lot line and set the opposite building wall off the adjacent lot line by at least the required seven feet in order to create a small courtyard between units. The walls built on

the lot lines would have to be designed without windows for fire protection purposes. A depiction of these quaint houses is attached. If this approach is acceptable, a variance from the minimum lot size of 9,000 square feet would be required.

3. Bikepaths. The attached exhibits do not have sufficient detail to illustrate the location of bike paths. At the very least, a bike path would be necessary to connect the main entrance to the detached single family housing with the Lindgren Road bikepath that will be built on the south side of Lindgren Road.

Plan Commission direction is recommended.