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**SYCAMORE PLAN COMMISSION MEETING**  
**MINUTES OF JUNE 11, 2007**

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**CALL TO ORDER AND ROLL CALL**

Chairperson John Lewis called the meeting to order and City Clerk Candy Smith called the roll. Those Commissioners present were: Marvin Barnes, Ron Bemis, George Bridgewater, Bill Davey, Lowell Evans, Ken George, Cindy Henderson, Bill Lorence, Steve Nelson, and Michelle Schulz. Commissioner Chuck Stowe was absent. Other staff members present were City Manager Bill Nicklas, City Engineer John Brady, Building Commissioner/Zoning Officer Lyle Doty, and Commission Attorney Kevin Buick.

**APPROVAL OF MINUTES OF MAY 14, 2007.**

**Motion**

Commissioner Bridgewater moved to approve the Minutes of May 14, 2007 and Commissioner Schulz seconded the motion.

**Voice Vote**

Chairperson Lewis called for a voice vote to approve the motion. All Commissioners present voted aye. Motion carried 11 - 0.

**APPROVAL OF AGENDA**

**Motion**

Commissioner Lorence moved to approve the agenda and Commissioner Davey seconded the motion.

**Voice Vote**

Chairperson Lewis called for a voice vote to approve the motion. All Commissioners present voted aye. Motion carried 11 - 0.

**CONSIDERATIONS**

- A. Consideration of a Petition from Charity Bruner, Scott Morrow and Tom Anderson for a Special Use Permit to Install and Operate a Coffee Kiosk within the Parking Lot Area at 107 S. Sacramento Street in Sycamore, DeKalb County, Illinois.**

City Manager Nicklas said that City Engineer John Brady and Assistant Engineer John Laskowski have created two possible site layouts for the Commission's review.

Commissioner Davey said it looks pretty crowded, but he would go with the engineers' recommendations.

Chairperson Lewis asked if Plan A eliminated fewer parking spaces for Tommy O's and asked if both plans provided required parking spaces for the restaurant.

Engineer Brady said yes to both questions.

Mr. Nicklas said that Engineer Brady recommended Plan B.

Commissioner Barnes asked if any of the parking belonged to the Credit Union.

Engineer Brady said it is all Tommy O's property, but Illinois Community Credit Union customers use it. He said he spoke with Credit Union President Bob Schroeder and he did not have a problem with the plan.

Charity Bruner, 364 Chauncey Street, requested Plan Commission's permission to use the parking lot.

Commissioner Barnes asked which plan she preferred.

Ms. Bruner said Plan B.

Commissioner Bemis asked why she would choose Plan B.

Ms. Bruner said she would have to remove trees and concrete from the parking lot for Plan A.

Bob Schroeder, 1136 Yorkshire Drive N, Illinois Community Credit Union President, said he had no concerns about parking. He said the Credit Union use to lease the property from Colonial and the property being considered for the kiosk is where the pumps and tanks were. He said when the lots were subdivided for the Credit Union to be able to purchase their current parcel there was an easement negotiated for Credit Union customers to have ingress and egress through what is now Tommy O's parking lot. He said his concern is that the exit to State Street will be blocked.

Peter Barick, 433 W. High Street, expressed concern about traffic flow on Route 64. He also questioned whether the site was adequate for the traffic pattern inside the parking lot.

Commissioner Schulz asked the average time a customer spends waiting in line.

Ms. Bruner said about 3 minutes.

Commissioner Bemis asked why the kiosk would be 2-sided.

Ms. Bruner said that 2 windows ease the traffic better. She said she spent a day at Starbucks and there were never more than 5 cars in line because the turnover is so fast. She said regarding the tanks underneath, there is no sewer involved. She said she did not think it was legal to turn left into that parking lot off of Route 64. She said the area in question sits unused most of the time and Plan B gives the Credit Union parking as well as an exit onto State Street.

Commissioner Bemis asked if the 2 sides were for traffic concerns or for better business.

Ms. Bruner said for both traffic and business.

Commissioner Barnes asked about the hours and asked if she was leasing from Tommy O's or from Colonial.

Ms. Bruner said her hours would be 6:00 a.m. to 3:00 p.m. and she would be leasing from Tommy O's.

Commissioner Bemis asked about concerns for Credit Union members using the drive-thru and how they would exit.

City Engineer Brady said they could go east onto Sacramento and there was also room to get out onto State Street. He said they would have to drive carefully, but everyone should drive carefully in parking lots. He said that although he drew Plan A he does not like it and prefers Plan B.

Commissioner Henderson said she was concerned about the traffic.

City Engineer Brady said he thought the customers would find the best way to get through.

Commissioner Nelson said he was concerned that on Plan B that Tommy O's customers choosing to go north would invite trouble because that would be a tight area.

City Engineer Brady said he did not think that would be a problem.

**Motion**

Commissioner Davey moved to forward Option B with a favorable recommendation to Council and Commissioner George seconded the motion.

**Roll Call Vote**

Chairperson Lewis called for a roll call vote to approve the motion. Commissioners Marvin Barnes, George Bridgewater, Bill Davey, Lowell Evans, Ken George, Bill Lorence, Michelle Schulz, and Chairperson Lewis voted aye with Commissioners Ron Bemis, Cindy Henderson, and Steve Nelson voting nay. Motion carried 8 - 3.

**B. Consideration of a Petition from IRED Sycamore, LLC., Inland Real Estate Investment Corporation, and Yvonne Wolfenberger for the Approval of an Annexation Agreement with the City of Sycamore, Illinois for Property Located on the North Side of Plank Road and East of Moose Range Road, and also South of Plank Road Both East and West of Moose Range Road, and the Subsequent Annexation and Rezoning to "R-1," One Family Residence District, Planned Unit Development and to "C-1," Neighborhood Business District, Planned Unit Development.**

City Manager Nicklas explained that the proposed 200-acre property is contiguous to Sycamore Creek II. He went through the preliminary plan features that were in the background as follows:

The proposed development plan has the following features:

1. Land Uses. The table below depicts the various land uses by their relative area:

Land Use	Acres	Percentage of Gross Land Area
Single Family Lots	97.9	48.55%
Neighborhood Commercial	3.51	1.74%
Private Parks and Conservation Areas	47.4	23.51%
Public Park Land	5.79	2.87%
Public Road Right-of-Way--Internal	11.18	5.54%
Public Road Right-of-Way—External (Plank & Moose Range Roads)	35.86	17.78%
Total	201.64	100%

2. Residential Density. The gross density is 1.47 units per acre. The plan offers three lot sizes as follows:

Unit Type	No. of Units	Minimum Lot Area	% of Total Units	Acres	% of Total Acres
Single Family 80' x 125'	71	10,000 s.f.	23.91%	18.75	9.3%
Single Family 90' x 130'	194	11,700 s.f.	65.32%	62.50	31%
Single Family 100' x 180'	32	18,223 s.f.	10.77%	16.65	8.26%

3. Access. A number of features deserve note:
- a) The plan depicts a realignment of Plank Road at Moose Range Road. The annexation agreement calls for the dedication of the right-of-way at no cost to the County of DeKalb, and Inland is obligated to contribute \$250,000 toward the engineering and construction costs for the realignment (estimated to be about one-half of the overall cost) at such time as the County may request such funds.
  - b) Commercial lot. Access to and from the commercial lot is from a public way on the north side of the commercial lot, connecting to Moose Range to the east.
  - c) With the realignment of Plank and Moose Range Roads, the homes currently served by Plank and Moose Range Roads would be insulated from the traffic that currently passes their homes. If this subdivision was approved, these roadways would become minor residential streets and their surfaces would be maintained by the City rather than the County of DeKalb or Sycamore Township.
  - d) Access to Plank Road is limited to the intersection of the newly re-configured Moose Range Road and Plank Road, and one access point that is about one-half mile east of the intersection of Devine Way and Plank Road. B&B Development has agreed to adjust the east access point in Sycamore Creek III to align with the Inland access point east of Devine Way.
  - e) The southern section (south of Plank Road) will connect with Sycamore Creek II as well as Plank Road.
4. Bikeways. The subregional bike path that will connect Heron Creek to Sycamore Creek to Sycamore Creek II will be connected to the Inland project area, and then along the south side of the re-configured Plank Road toward the 30-acre lake dedicated to the Park District for recreational purposes in Sycamore Creek III (see the attached illustrative plan of Sycamore Creek III).
5. Open space. The plan dedicates more than a quarter of the overall land area to open space, either in the form of conservation areas to be maintained by a homeowner's association, or public park land. The City requirement for open space in a low-density planned residential development is 10% (UDO, Article 4.3.4.B.11 "Planned Development: Residential").
6. Buffer areas. Several key buffer areas are proposed:
- A fifty-foot landscaped berm is proposed to separate the backyards of the homes in the Devine Way subdivision and the proposed subdivision.
  - The land area east of the homes that presently abut Plank Road will be undeveloped and will provide a buffer between those homes and the realigned Plank Road.

Mr. Nicklas also walked the Commissioners through the main terms of the Annexation Agreement as follows:

1. The Name. The Owner is conscious of the Comp Plan's preference for a gateway image on the northeast side and is not interested in conjuring a trendy name that does not fit the City's self-image. Accordingly, it is open to local ideas for naming the proposed subdivision.
2. The Term. The agreement runs for twenty years (Section 20).
3. Performance Guarantees. The Owner shall provide an irrevocable letter of credit for the public improvements on the site (Section 13.1). If the City should ever revise its preference for this form of guarantee, other forms such as a cash deposit or subdivision bond are suggested (Section 13.1).
4. Fees. The Owner shall comply with the City's annexation and impact fees (Section 3.2; 6.1), School fees (Section 16.3) and Park fees (Section 16.2) as they may be amended from time to time. In addition, in the event that the transfer tax is held invalid or illegal, the developer will contribute \$3,000 per lot to the School District at the time of final platting of such lots, in addition to any impact fees (Section 16.1).
5. Developmental Exactions. The Owner shall comply with Ordinance 2005.60 with respect to the pace of development and permitting. The second sentence of this section modifies boiler plate language in other city annexation agreements. However, it would still allow a less restrictive pace in the event the Council allows, for instance, a two-lot subdivision to develop sooner than 2010, as occurred on Coltonville Road last year. Accordingly, the City recommends the deletion of the second sentence.
6. Water and Sewer Main Extensions. The Owner shall provide proper storm sewer, sanitary sewer and water main systems in accordance with the City's standards and at the developer's sole expense (Section 7).
7. Roadways. A considerable portion of the text (Section 9) is devoted to future roadway improvements. These may be summarized as follows:
  - Plank Road. Inland representatives and their engineering consultant have consulted with the County Engineer and City Engineer on a number of occasions to fashion a commitment to the realignment of Plank Road, which has been in the City and County comprehensive plans for many years. Inland proposes to dedicate a 100 foot right-of-way at no cost to the County of DeKalb and at the request of the County for such a realignment. In addition, based on a rough estimate of \$500,000 for the engineering and construction of this realignment, they have offered to contribute \$250,000 to the County when the County requests such funding (meaning the County could request it upon approval of the project and bank the money until ready to build the road).
  - Moose Range Road. The realignment of Plank Road also involves the realignment of Moose Range Road (please see the attached illustrative and preliminary plans). This realignment would occur at the sole and entire expense of Inland. The width of the realigned Moose Range would be 35 feet measured back to back of curb, in a 66 foot right-of-way, per the City's design standards. The small commercial parcel (3.51 acres) would have access to the realigned Moose Range Road via a lane that would also serve the existing homes on the west side and any future developed parcels in proximity.
  - Old Moose Range and Plank Roads. Once a realignment of Plank and Moose Range would occur, the existing roadways would become City streets and be maintained by the City. The former Plank Road is an asphalt section and the former Moose Range is a seal coat section. The homes that currently have access to Plank or Moose Range Roads in the vicinity of that intersection would have a quiet street for access once the realignments would occur. It should be noted that if the current Plank Road section is supplanted by the realigned roadway, it will need to be re-named.

8. Variations. No variations from the City's codes and ordinances are requested. The proposed commercial parcel is not shown on the 2003 Future Land Use map but was preferred by the City staff as a constructive alternative to a more dense townhouse or multi-family use that would fill this odd-shaped area at the realigned intersection of Plank and Moose Range Roads.

He said a copy of the traffic study is in the background. He said the pace of development is to comply with Ordinance 2005.60 which calls for no new permits from developments recently annexed until 2010. He said the staff recommends adding 2 years so the first Inland permits would not be issued until 2012.

Charles Hanlon, Land Vision, 116 W. Main Street, St. Charles, reiterated that the petitioners have proposed 279 single-family lots with a commercial lot at the realigned corner of Plank and Moose Range. He said they felt this plan complies with the Comprehensive Plan in terms of land use and density, and in fact, is slightly lower density than previous developments. He said this plan is planned in concert with the extension of the surrounding development from the south.

John Wills, Christopher Burke Engineering, 116 W. Main Street, St. Charles, said they build their site plans around a site analysis, considering the topography, environmental resources on site, how water will drain, how the site will be served by sanitary water, and the transportation network. He said the provision for sanitary service is the most limiting factor for the site because they are getting near the end of the design capabilities of the network that has been extended out. He said that transportation in the area is an important factor and there are a multitude of ways to travel east and west. He said that is due to the long range planning of the City in making the developments work together to be mutually supportive. He said that Plank Road at Moose Range is a major issue and part of the contribution of the development is the softening of the curve by the realignment of those two roads and eliminating the sight issues. Mr. Wills explained that the proposed development is estimated to generate 305 vehicle trips during the weekday morning peak hour and 600 vehicle trips during the weekday afternoon peak hour and the capacity for Plank Road is 3600 vehicles at afternoon peak hour.

Mr. Hanlon explained that south of the realigned Plank Road 71 single-family lots are proposed. He said that when traffic warrants are reached a traffic signal would be placed at the newly realigned intersection of Plank and Moose Range. He said at that time the bike trail will cross Plank Road. He said at the very northern portion of the proposed development, along Whipple Road, green space is noted and there will be no roadways to Whipple Road. He said the largest lots surround Devine Oaks Subdivision and will have a 50-foot buffer to the back yards of the existing homes. He said B & B has agreed to modify their development to work with the proposed development portion that is on the south side of Plank Road. He said the petitioner will work with B & B and the City on the gateway design.

Mr. Nicklas explained that he had provided copies of the 2003 future land use map and the estimated 2007 future land use map that would be useful for the discussion. He said the 2007 map demonstrates the boundaries with the constraints of the sewer line capacity.

### **Comments from the Audience**

Don Faulhaber, 27551 Devine Way, said the concerns they had about two years ago such as traffic and a buffer have been resolved by this development. He said that all the water from Devine Oaks drains to the north and the drainage ditch is wet 75% of the time. He said his concern was the possibility of future legal battles over the water drainage. He asked if the retentions would be wet or dry.

John Wills said it really did not matter, but the City preferred wet bottom ponds rather than wetland ponds.

Phil Cuthbert, 27572 Devine Way, said the reason he moved to Sycamore was the ability to move to a rural subdivision and yet have City amenities not too far away. He was concerned that they would be targeted for annexation next, as well as concerns about crime and traffic. He said with so many houses on the market right now, he thought they should wait to see how the other developments build out. He said he moved here for star lights not street lights.

Mike Liszka, 470 Lincolnshire, said there are 5.79 acres provided for public parks and suggested that the parks be built first. He said the developers should build the parks and they should contain playground equipment, a pavilion with electricity, and parking.

John Fund, Devine Way, said his lot is at the end of the cul de sac and there is a legal drainage easement on his lot that is not shown on the proposed drainage map. He said he was concerned that the 50-foot berm would cause a dam.

John Wills said they were aware of that concern and of the drainage pattern around those properties. He said they will no longer rely on the field tile system; they will put in a positive drainage system. He said they can put in a system that will handle the water with the berm in place or put a notch in the berm for an overland flow route. He said in a sense they will become the detention basin missing from the existing development. He said they believe they are proposing something better than it is now.

Shawn Smith, 27645 Hunters Lane, said the traffic on Plank Road is horrific and this plan will soften the bend, but will add to the problem. He said the majority of traffic will unload into the bend of Moose Range. He asked them to consider a different entry for the entrance to the south of Plank and to place a bike path that would travel under Plank.

John Wills said they have allowed a whole network of streets that provide a variety of routes. He said that cars will find their most desirable route which would not necessarily be Plank Road.

Denise Keiner, 27635 Hunters Lane, asked who would pay for the traffic signal. She said that turn lanes off of Plank Road need to be addressed; she found it hard to believe that Plank Road is capable of handling 3600 vehicles per hour, and the speed limit should be lowered.

Mr. Nicklas said that two sections of the annexation agreement refer to traffic signals.

Commissioner Lorence explained that the peak hour means the most congested time of the day and they start to look at going to 4 lanes at 12,000 cars a day. He said a connection will disappear when Sycamore Creek II is constructed and will give those people in the subdivision direct access to the school property without ever getting onto Plank Road. He said if the traffic signal is required within the time frame of the annexation agreement the developer must participate and after that it would be 50% County and 50% City.

Commissioner Nelson said a stoplight might be considered at the most eastern intersection. He said he does not see any property for a school and 300 homes generates about 360 kids. He asked if the developer was considering land or cash for the land/cash donation. He said he thought an elementary school site would make sense on this property.

Mr. Nicklas said this site is not in the School District's master plan at this time. He said if there is not a place identified for the land then it goes to the cash side.

Commissioner Davey asked how the realignment of Plank and Moose Range would work. He said it looked like this development would help the traffic and water problems in Devine Oaks.

Commissioner Lorence said the intersection with Moose Range is a dangerous intersection, but the three recent fatal accidents were all a result of stupid drivers passing in no-passing zones. He said the County is planning some rumble stripes for Plank Road and when the warrants are met then traffic signals will be installed. He said traffic signals and stop signs are meant to create a break in traffic not to slow down traffic.

Commissioner Schulz asked when this area becomes part of the City, would that control the speed.

Commissioner Lorence said that speed is also controlled by warrants, but he anticipated the speed would drop as a result of speed and turning movements. He said the speed problem is an enforcement problem, not a design problem.

Commissioner Barnes said he understood the softening of the curve is good, but it does not solve the problem because both of the drains out are pretty strong curves.

Commissioner Lorence said softening the curve increases sight distance.

Commissioner Barnes said the traffic study really only notes stop signs, not traffic signals.

Commissioner Lorence said right now there are no warrants for signals and he does not think there is even a 10-year warrant.

Commissioner Barnes asked City Engineer Brady if this proposal would take care of the water issues discussed earlier.

City Engineer Brady said the developer would have a complete storm sewer system that would have to comply with City ordinances. Mr. Brady said if the commercial produces heavy users the traffic signal could get warranted a lot sooner.

Commissioner Bemis expressed concern about flow of traffic.

Commissioner Lorence said every intersection will have turn lanes. He said the developer would not be responsible for a turn lane at Devine Way, but the County and Sycamore Township might work together on that.

Mr. Nicklas said the park at the north end of this proposal makes sense, because there is an abundance of park space in the area to the south. He said there would also need to be discussion about the gateway.

Bart Sharlow, 15586 Whipple, said he moved to Sycamore for the small town appeal, which seems to be disappearing with growth. He asked where the parking would be for the park at the north end of the proposed development.

Commissioner Schulz said she did not know for sure, but because there are no curb cuts onto Whipple Road, she said the parking should be from the subdivision. She said some people may park on Whipple to get to the park.

Mr. Nicklas explained that the Park District, if it chooses to accept an area for a park, then has an internal discussion about how they want to develop that park.

Mr. Hanlon said that the northern most road is single-loaded with lots only on the south side allowing for plenty of access to the park.

**Motion**

Commissioner Henderson moved to forward the annexation agreement with a favorable recommendation to Council and Commissioner Lorence seconded the motion.

**Roll Call Vote**

Chairperson Lewis called for a roll call vote to approve the motion. Commissioners Ron Bemis, George Bridgewater, Bill Davey, Ken George, Cindy Henderson, Bill Lorence, Steve Nelson, Michelle Schulz, and Chairperson Lewis voted aye with Commissioners Marvin Barnes and Lowell Evans voting nay. Motion carried 9 - 2.

**WORKSHOP ITEMS**

**REPORTS**

**PERSONS TO BE HEARD FROM THE FLOOR ON OTHER THAN AGENDA ITEMS**

**ADJOURNMENT**

**Motion**

Commissioner Lorence moved to adjourn the meeting at 8:55 p.m. and Commissioner Barnes seconded the motion.

**Voice Vote**

Chairperson Lewis called for a voice vote to approve the motion. All Commissioners present voted aye. Motion carried 11 - 0.

Approve:

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Chairperson – John Lewis

Attest:

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Candy Smith, City Clerk