

**Minutes of the Regular Meeting  
of the Planning and Zoning Commission  
May 18, 2022**

**A. CALL TO ORDER**

The Regular Meeting of the Planning and Zoning Commission was held on Wednesday, May 18, 2022 at the Public Services Facility, 1000 Bowes Road, South Elgin, IL. The meeting was called to order at 7:00 p.m. by Chairman Brian Carlson.

Chairman Carlson stated the role of the Planning and Zoning Commission and the procedures for the meeting.

**B. ROLL CALL**

Commissioners present were: Chairman Brian Carlson; Omar Garcia; Leo Metz; Jason Micklevitz; and Rich Watson.

Staff present at the meeting were: Director of Community Development Nancy Hill; Planner Lauren Blayney; and Recording Secretary Dione Stirmell.

Members absent were: Tom Kusswurm and Cynthia Tarka.

Ayes:	Carlson, Garcia, Metz, Micklevitz, Watson
Nays:	None
Abstain:	None
Absent:	Kusswurm, Tarka

The motion carried (5-0-0-2).

**C. APPROVAL OF MINUTES**

1. Minutes of the April 20, 2022 Regular Planning and Zoning Commission Meeting.

A motion was made by Member Watson to approve the minutes of the April 20, 2022 Regular Meeting of the Planning and Zoning Commission, which was seconded by Member Micklevitz. There was no further discussion of the motion. The vote was as follows:

Ayes:	Carlson, Garcia, Metz, Micklevitz, Watson
Nays:	None
Abstain:	None
Absent:	Kusswurm, Tarka

The motion CARRIED (5-0-0-2).

#### **D. DISCUSSION**

1. CD 2022-03: Request for Concept Plan Consultation for a multi-family residential and industrial development located at 325 Umbdenstock Road, commonly known as the Spohr Family Farm – CJR Enterprises LLC, applicant

Planner Blayney introduced the proposal by CJR Enterprises, LLC (CJR). She stated the applicant is requesting feedback on a Concept Plan for a multi-family residential and industrial development, located on the property commonly known as the Spohr Farm located at 325 Umbdenstock Road.

Planner Blayney stated that the Concept Plan review is to allow the applicant to obtain information and guidance from the Planning and Zoning Commission prior to preparation of a Preliminary and/or Final Plan, should the applicant choose to advance the project. Feedback from the PZC is advisory only. It does not give the applicant any formal approvals or endorsement of a specific site plan, as not enough details are available at this stage of the project to provide this information.

Planner Blayney reminded the Commission that earlier this year, both the Planning and Zoning Commission and Village Board reviewed a similar Concept Plan by the applicant. The developer heard the Commission and the Village Board's feedback and submitted the revised Concept Plan for additional commentary.

The revised Site Plan shows a six (6) lot development comprising of five (5) industrial lots and one (1) residential lot. A separate residential builder is proposing to develop the residential lot for townhome units and multi-family buildings.

Planner Blayney noted that since the last concept plan presented to the Planning and Zoning Commission, the applicant completed a Traffic Impact Study for the proposed development. She listed a few from the Traffic Impact Study of which the PZC should be aware:

- Further revisions may be needed to account for the different housing types and quantities, as well as for the more specific industrial users anticipated.
- The Study was conducted with the understanding that truck routing shall not rely on any residential streets for access or egress from the subject property
- The Traffic Impact Study indicates that the intersection of Umbdenstock and Stearns Roads will be signalized as part of this development.
- The roadway system, specifically at the Umbdenstock Road Bridge, will have sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.
- The study concluded that a traffic signal at the Umbdenstock and Hopps Road Intersection may be warranted for weekday evening peak hour, and an eastbound right-turn lane on Hopps Road will be warranted and should be provided. However, elsewhere in the study, it states that this intersection should be further monitored to see if future improvements are needed.

Planner Blayney introduced representatives of the applicant, Jason Shanahan and Douglas Jelinek, CJR Enterprises, LLC, 1635 Shanahan Drive, South Elgin, Illinois, 60177; Patrick Griffin, 21 N. 4<sup>th</sup> Street Geneva, IL 60134; Bob McCaigue, Horizon Development Group, Inc., 3900 S. Prairie Hill Lane, Milwaukee, WI 53228; and Luay Aboona, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), 9575 W. Higgins Road, Suite 400, Rosemont, Illinois 60018.

Mr. Griffin explained that the applicant has produced a new concept plan based upon the feedback provided from the Planning and Zoning Commission and the Village Board earlier this year and that they felt that they were providing a plan that addressed many of the PZC and Board's original concerns. Mr. Griffin said some of the major concerns with the original concept plan was regarding traffic and the 24-hour operation of the warehouse/distribution facility use on Lot 1. He explained the applicant eliminated the large distribution facility use and replaced it with a residential component on Lot 1, the northern-most lot. They felt the proposed residential component would provide a transition between the proposed industrial uses to the south and the existing residential to the north. Mr. Griffin highlighted the location of the proposed retention ponds, berms, and landscaping and noted they would provide screening and transitions between the existing/proposed residential and the proposed light industrial uses.

Mr. Griffin explained that Horizon Development Group may be interested in developing Lot 1 for the residential portion of the development, which would consist of townhome and multi-dwelling unit housing types. He added that all the interior roadways for the proposed residential use on Lot 1 would be private; therefore, no Village maintenance would be required.

Mr. Griffin highlighted CJR would be the developer of the proposed industrial lots, Lots 2-6. He explained that Lots 2 and 3 would have light industrial uses and Lots 4, 5, and 6 would be for light industrial and/or warehousing uses. He added that the light industrial and warehousing uses would greatly reduce the amount of truck traffic compared to the original concept plan. Mr. Griffin noted that they are not proposing any outdoor storage in the industrial area and outdoor storage could be an omitted use through the planned development if requested by the Village. They also intend to restrict heavy manufacturing uses in the planned development.

Mr. Griffin explained that separate off-street parking areas have been provided for each industrial lot. The main ingress/egress for each industrial lot would be from either Umbdenstock or North Lancaster Roads. Truck traffic would be able to access the development from the Stearns Road and Umbdenstock Road intersection only. Truck traffic cannot go further north on Umbdenstock Road past the subject property into the City of Elgin and will not be able to go further east on North Lancaster Road into the Becketts Landing subdivision. Mr. Griffin confirmed that a traffic signal at the intersection of Stearns/Umbdenstock Roads is necessary and they would be installing a signal, should the project move forward.

Mr. Griffin explained that they have contracted MaRous & Company who specialize in valuation of unique and complex real estate investments and have conducted similar market impact studies for a variety of clients. He added that MaRous & Company has analyzed the impact of the proposed development to the adjacent residential uses. He explained that the report is preliminary, and it will be expanded to help explain the proposed development is the highest and best use for the property. Mr. Griffin explained the results of the preliminary market analysis,

which indicates that this proposed development will not have a negative impact on the surrounding residential property values. Chairman Carlson asked that the final market analysis be provided to the Planning and Zoning Commission as part of a formal submittal, and Mr. Griffin stated that a final report would be submitted.

Chairman Carlson opened the discussion to the Commission.

Member Watson stated he believed the new concept plan was much improved, and he thanked the applicant for listening to the PZC's concerns and trying to address them. He stated that he reviewed the traffic study documents and the information seemed extensive. Member Watson stated that he liked that they reduced the amount truck docks and truck traffic. He asked where the parking for the townhomes and apartments would be located. Mr. McCaigue explained the residential unit counts are not confirmed yet so the number of parking stalls will likely change. He said the required off-street parking will be provided for both the townhome and multi-family buildings. Member Watson requested additional parking stalls for guest parking. Member Watson stated that with snow events some of that parking would be utilized for snow storage, and he requested additional parking be provided for guest parking.

Member Watson was concerned about the road width of the private road in Lot 1 for the residential portion of the development. He felt that private roads could be narrow making it challenging for a school bus or fire apparatus to maneuver properly throughout the site, especially if cars were parked on the street. Member Watson asked Director Hill if private roads were generally narrower. Director Hill replied yes that private roadways do not typically meet vehicle standards and that the roadways still need to allow for fire apparatus, garbage pick-up, etc. Director Hill assured Member Watson they would work with the Fire District and the schools to ensure that their vehicles could properly maneuver the site. Member Watson asked the developer to identify on the formal submittal where the garbage cans would be placed and note sidewalk locations.

Member Watson asked if the detention ponds would be wet or dry-bottom ponds. Mr. Jelinek stated that the applicant plans to install dry-bottom, naturalized basins. Chairman Carlson asked the developer to clarify if the detention ponds were to be dry bottom in both the residential and industrial areas. Mr. Jelinek said both the industrial and the residential lots will have dry-bottom basins. Member Watson stated the PZC generally prefers the use of dry-bottom ponds for safety reasons. It was noted that the naturalization of the pond perimeters deters people from getting close to the ponds' edges.

Member Watson requested confirmation that the intersection of Stearns/Umbdenstock Road and Hopps/Umbdenstock Road would be considered in the traffic study. Mr. Griffin confirmed that these intersections and others are included in the traffic study.

Member Metz asked if the intersection of Stearns Road and Umbdenstock Road would have turn lanes. To which Mr. Aboona explained that the traffic study warranted turn lanes and a traffic signal. Mr. Aboona explained from a capacity standpoint the traffic signal is needed. He added that the traffic signal would be timed with the Randall Road traffic signal, allowing for a more efficient traffic flow.

Member Metz asked about the height of the townhome buildings. Mr. McCaigue said the townhomes would be 2-stories and the proposed apartment buildings would be 3-stories.

Member Micklevitz asked if there will be a required park donation with the residential portion of the development. To which Director Hill said the developer will be required to provide a park donation and a park improvement donation. Member Micklevitz asked if there would be a homeowner's association for the residential portion of the development. To which Mr. McCaigue said no because the property will be owned by a single owner and all the residential units will be for-rent, market rate units.

Member Watson asked if the proposed residential development could have direct access to Becketts Landing Park through Lot 6. Mr. Jelinek said they would work with staff to have that access provided via a multi-purpose path and easement.

Member Garcia asked to confirm if the driveway shown on Lot 6 is for employee vehicles only and not for truck traffic. Mr. Jelinek replied that the parking area on the west side of the building on Lot 6 is for employee vehicles and not for trucks. Member Garcia agreed that it would be nice to connect bike trail between the residential area and Becketts Landing Park.

Chairman Carlson commented that the Traffic Impact Study and the Market Impact Analysis will need to demonstrate to the Commission that this property can support the proposed development and that it will prove that the proposed development is the highest and best use for the property. After some discussion, Chairman Carlson suggested that any report submitted for formal review by the PZC should contain information about how the proposed development would financially impact the Village, prove how the proposed uses are the highest and best uses, and justify the proposed zoning change.

Chairman Carlson noticed that the proposed uses described in the traffic report may not accurately described the actual uses on the site. He suggested other use categories be used in the study. Chairman Carlson specifically noted his concerns at the Hopps/Umbdenstock intersection and requested more information be provided. Chairman Carlson noted that a traffic signal and/or other improvements are warranted at the intersections at Umbdenstock/Hopps Road and Stearns/Umbdenstock Road. He asked if they have approached the City of Elgin and Kane County regarding the maintenance and the energy costs that will be needed to operate the warranted traffic signals. Chairman Carlson added that the Village cannot assume that the City of Elgin will want to maintain a traffic signal at the Hopps/Umbdenstock Road intersection. Mr. Griffin said that they have not yet approached the City of Elgin as they are in preliminary stages of this plan. Mr. Aboona added that the traffic signal is needed today at the Stearns/Umbdenstock Roads intersection. Chairman Carlson asked if the County has agreed to

providing the energy costs and maintenance for the Stearns/Umbdenstock Road traffic signal. Mr. Aboona said they have not yet.

Chairman Carlson said he suggests the Village not wait until after the development is complete to further evaluate the intersection at Hopps and Umbdenstock Road, as the developer has proposed in the traffic study. Chairman Carlson emphasized that he did not want the burden of the cost of a future traffic study and maintenance of a future traffic signal from the proposed development placed on the Village after the development is completed. Mr. Aboona stated that a traffic signal may not actually be needed and felt once the project was completed the study would provide more accurate traffic patterns. He explained sometimes traffic signals can cause more traffic problems. Chairman Carlson reiterated that he was not comfortable with the burden of installing and maintaining a traffic signal falling on the Village. Chairman Carlson asked that for the benefit of the Commission a summary of the traffic study be submitted with any formal proposal.

Chairman Carlson asked if the proposed project is a planned development. Planner Blayney confirmed that the developer intends to apply for special use for a planned development. Chairman Carlson stated he is concerned that the planned development it could include an extensive list of variations/deviations from the UDO. Mr. Griffin said he did not think they would be requesting any variations, but they plan to be more restrictive with certain uses such as restricting heavy manufacturing. Mr. Griffin added that if any of the future industrial users wanted outdoor storage, they would have to request a separate Special Use Permit per the UDO. Mr. Jelinek stated that if they wanted to include any more restrictive standards, they could include them in the planned development language. Chairman Carlson said if this project gets approved that he wants to see the UDO requirements met. He said he did not want to see any requests for variations on the residential portion of the development, especially as it relates to setbacks, lot coverage, and parking. Member Micklevitz agreed that he could not support this proposed project if any variations were to be requested unless it was for exceptional circumstances.

The Commission discussed the risk of potentially rezoning the property without fully developed site plans for each lot, especially the residential portion of the property. They noted that the property could be rezoned from R-1 to I and R-3, but then the Applicant (or others) could modify the development of each lot to other allowable uses in the R-3 District or Industrial District. There was discussion that Applicant intended to apply for a Planned Development.

Commissioner Micklevitz stated that the PZC would likely have more comments about the aesthetics of the various buildings when more information is available.

Mr. Griffin summarized the presentation and stated that the applicant will provide in any formal request updated final traffic counts in the traffic report, a Market Impact Analysis including a highest and best use report, and the results of conversations with Kane County and the City of Elgin about the maintenance of the necessary road improvements.

**E. NEW BUSINESS**

Director Hill stated that the Village Board reappointed Chairman Carlson, Member Garcia, and Member Watson to 2-year terms. She thanked them for being a part of the Planning and Zoning Commission.

**F. PUBLIC COMMENT**

No members of the public came forward to address the Commission.

**G. ADJOURNMENT**

Having no further business, Member Micklevitz made a motion to adjourn the regular meeting of the Planning and Zoning Commission, which was seconded by Member Watson. There was no further discussion of the motion. With a voice vote of all ayes and no nays, the motion CARRIED (5-0-0-2).

Chairman Carlson adjourned the meeting at 8:08 p.m.

Respectfully submitted,



Dione Stirmell  
Recording Secretary