

**CITY OF BELVIDERE  
PLANNING AND ZONING COMMISSION AGENDA  
Tuesday, August 9, 2022  
City Council Chambers  
401 Whitney Boulevard  
6:00 pm**

**ROLL CALL**

**Members:**

Paul Engelman, CHM  
Daniel Druckrey, VCHM  
Carl Gnewuch  
Robert Cantrell  
Art Hyland  
Alissa Maher  
Brad Anderson

**Staff:**

Gina DelRose, Community Development Planner  
Kim Whitt, Administrative Assistant

**MINUTES:** Approve the minutes of the July 12, 2022 meeting.

**PUBLIC COMMENT:**

**UNFINISHED BUSINESS:** None.

**NEW BUSINESS:**

**2022-18: Belvidere Retail, LLC (PP):** Application of Belvidere Retail, LLC for preliminary plat approval for Belvidere Retail Subdivision. The plat consists of 7 lots comprised of approximately 43 acres. Parts of PINs: 07-01-276-004 and 08-06-100-003  
**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2022-19: Belvidere Retail, LLC (FP):** Application of Belvidere Retail, LLC for final plat approval for Belvidere Retail Subdivision. The plat consists of 7 lots comprised of approximately 43 acres. Parts of PINs: 07-01-276-004 and 08-06-100-003  
**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2022-20: Belvidere Retail, LLC (MA-PB):** Application of Belvidere Retail, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner Donald K. Busch, Sr., 7301 W. Ridge lane, Cherry Valley, IL 61016 for a map amendment (rezoning) on approximately 23 acres north of I-90 between Tripp and Genoa Roads, Belvidere, IL from RH, Rural Holding District (pending annexation) to PB, Planned Business District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. Part of PINs: 07-01-276-004 and 08-06-100-003  
**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2022-21: Belvidere Retail, LLC (MA-PI):** Application of Belvidere Retail, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner Donald K. Busch, Sr., 7301 W. Ridge lane, Cherry Valley, IL 61016 for a map amendment (rezoning) on approximately 18 acres north of I-90 between Tripp and Genoa Roads, Belvidere, IL from RH, Rural Holding District (pending annexation) to PI, Planned Industrial District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. Part of PINs: 07-01-276-004 and 08-06-100-003  
**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2022-22: OM Belvidere Group, LLC (SU):** Application of OM Belvidere Group, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner Donald K. Busch, Sr., 7301 W. Ridge Lane, Cherry Valley, IL 61016 for a special use to permit a planned development in the PB, Planned Business District (pending rezoning approval) at the southwest corner of Genoa Road and Crystal Parkway, Belvidere, IL 61008. The planned development will allow for the following departures: Sections 150.105(C)(4)(B)(2) allowing for in-vehicle sales or service and indoor commercial entertainment (fueling station, drive-through lanes and video gaming), 150.704(F)(7) allowing for parking spaces smaller than 180 square feet (162 square feet), 150.707(3)(A) allowing for lighting levels greater than 0.50 foot-candles at the property line (6.9 foot-candles), 150.712(C)(3) allowing for a fence in the front yard greater than 4 feet tall (7 feet tall), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (125 feet tall, 1,650 square feet in size on south side of property), Table 150.1007(A)(1) allowing for a sign greater than 150 square feet (300 square feet on north side of property), Table 150.1007(B)(1) allowing for more than two signs per wall (4 signs per wall), 150.1010 allowing for off-site signage (on south side of property), 150.1012(A)(1) allowing a mural (on fueling station), and 150.904 Special Use Review and Approval Procedures). The planned development is being requested in order to construct a fueling center with drive-through restaurants, video gaming and a mural on proposed Lot 2 of the preliminary plat of Belvidere Retail Subdivision. Part of PINs: 08-06-100-003 and 07-01-276-004  
**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**OTHER BUSINESS:**

**DISCUSSION:**  
**Staff report**

**ADJOURNMENT**

**CITY OF BELVIDERE  
PLANNING AND ZONING COMMISSION**

**Minutes**

**Tuesday, July 12, 2022**

**City Council Chambers**

**401 Whitney Boulevard**

**6:00 pm`**

**ROLL CALL**

**Members Present:**

Paul Engelman, Chair  
Daniel Druckrey, Vice-Chair  
Alissa Maher  
Art Hyland  
Brad Anderson  
Carl Gnewuch

**Staff Present:**

Gina DelRose, Community Development Planner  
Catherine Crawford, Administrative Assistant  
Mike Drella, City Attorney

**Members Absent:**

Robert Cantrell

The meeting was called to order at 6:00 p.m.

**MINUTES:** It was moved and seconded (Maher/Hyland) to approve the minutes of the June 14, 2022 meeting. The motion carried with a 6-0 roll call vote.

**PUBLIC COMMENT:** None

**UNFINISHED BUSINESS:** None

**NEW BUSINESS:**

**2022-16: Ida Public Library (MA):** The Ida Public Library, 320 North State Street, Belvidere, IL 61008 is requesting a map amendment (rezoning) at 117 West Hurlbut Avenue, Belvidere IL 61008 from SR-6, Single-family Residential-6 District to I, Institutional District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. The subject property is approximately 9,000 square feet and is vacant.

The public hearing opened at 6:03 p.m.

Gina DelRose was sworn in. Ms. DelRose summarized the staff report dated July 5, 2022. Ms. DelRose stated the case was published in the Boone County Journal on June 23, 2022 and notifications were sent by certified mail to property owners within 250 feet of the subject property on June 21, 2022. The subject parcel was previously developed with the Youndt House which was granted local landmark status in 2004. The Ida Public Library purchased it in 2012 and in 2016 requested a Certificate of Appropriateness from the Belvidere Historic Preservation Commission

for its demolition. Due to the deteriorating condition of the residence, the Commission granted the request and the Youndt House was torn down.

The Ida Public Library owns 10 of the 11 parcels that comprise the block. The optical center is under private ownership. Of those 10 parcels, 7 are zoned Institutional. Two are zoned Neighborhood Business. The Library is requesting the sole residentially-zoned parcel to be rezoned to Institutional in order to allow it to be used for library purposes.

Land uses permitted by right in the Institutional District are not-for-profit recreational facilities such as gyms, swimming pools, libraries and museums. Schools, colleges, churches, nonprofit clubs and other similar land uses are also permitted. The property measures less than one acre which is too small to house many of the permitted land uses in the Institutional District. Parcels of this size are not likely to be developed as a single parcel development. They would most likely be developed in conjunction with other parcels. Such is the scenario for the Ida Public Library. Institutional land uses are land uses that have traditionally been located in or near residential areas.

The staff believes that the proposed rezoning and use for the subject site is not more intense than the other uses in the general area. The property is part of a larger development that has a significant history in Belvidere. The intent is not to construct a standalone building, which would be difficult due to the parcel's size, but to develop in conjunction with the adjacent property. This will allow the library to continue to meet the community's needs.

Prior to 2006, Institutional land uses were allowed in the residential districts. Now that there is a separate zoning district, even though they are commonly located in residential districts, there is a need for rezoning of such parcels to Institutional. The planning staff recommends approval of the rezoning of 117 West Hurlbut from SR-6 Single Family Residential to I, Institutional District.

The Chair invited questions from the Commission.

Carl Gnewuch asked for clarification of the maps provided in the staff report.

Gina DelRose stated they were maps of the current zoning of the neighborhood and a map of the Comprehensive Plan for the neighborhood.

Paul Engelman asked if the rezoning was precipitated by the Library or the City.

Gina DelRose said it was a bit of both. It was desired by the Library to "clean house" and make sure the parcels are all zoned within the same District. Ms. DelRose said there is also a desire by the Park District to request such rezonings, so that the zoning of all the entities they own are the same.

The Chair asked if members of the audience had questions for staff.

Tim Trueblood, a neighborhood resident, asked if the Library plans to build a pavilion on the subject property.

Gina DelRose said a pavilion is one of the projects being discussed. Such a project would need to have building permits and meet the zoning requirements.

Tim Trueblood asked if there would be a requirement in the zoning code for lighting.

Gina DelRose stated that parking lots require lighting, but pavilions do not; if the Library chooses to have security lighting present they would need to meet the zoning requirements for lighting which would be no greater than 0.5 foot candles at the property line.

Tim Trueblood stated the library parking lot is completely dark at night and there have been some concerns about this.

Gina DelRose suggested Mr. Trueblood speak to the Library Director, Mindy Long about the concerns regarding lighting.

Dawn Brooks, Ida Public Library representative, was sworn in. Ms. Brooks stated that the pavilion is a possibility and the Library wishes to hold outdoor activities. A grant has been applied for, but the rezoning would allow the parcel to be ready for future projects.

Carl Gnewuch asked if the parcel might become a gathering place in a negative way.

Dawn Brooks stated the Director wishes to provide security lighting and cameras to forestall such a possibility.

The public hearing was closed at 6:16 p.m.

There was no discussion held.

It was moved and seconded (Gnewuch/Maher) to recommend approval of Case 2022-16. The motion carried with a 6-0 roll call vote.

Gina DelRose stated the case would go to City Council on July 18, 2022 and on August 1, 2022 for a second reading and final vote.

**OTHER BUSINESS:** None

**DISCUSSION:** None

**Staff Report**

Gina DelRose stated the next meeting will include five cases and will be held during the Boone County Fair week. Ms. DelRose asked for full attendance of commission members.

Gina DelRose stated that a broadband survey is available for Boone County and City residents to complete. The survey seeks to determine actual upload/download speeds residents are experiencing. There is a state grant to help improve broadband service in rural areas. Ms. DelRose stated Boone County is partnering with Lee, Ogle and Putnam Counties in the grant process as one of the only multi-county applicants.

Gina DelRose stated that the administrative assistant will be leaving soon and interviews to fill the position will be held this week.

**ADJOURNMENT:**

The meeting adjourned at 6:24 p.m.

**Recorded by:**

**Reviewed by:**

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Cathy Crawford  
Administrative Assistant

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Gina DelRose  
Community Development Planner

**CITY OF BELVIDERE**

*Community Development*



**BUILDING DEPARTMENT**

**PLANNING DEPARTMENT**

**401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789**

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August 3, 2022

**ADVISORY REPORT**

**CASE NUMBER:** 2022-18      **APPLICANT:** Belvidere Retail Subdivision, Preliminary Plat

**REQUEST:**

The applicant is requesting preliminary plat approval of the 7-lot Belvidere Retail Subdivision.

**LOCATION AND DESCRIPTION OF SITE:**

The subject property is north of I-90 between Tripp and Genoa Roads. It is approximately 43 acres in size and is vacant (see attached aerial photo). Part of PINs: 08-06-100-003 and 07-01-276-004

**BACKGROUND:**

In addition to the preliminary plat request, the applicant has also applied for annexation, rezoning (to both the Planned Business and Planned Industrial Districts) and final plat approval for Belvidere Retail Subdivision. Another entity is requesting a special use for a planned development on Lot 2 of the subdivision. The subdivision will allow for the completion of Crystal Parkway from Tripp Road to Genoa Road. Of the seven proposed lots, six of them would be buildable and one would be a non-buildable water detention area containing wetlands and an existing sanitary sewer easement that will be vacated. The existing water main that runs south of Crystal Parkway will be relocated into the newly created right-of-way.

The intersection of Genoa Road and Crystal Parkway already exists. A stub road was constructed in the early 2000's while the Gateway Center commercial development was being constructed. A traffic impact study was conducted based on the proposed subdivision plat and anticipated businesses.

A request for comments was sent to 20 departments, agencies, or other parties. Comments received were either addressed by the applicant or have been incorporated into the recommended conditions of approval.

**SUMMARY OF FINDINGS:**

Provided that the suggested conditions of approval are met, the Preliminary Plat of Belvidere Retail Subdivision is in conformance with the City of Belvidere's Subdivision Code and Zoning Ordinances.

## 2022-18; Belvidere Retail Subdivision Preliminary Plat

### RECOMMENDATION:

Planning staff recommends the **approval** of the preliminary plat for Belvidere Retail Subdivision (case number **2022-18**) subject to the following conditions:

1. The plat shall accurately reflect the existing location boundaries of the Crystal Parkway right-of-way.
2. The existing Crystal Parkway right-of-way shall be called out separately than the newly platted right-of-way. The newly platted right-of-way shall have a note stated "Hereby dedicated as right-of-way."
3. Ownership and maintenance responsibility of the detention areas must be included in the final plats.
4. Per Section 151.25(b)(1) of the Belvidere Subdivision Code, names of all current adjoining property owners (including east of Genoa Road) shall be included on the plat.
5. Per Sections 151.25(b)(4) and 151.25(b)(15) of the Belvidere Subdivision Code, the following easements shall be depicted and explained:
  - a. The cross access easement for Lots 3-5
  - b. The realignment of the new watermain
  - c. Utility easements
  - d. The building setback lines shall be removed
6. Per Section 151.25(b)(10) of the Belvidere Subdivision Code, a subsurface drainage study shall be completed and submitted for review.
7. Per Section 151.25(b)(14) of the Belvidere Subdivision Code, outlots (such as Lot 7) shall be lettered, not numbered.
8. All public improvements shall be completed in accordance with approved construction plans for the development. An engineer's estimate of cost for the public improvements to be completed as a part of this project shall be submitted along with the construction plans for the development.
9. A Performance Bond or Letter-of-Credit is required for all public improvements on forms provided by the City and must be submitted prior to the recording of the Final Plat or prior to the approval and release of the construction plans for the development by the Director of Public Works.
10. A construction inspection fee in the amount of three percent of the approved engineer's estimate of costs for the public improvements must be paid to the City Clerk prior to approval and release of the construction plans for the development by the Director of Public Works.
11. Prior to approval of the Final Plat for this subdivision, the developer shall pay all normal, customary and standard permit, inspection, tap-on, connection, recapture, basin and other fees that are required but the City at the time of Final Plat submittal.
12. The plat shall be in compliance with all applicable codes, ordinances, and agreements.

**Submitted by:**

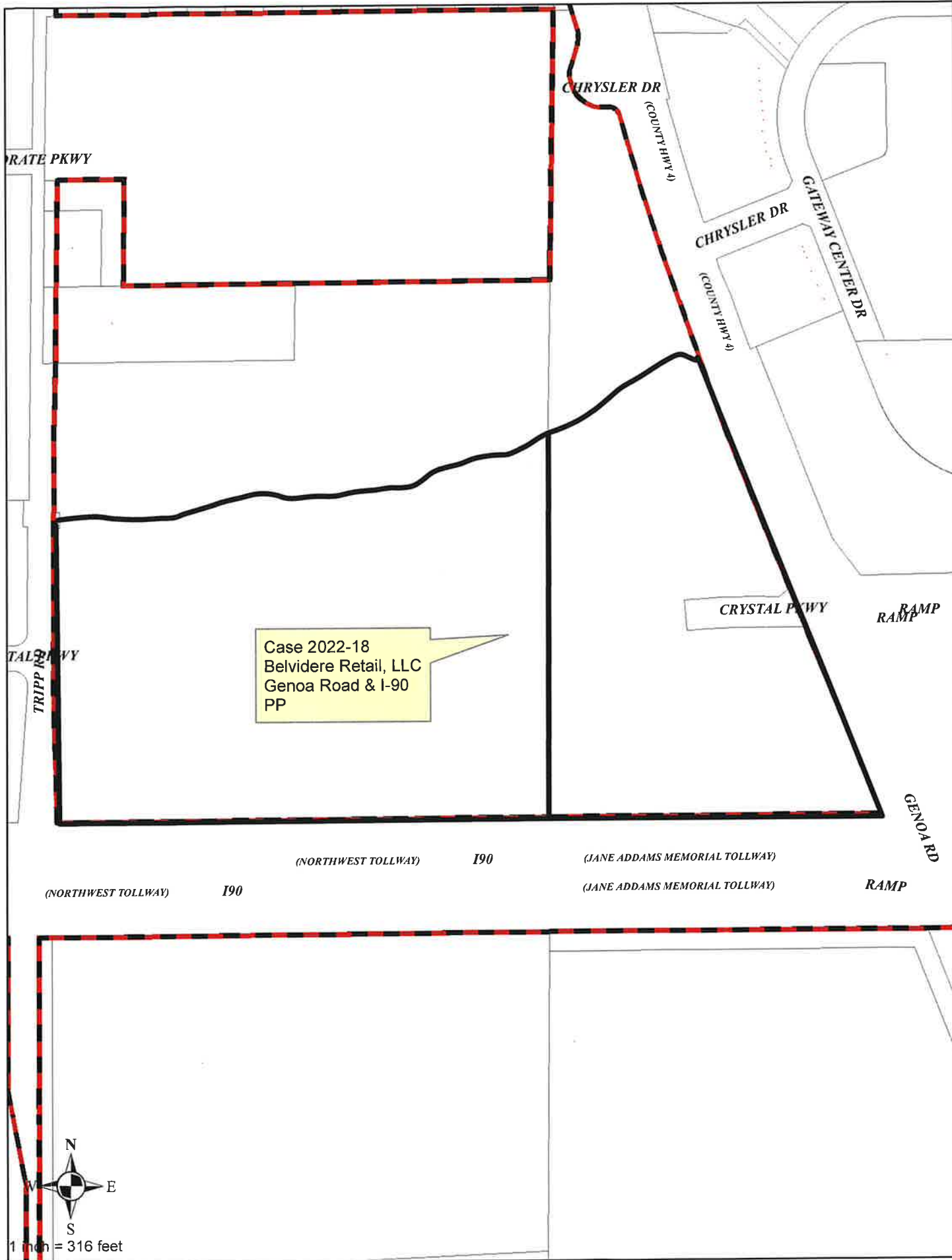
  
\_\_\_\_\_  
Gina DelRose  
Community Development Planner



## **2022-18; Belvidere Retail Subdivision Preliminary Plat**

### **ATTACHMENTS**

1. Location Map by Planning Staff.
2. Aerial Photo with Platting by Planning Staff.
3. Letter from Boone County Highway Engineer, Justin Krohn, July 28, 2022
4. Letter from Hampton, Lenzini and Renwick, Inc., Randy Newkirk, August 2, 2022.
5. Memo from Belvidere Public Works Department, Brent Anderson, August 3, 2022.
6. Preliminary Plat for Belvidere Retail Subdivision by C.E.S. Inc. dated June 16, 2022.



TRATE PKWY

CHRYSLER DR

(COUNTY HWY 4)

CHRYSLER DR

GATEWAY CENTER DR

(COUNTY HWY 6)

CRYSTAL PKWY

RAMP

Case 2022-18  
Belvidere Retail, LLC  
Genoa Road & I-90  
PP

TAL PKWY

TRIPP RD

GENOA RD

(NORTHWEST TOLLWAY)

I90

(JANE ADDAMS MEMORIAL TOLLWAY)

(NORTHWEST TOLLWAY)

I90

(JANE ADDAMS MEMORIAL TOLLWAY)

RAMP



1 inch = 316 feet



Case 2022-18  
Belvidere Retail, LLC  
Genoa Road & I-90  
PP

ORATE PKWY

TALBOTT PKWY  
TRIPP RD

CHRYSLER DR

CHRYSLER DR

GATEWAY CENTER DR

CRYSTAL PKWY

RAMP

GENOA RD

(NORTHWEST TOLLWAY)

190

(JANE ADDAMS MEMORIAL TOLLWAY)

(NORTHWEST TOLLWAY)

190

(JANE ADDAMS MEMORIAL TOLLWAY)

RAMP



316 feet



## BOONE COUNTY HIGHWAY DEPARTMENT

9759 Illinois Route 76  
Belvidere, Illinois 61008

JUSTIN D. KROHN, P.E.  
COUNTY ENGINEER

OFFICE 815-544-2066  
jkrohn@boonecountyil.gov

July 28, 2022

City of Belvidere  
401 Whitney Blvd. Suite 300  
Belvidere, IL 61008

Attn: Gina DelRose, Community Development Planner

RE: 2022-18; Belvidere Retail Subdivision (Preliminary Plat)

In response to the letter dated July 19, 2022, Boone County Highway Department objects to the proposed 2022-18 Belvidere Retail Subdivision Preliminary Plat as presented. The proposed Preliminary Plat designates lots that are "land locked" as access from Genoa Road is not approved.

If you have any questions or need additional information please call the Boone County Highway Department.

Thank you,

A handwritten signature in blue ink, appearing to read "Justin Krohn", is written over a blue horizontal line.

Justin Krohn, P.E.  
Boone County Engineer



## Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists  
www.hltrengineering.com

August 2, 2022

Brent Anderson  
Director of Public Works  
401 Whitney Blvd. Suite 200  
Belvidere, IL 61008

### RE: Crystal Parkway at Genoa Road

Dear Brent,

#### Preliminary Plat

(1) GIS shows a partial dedication of Crystal Parkway at Genoa Road. Current geometry does not reflect this dedication nor is it noted on the preliminary plat.

#### Final Plat

(1) GIS shows a partial dedication of Crystal Parkway at Genoa Road. Current geometry does not reflect this dedication nor is it noted on the final plat. If this dedication exists it needs to show and noted on the plat.

(2) There is an existing watermain easement running parallel with Genoa Road and noted on the preliminary plat. Needs to be shown on final plat with recording information.

(3) Label Crystal Parkway as hereby dedicated.

(3) Need to show existing sanitary sewer easement with recording information running thru Lot 7 and if it has been vacated show easement with vacation document number.

(4) There is an existing 12" watermain across proposed Lots 1 and 2. This should be in an easement. If an easement exists for the watermain show it with recording information. If not, an easement needs to be created around it and shown on the plat.

(5) There is no easement language for the proposed Lot 7 detention area. The easement provision certificate does not cover this area. Add easement certificate to cover this.

If the surveyor has any questions to contact Eric Haglund at ehaglund@hlreng.com or 847-697-6700.

Yours truly,

**HAMPTON, LENZINI AND RENWICK, INC.**

Randy Newkirk, PE  
Design Engineering Manager

380 Shepard Drive  
1401 Timber Drive, Unit 1  
Elgin, Illinois 60123-7010  
Tel. 847.697.6700  
Fax 847.697.6753

380 N. Terra Cotta Road  
Unit G  
Crystal Lake, Illinois 60014  
Tel. 847.697.6700  
Fax 847.697.6753

3085 Stevenson Drive  
Suite 201  
Springfield, Illinois 62703  
Tel. 217.546.3400  
Fax 217.546.8116

323 West 3rd Street  
P.O. Box 160  
Mt Carmel, Illinois 62863  
Tel. 618.262.8651  
Fax 618.263.3327

# Memo

**To:** Gina DelRose, Community Development Planner  
**From:** Brent Anderson, Director of Public Works  
**Date:** 8/3/2022  
**Re:** Review of Preliminary Plat – Belvidere Retail Subdivision (Case No. 2022-18)

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Having reviewed the above Plat, I offer the following comments:

1. All public improvements shall be completed in accordance with approved construction plans for the development. An engineer's estimate of cost for the public improvements to be completed as a part of this project shall be submitted along with the construction plans for the development.
2. A Performance Bond or Letter-of-Credit is required for all public improvements on forms provided by the City and must be submitted prior to recording of the Final Plat or approval and release of the construction plans for the development by the Director of Public Works.
3. A construction inspection fee in the amount of three percent of the approved engineer's estimate of cost for the public improvements must be paid to the City Clerk prior to approval and release of the construction plans for the development by the Director of Public Works.
4. Prior to approval of the Final Plat for this subdivision, the developer shall pay all normal, customary, and standard permit, inspection, tap-on, connection, recapture, basin, and other fees that are required by the City at the time of Final Plat submittal.
5. Ownership and maintenance responsibility of the detention areas must be included in the final plats.

All other provisions of the subdivision control ordinance will be required unless specifically waived by the City Council.

# PRELIMINARY PLAT OF BELVIDERE RETAIL SUBDIVISION

## LEGEND

- BOUNDARY OF PROPERTY
- SECTION LINE
- ROAD RIGHT-OF-WAY LINE
- BUILDING SETBACK LINE
- DRAINAGE EASEMENT LINE
- UTILITY EASEMENT LINE
- SANITARY SEWER EASEMENT LINE
- RAILROAD EASEMENT LINE
- BUSINESS EASEMENT LINE
- ROAD CENTERLINE
- ▲ FOUND STONE
- FOUND ROADWAY SHAPE
- FOUND MONUMENT
- SET BACK MON. W/ 1' RAILROAD SPRAY
- SET BACK MON. (E.O.C.)
- SETBACK DISTANCE AS MEASURED
- E.O.C. MONUMENT

LAND OWNER: BUCH, DONALD K SR  
ADDRESS: 7301 WEST ROUGE LN  
CHERRY VALLEY, IL 61016-8815

PROPERTY LINES OUTSIDE OF THE  
BOUNDARY OF THE SUBDIVISION ARE  
BASED ON GIS GRAPHICS.

NO UPSTREAM DRAIN TILES TO BE  
DISTURBED WITH THIS DEVELOPMENT.

SEE CONSTRUCTION PLANS FOR FINAL  
DISPOSITION OF EXISTING WATERMAIN

APPROVED BY THE BELVIDERE PLANNING COMMISSION

CHAIRMAN \_\_\_\_\_ DATE \_\_\_\_\_

I-90 ENTRANCE-EXIT RAMPS

Contours  
10' 20' 30'



**SURVEYTECH**  
A DIVISION OF C.E.S. INC.  
AND HOLD AN OPEN PROFESSIONAL LICENSE TO PRACTICE  
SURVEYING IN THE STATE OF ILLINOIS  
100 W. WASHINGTON ST., ROCKFORD, ILLINOIS 61101  
(815) 398-2021 FAX: (815) 398-2022

**"Belvidere Retail Subdivision"**

DATE: 8/1/2012 SCALE: 1" = 100' DRAWN BY: JEM  
CHECKED BY: JEM

18 800-440-0000 4748 10/18/11 800-440-0000

NORTHEAST CORNER  
LOT 14

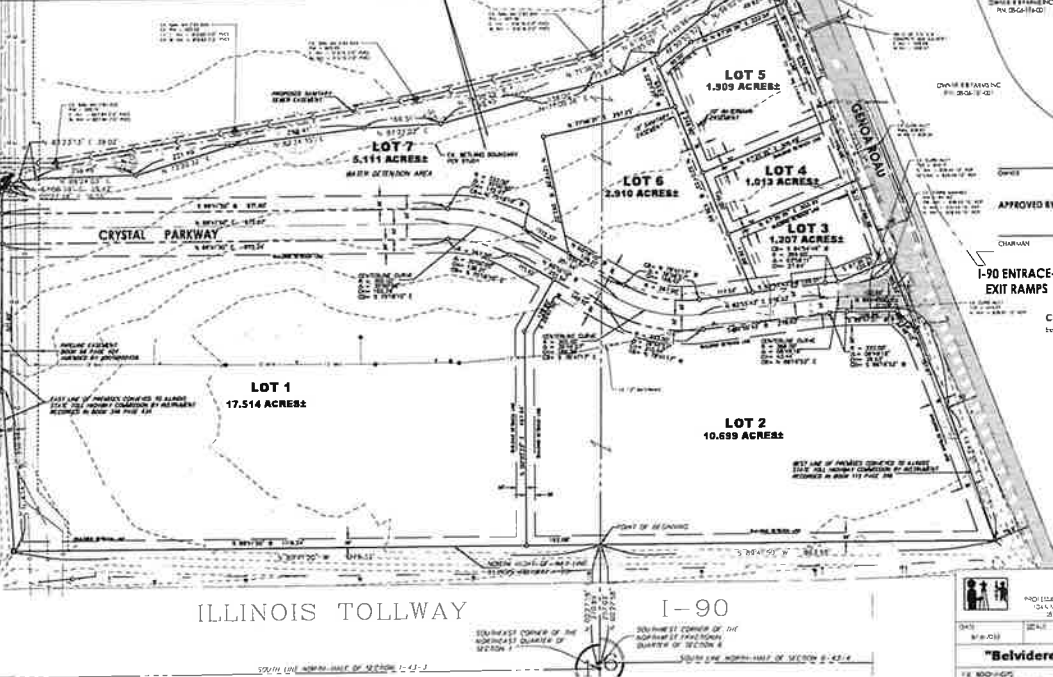
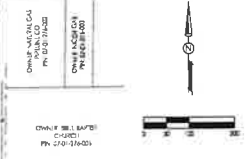
QUIT CLAIM  
DOC NO 2018R02767

14  
CORPORATE PARK

CRYSTAL PARKWAY

PLAT NO 2 SAGER

OWNER: CUMMINS, LLC  
PH: 815-233-3300



ILLINOIS TOLLWAY I-90

SOUTHWEST CORNER OF THE  
SOUTHWEST QUARTER OF SECTION 8

SOUTHWEST CORNER OF THE  
SOUTHWEST QUARTER OF SECTION 8

SOUTH LINE NORTH-HALF OF SECTION 8-22-E

PREPARED BY SURVEYTECH, A DIVISION OF C.E.S. INC., 100 W. WASHINGTON ST., ROCKFORD, ILLINOIS 61101, (815) 398-2021

**CITY OF BELVIDERE**

*Community Development*



**BUILDING DEPARTMENT**

**PLANNING DEPARTMENT**

**401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789**

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August 3, 2022

**ADVISORY REPORT**

**CASE NUMBER:** 2022-19

**APPLICANT:** Belvidere Retail Subdivision, Final Plat

**REQUEST:**

The applicant is requesting final plat approval of the 7-lot Belvidere Retail Subdivision.

**LOCATION AND DESCRIPTION OF SITE:**

The subject property is north of I-90 between Tripp and Genoa Roads. It is approximately 43 acres in size and is vacant (see attached aerial photo). Part of PINs: 08-06-100-003 and 07-01-276-004

**BACKGROUND:**

In addition to the final plat request, the applicant has also applied for annexation, rezoning (to both the Planned Business and Planned Industrial Districts) and a preliminary plat for Belvidere Retail Subdivision. Another entity has applied for a special use for a planned development on Lot 2 of the subdivision. The subdivision will allow for the completion of Crystal Parkway from Tripp Road to Genoa Road. Of the seven proposed lots, six of them would be buildable and one would be a non-buildable outlot containing wetlands and a current sanitary sewer easement that will be vacated.

The intersection of Genoa Road and Crystal Parkway already exists. A stub road was constructed in the early 2000's while the Gateway Center commercial development was being constructed. A traffic impact study was completed to ensure that Crystal Parkway is constructed in a manner suitable for development of the subdivision.

A request for comments was sent to 20 departments, agencies, or other parties. Comments received were either addressed by the applicant or have been incorporated into the recommended conditions of approval.

**SUMMARY OF FINDINGS:**

Provided that the suggested conditions of approval are met, the Final Plat of Belvidere Retail Subdivision is in conformance with the City of Belvidere's Subdivision Code and Zoning Ordinances.



**RECOMMENDATION:**

Planning staff recommends the **approval** of the preliminary plat for Busch Business Park (case number **2022-19**) subject to the following conditions:

1. The plat shall accurately reflect the existing location boundaries of the Crystal Parkway right-of-way.
2. The existing Crystal Parkway right-of-way shall be called out separately than the newly platted right-of-way. The newly platted right-of-way shall have a note stated "Hereby dedicated as right-of-way."
3. The preliminary plat depicts an existing watermain easement running parallel with Genoa Road. This easement shall also be reflected on the final plat along with recording information.
4. If the existing sanitary sewer easement running through Lot 7 has been vacated then it needs to be stated as such with recording information. If it has not been vacated then it needs to be depicted with recording information.
5. It shall be depicted that the 12-inch watermain running through lots 1 and 2 is being relocated to within the newly dedicated Crystal Parkway right-of-way.
6. The easement provision certificate shall be revised to address the detention area on Lot 7.
7. Sidewalks will be required to be installed along all public right-of-ways adjacent to the plat.
8. A drainage overlay shall be submitted.
9. The cross access easement for Lots 3-5 shall be depicted with an explanation of purpose.
10. The building setback lines shall be removed.
11. Utility and drainage easements shall be depicted on individual lots.
12. Lot 7 shall be renamed outlot A.
13. A stormwater detention easement will need to be provided for the detention pond on Lot 2.
14. Per Appendix A of the Subdivision Code, the Public Works Department certificate block is required.
15. The Planning Commission certificate block shall be removed.
16. All public improvements shall be completed in accordance with approved construction plans for the development. An engineer's estimate of cost for the public improvements to be completed as a part of this project shall be submitted along with the construction plans for the development.
17. A Performance Bond or Letter-of-Credit is required for all public improvements on forms provided by the City and must be submitted prior to the recording of the Final Plat or prior to the approval and release of the construction plans for the development by the Director of Public Works.
18. A construction inspection fee in the amount of three percent of the approved engineer's estimate of costs for the public improvements must be paid to the City Clerk prior to approval and release of the construction plans for the development by the Director of Public Works.
19. Unless other arrangements are approved by the City Council, the developer shall pay all normal, customary, and standard permit, inspection, tap-on, connection, recapture, basin, and other fees that are required by the City prior to signing the Final Plat for this subdivision.
20. A stormwater maintenance agreement between the applicant and the City is required prior to the recording of the final plat or issuance of a building permit. The agreement will guarantee that the applicant and all future owners of the property will maintain its stormwater drainage system.

21. The plat shall be in compliance with all applicable codes, ordinances, and agreements.

**Submitted by:**

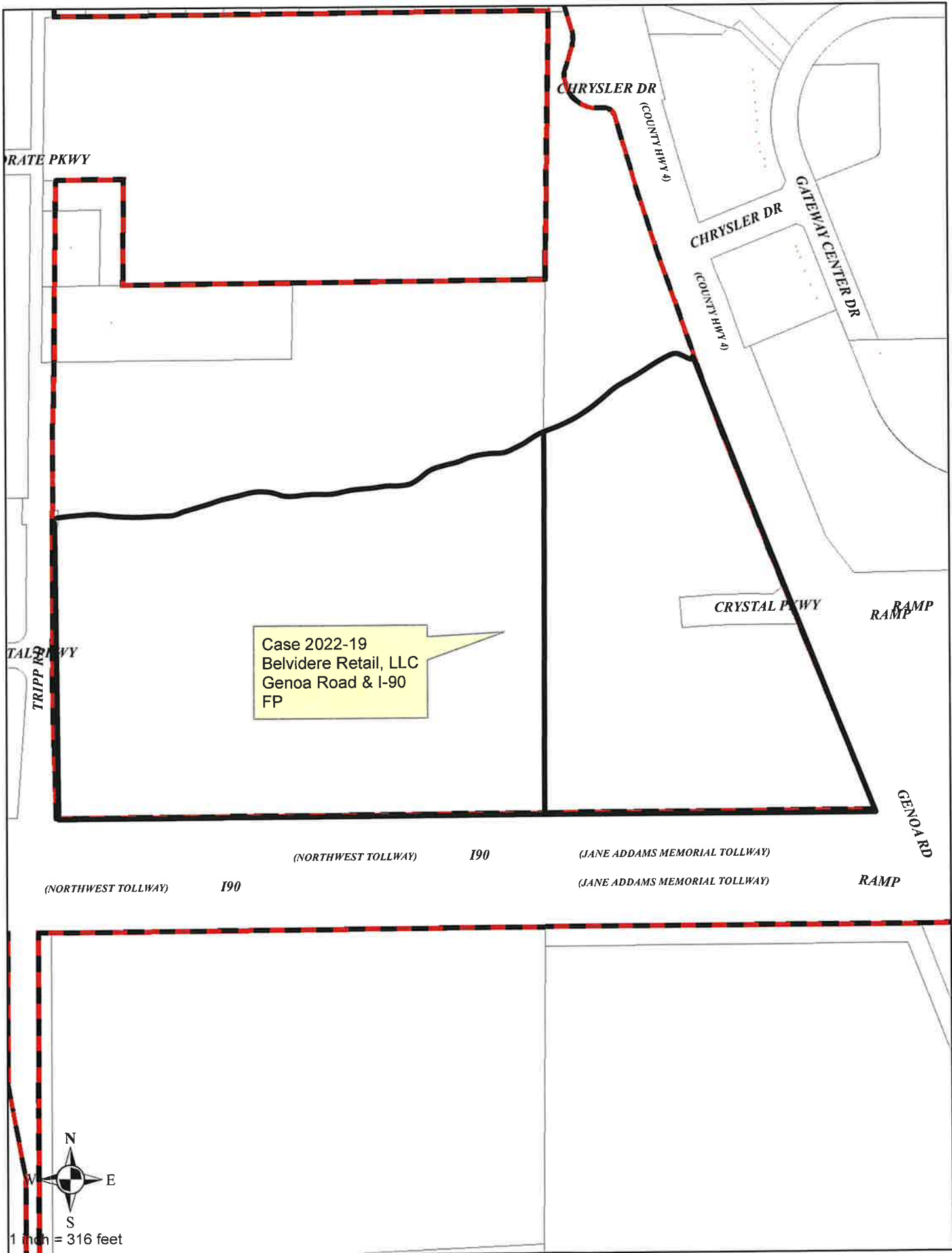


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Gina DelRose  
Community Development Planner

**ATTACHMENTS**

1. Location Map by Planning Staff.
2. Aerial Photo with Platting by Planning Staff.
3. Letter from Boone County Highway Department, Justin Krohn, July 28, 2022
4. Letter from Hampton, Lenzini and Renwick, Inc., Randy Newkirk, August 2, 2022.
5. Memo from Belvidere Public Works Department, Brent Anderson, August 3, 2022.
6. Final Plat for Belvidere Retail Subdivision by C.E.S. Inc. dated June 16, 2022.



Case 2022-19  
Belvidere Retail, LLC  
Genoa Road & I-90  
FP

RATE PKWY

CHRYSLER DR  
(COUNTY HWY 4)

CHRYSLER DR

GATEWAY CENTER DR

(COUNTY HWY 4)

TAL HWY  
TRIPP HWY

CRYSTAL PKWY

RAMP

GENOA RD

(NORTHWEST TOLLWAY)

I90

(JANE ADDAMS MEMORIAL TOLLWAY)

(NORTHWEST TOLLWAY)

I90

(JANE ADDAMS MEMORIAL TOLLWAY)

RAMP



1 inch = 316 feet



Case 2022-19  
Belvidere Retail, LLC  
Genoa Road & I-90  
FP

N  
E  
S  
W  
1 inch = 316 feet



## BOONE COUNTY HIGHWAY DEPARTMENT

9759 Illinois Route 76  
Belvidere, Illinois 61008

JUSTIN D. KROHN, P.E.  
COUNTY ENGINEER

OFFICE 815-544-2066  
jkrohn@boonecountyil.gov

July 28, 2022

City of Belvidere  
401 Whitney Blvd. Suite 300  
Belvidere, IL 61008

Attn: Gina DelRose, Community Development Planner

RE: 2022-19; Belvidere Retail Subdivision (Final Plat)

In response to the letter dated July 19, 2022, Boone County Highway Department objects to the proposed 2022-19 Belvidere Retail Subdivision Final Plat as presented. The proposed Final Plat will plat lots that are "land locked" as access from Genoa Road is not approved.

If you have any questions or need additional information please call the Boone County Highway Department.

Thank you,

Justin Krohn, P.E.  
Boone County Engineer



**Hampton, Lenzini and Renwick, Inc.**  
Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists  
www.hltrengineering.com

August 2, 2022

Brent Anderson  
Director of Public Works  
401 Whitney Blvd. Suite 200  
Belvidere, IL 61008

**RE: Crystal Parkway at Genoa Road**

Dear Brent,

**Preliminary Plat**

(1) GIS shows a partial dedication of Crystal Parkway at Genoa Road. Current geometry does not reflect this dedication nor is it noted on the preliminary plat.

**Final Plat**

- (1) GIS shows a partial dedication of Crystal Parkway at Genoa Road. Current geometry does not reflect this dedication nor is it noted on the final plat. If this dedication exists it needs to show and noted on the plat.
- (2) There is an existing watermain easement running parallel with Genoa Road and noted on the preliminary plat. Needs to be shown on final plat with recording information.
- (3) Label Crystal Parkway as hereby dedicated.
- (3) Need to show existing sanitary sewer easement with recording information running thru Lot 7 and if it has been vacated show easement with vacation document number.
- (4) There is an existing 12" watermain across proposed Lots 1 and 2. This should be in an easement. If an easement exists for the watermain show it with recording information. If not, an easement needs to be created around it and shown on the plat.
- (5) There is no easement language for the proposed Lot 7 detention area. The easement provision certificate does not cover this area. Add easement certificate to cover this.

If the surveyor has any questions to contact Eric Haglund at ehaglund@hlreng.com or 847-697-6700.

Yours truly,

**HAMPTON, LENZINI AND RENWICK, INC.**

Randy Newkirk, PE

Design Engineering Manager

380 Shepard Drive  
1401 Timber Drive, Unit 1  
Elgin, Illinois 60123-7010  
Tel. 847.697.6700  
Fax 847.697.6753

380 N. Terra Cotta Road  
Unit G  
Crystal Lake, Illinois 60014  
Tel. 847.697.6700  
Fax 847.697.6753

3085 Stevenson Drive  
Suite 201  
Springfield, Illinois 62703  
Tel. 217.546.3400  
Fax 217.546.8116

323 West 3rd Street  
P.O. Box 160  
Mt Carmel, Illinois 62863  
Tel. 618.262.8651  
Fax 618.263.3327

# Memo

**To:** Gina DelRose, Community Development Planner  
**From:** Brent Anderson, Director of Public Works  
**Date:** 8/3/2022  
**Re:** Review of Final Plat – Belvidere Retail Subdivision (Case No. 2022-19)

---

Having reviewed the above Plat, I offer the following comments:

1. All public improvements shall be completed in accordance with approved construction plans for the development. An engineer's estimate of cost for the public improvements to be completed as a part of this project shall be submitted along with the construction plans for the development.
2. A Performance Bond or Letter-of-Credit is required for all public improvements on forms provided by the City and must be submitted prior to recording of the Final Plat or approval and release of the construction plans for the development by the Director of Public Works.
3. A construction inspection fee in the amount of three percent of the approved engineer's estimate of cost for the public improvements must be paid to the City Clerk prior to approval and release of the construction plans for the development by the Director of Public Works.
4. Unless other arrangements are approved by the City Council, the developer shall pay all normal, customary, and standard permit, inspection, tap-on, connection, recapture, basin, and other fees that are required by the City prior to signing of the Final Plat for this subdivision.
5. A drainage overlay must be included as part of the Final Plat.
6. A stormwater maintenance agreement between the applicant and the City is required prior to recording of the final plat or issuance of a building permit. The agreement will guarantee that the applicant and all future owners of the property will maintain its stormwater drainage system.

All other provisions of the subdivision control ordinance will be required unless specifically waived by the City Council.







**CITY OF BELVIDERE**  
*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

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401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

---

August 2, 2022

## ADVISORY REPORT

**CASE NO:** 2022-20

**APPLICANT:** Belvidere Retail, LLC, Genoa/Tripp/I-90 (RZ-PB)

**REQUEST AND LOCATION:**

The applicant, Belvidere Retail, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner Donald K. Busch, Sr., 7301 W. Ridge lane, Cherry Valley, IL 61016 is requesting a map amendment (rezoning) north of I-90 between Tripp and Genoa Roads, Belvidere, IL from RH, Rural Holding District (pending annexation) to PB, Planned Business District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. The subject is approximately 23 acres and vacant (Part of PINs: 07-01-276-004 and 08-06-100-003).

**BACKGROUND:**

The property is pending annexation into the City of Belvidere. According to the City of Belvidere Zoning Ordinance, all property annexed into the City is zoned RH, Rural Holding District until properly rezoned by ordinance. In conjunction with the petition of annexation for the subject property, the applicant has petitioned for a rezoning to planned business and planned industrial, a preliminary plat of subdivision and a final plat of subdivision. Another applicant has applied for a special use for a commercial development on a portion of the subject property.

Sager Corporate Park which is located on the west side of Tripp Road was annexed into the City in 1990 and began development in 1996. Crystal Parkway currently dead ends at the Tripp Road border of the subdivision. Upon rezoning and development of the subject property, Crystal Parkway will be completed and developed eastward until it connects to the Genoa Road Interchange. In the early 2000's there was a stub road constructed at the interchange in anticipation of Crystal Parkway being fully developed.

The Boone County Soil and Water Conservation District's NRI Report 1655 provided a favorable opinion of the change of zoning for the subject property. The Boone County Soil and Water Conservation District notes that future development should be aware of some soil limitations and potential agricultural tiles.

**FINDINGS OF FACT:**

Per Section 150.903 (D) of the City of Belvidere Zoning Ordinance, the criteria for granting an Amendment of the Official Zoning Map are as follows:

**A. Existing uses and intensities of property within the general area of the property in question.**

Findings:

**Subject property:** Vacant

**North:** Row Crop Production

**South:** I-90 and Row Crop Production

**West:** Row Crop Production and Vacant

**East:** Multi-tenant Commercial and Row Crop Production

The subject property is located along the southern edge of the City of Belvidere, north of I-90 between Tripp and Genoa Roads. Nearby property that has yet to be annexed into the City as well as properties not developed yet are in row crop production. To the west of Tripp Road are several industrial buildings and to the east of Genoa Road is a large commercial development with multiple out lots.

**B. The zoning classification of property within the general area of the property in question.**

Findings:

**Subject property:** RH, Rural Holding District (pending annexation)

**North:** A-1, Agricultural Preservation Area District (county)

**South:** RH, Rural Holding District (pending annexation and pending rezoning to Planned Industrial District) and A-1, Agricultural Preservation Area District (county)

**West:** PI, Planned Industrial District and RH, Rural Holding District (pending annexation and pending rezoning to Planned Industrial District)

**East:** PB, Planned Business District and A-1, Agricultural Preservation Area District

The planned business zoning allows for office, professional services and commercial land uses. Land uses that are more intense such as bars and vehicle orientated businesses are permitted by special use approval. The Planned Industrial District allows for professional services and light industrial land uses. Commercial and more intense industrial land uses are permitted by special use approval. As such, the proposed rezoning to Planned Business District is compatible with the existing area and will assist in promoting growth.

**C. The suitability of the property in question for the uses permitted under the existing zoning classification.**

Findings: The property is suitable for the existing zoning classification in its current state with the existing improvements located on the subject property.

The existing use on the subject property is suitable for the Rural Holding District. However, the location of the property and nearby infrastructure lends itself to commercial development. By rezoning the subject property to a more appropriate district, when improvements are made, the site will be more compatible with the surrounding area.

**D. The trend of development, if any, in the general area of the property in question, including changes (such as the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes), if any, that may have taken place since the day the property in question was placed in its present zoning**

**classification and that make the property more appropriate for a different zoning district.**

The subject property was placed into the default Rural Holding District zoning classification upon approval of an annexation with the city, however, the anticipated improvements and land uses as noted in the annexation agreement are at a greater intensity than the “rural community character” that the Rural Holding District encourages. The proximity of the Genoa Road interchange and Sager Corporate Park encourages the trend of commercial and industrial development in the area.

**E. Whether the proposed amendment is consistent with the plans and policies of the Comprehensive plan adopted by the City**

Findings: The proposed rezoning is consistent with the plans and policies of the Comprehensive Plan adopted by the City.

The subject property is designated as “Planned Business” by the City of Belvidere Comprehensive Plan, adopted July 15, 1999. The Planned Business map category encourages high quality indoor commercial, office and institutional land uses, with generous landscaping and limited signage. The applicant wishes to rezone to planned business in compliance with the Plan. Any development will need to be in compliance with the zoning ordinance which furthers the goals of the Plan.

**F. Whether the proposed Official Zoning Map amendment furthers the purposes of the Zoning Ordinance and the applicable rules and regulations of the State of Illinois and the Federal Emergency Management Agency (FEMA).**

Findings: The proposed Official Zoning Map amendment will further the purposes of this Chapter and the applicable rules and regulations of the State of Illinois and the Federal Emergency Management Agency (FEMA).

The subject property is currently vacant, in accord with Boone County regulations. The rezoning will help bring the property in line with the City of Belvidere’s regulations. All future development will be required to adhere to all applicable codes and ordinances in addition to advised recommendations for development that may be provided by agencies at a later date.

**G. Whether a mistake was made in mapping on the Official Zoning Map or if an area is developing in a manner and purpose different from that for which it is mapped.**

Findings: Properties are automatically zoned Rural Holding District upon annexation. This zoning district acts as a holding place until the property can be properly rezoned to an industrial, commercial or residential district.

**SUMMARY:**

The planning staff believes that the proposed rezoning for the subject site is not more intense than the other developed uses in the general area. The development of the subject property includes the completion of Crystal Parkway which will benefit neighboring properties as well.

The Planned Business District requirements will limit the intensity of permitted land uses, aesthetics of new construction and the size of development. These regulations will lessen any negative impacts the rezoning may cause to the area.

**RECOMMENDATION:**

The Planning staff recommends the approval of case number 2022-20 to rezone approximately 23 acres between Tripp and Genoa Roads, north of I-90 from RH, Rural Holding District (pending annexation) To PB, Planned Business District.

**Submitted by:**



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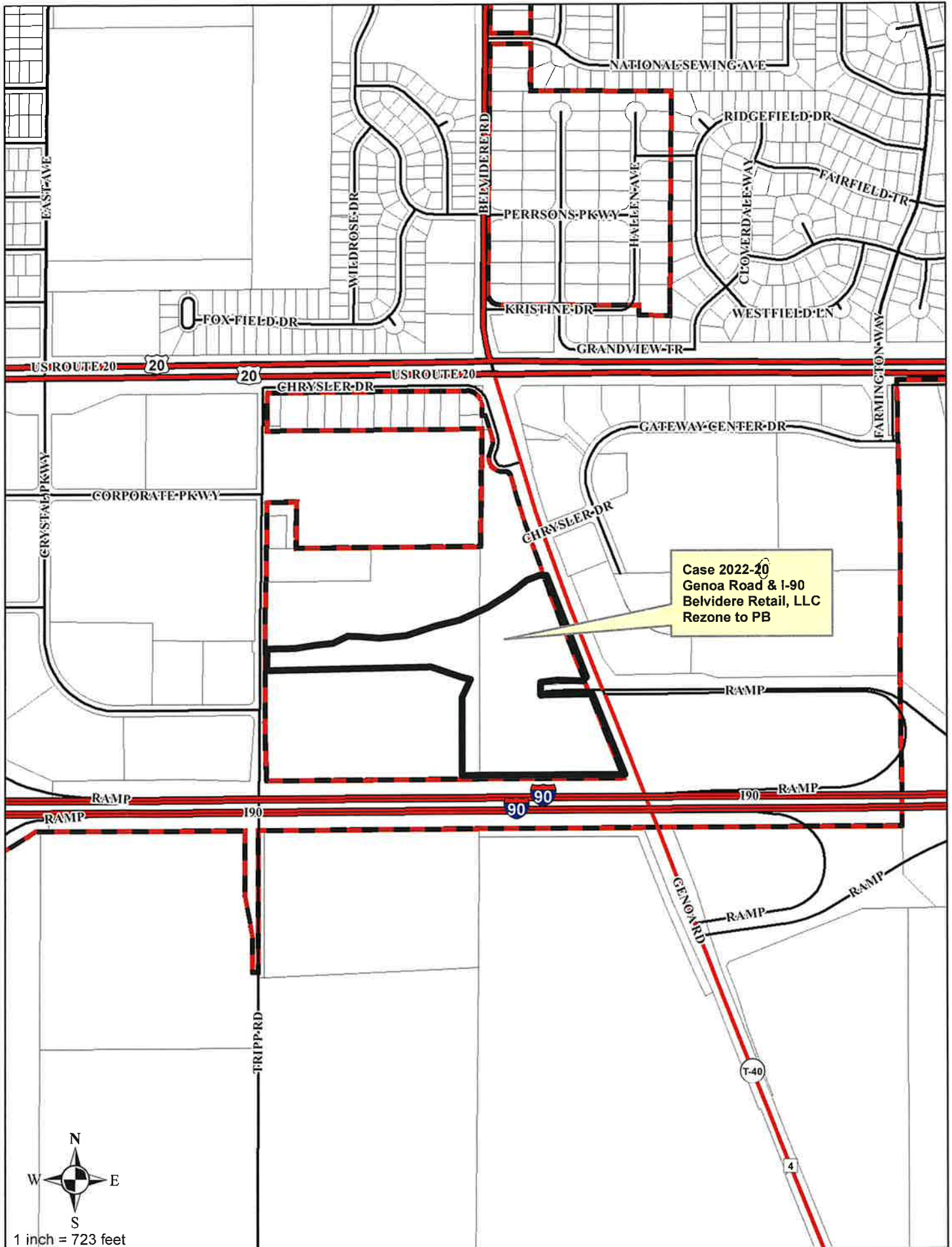
Gina DelRose, Community Development Planner

**PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION**

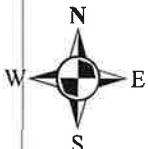
The Planning and Zoning Commission shall make and forward findings of fact as to the whether the proposed map amendment furthers the purposes of the Zoning Ordinances and make a recommendation to the City Council. The City Council shall review the findings and recommendation and may accept or reject the findings and recommendation of the Planning and Zoning Commission in whole or in part; or the City Council may refer the matter back to the Planning and Zoning Commission for further consideration. Any approval shall be considered the approval of a unique request and not be construed as precedent for any other proposed map amendment.

## ATTACHMENTS

1. Location Map by Planning Staff.
2. Aerial photo by Planning Staff.
3. Zoning Map by Planning Staff.
4. Zoning Exhibit by Applicant.
5. Narrative submitted by Applicant.
6. Belvidere Retail Subdivision.
7. Letter from the Boone County Health Department, Amanda Mehl, July 21, 2022.
8. NRI Report 1655 opinion, executive summary and comments submitted by Teagan Duffy, Boone County Soil and Water Conservation District dated August 4, 2021.



Case 2022-20  
Genoa Road & I-90  
Belvidere Retail, LLC  
Rezone to PB



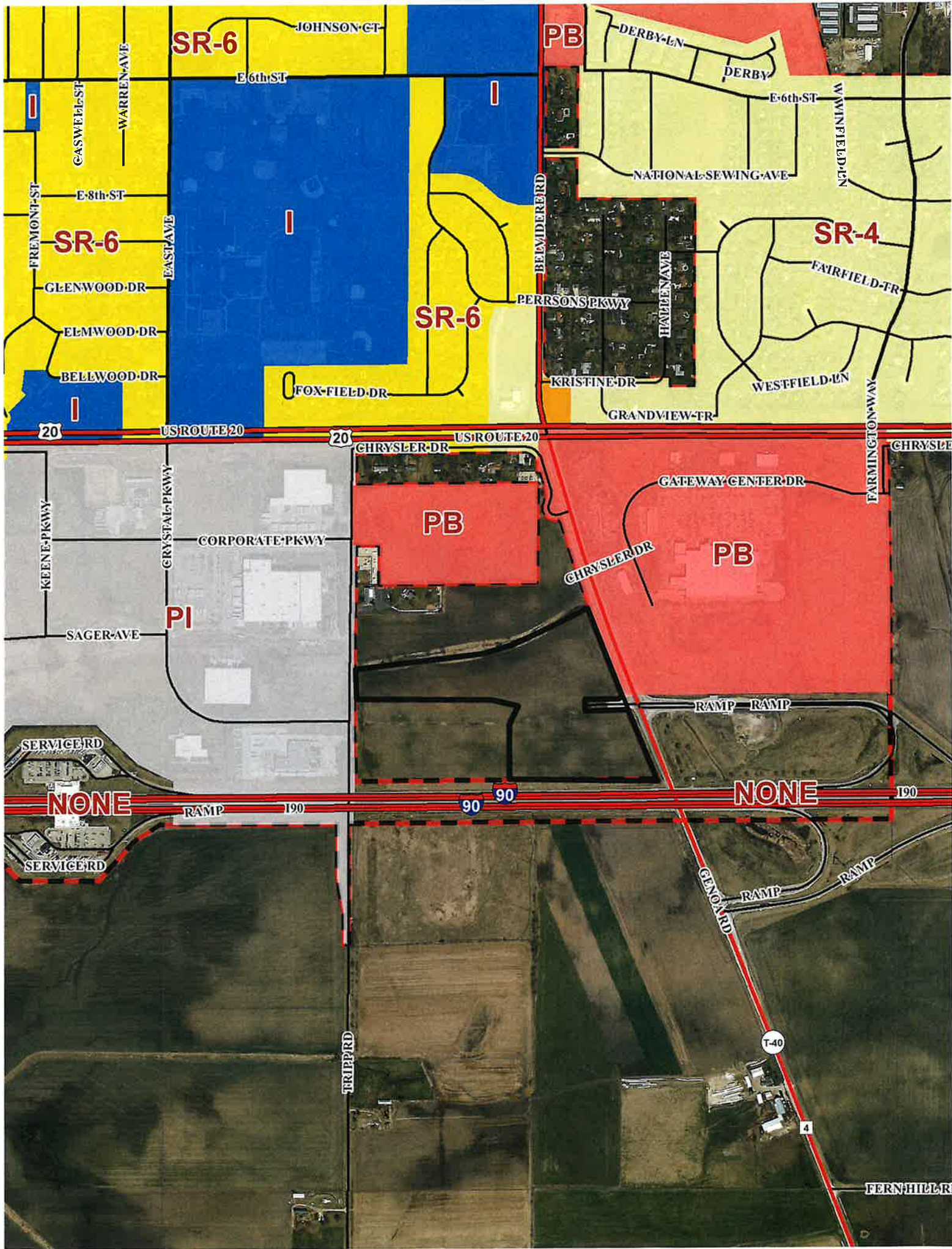
1 inch = 723 feet



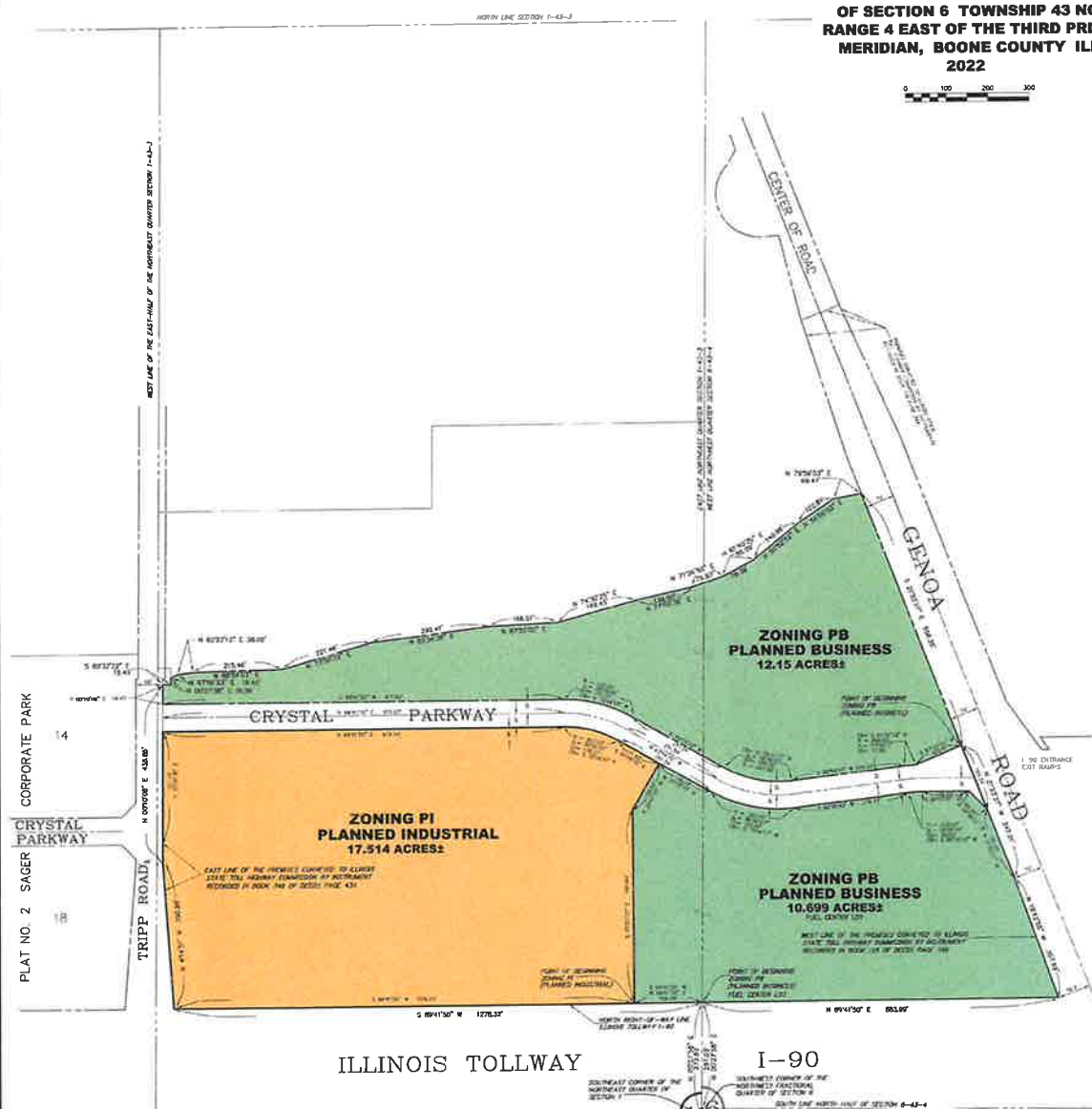


Case 2022-20  
Genoa Road & I-90  
Belvidere Retail, LLC  
Rezone to PB

1 inch = 361 feet



**CITY OF BELVIDERE PROPOSED ZONING PLAT**  
**PART OF THE NORTHEAST QUARTER OF SECTION 1**  
**TOWNSHIP 43 NORTH RANGE 3 EAST AND PART**  
**OF SECTION 6 TOWNSHIP 43 NORTH**  
**RANGE 4 EAST OF THE THIRD PRINCIPAL**  
**MERIDIAN, BOONE COUNTY ILLINOIS**  
**2022**



**STATE OF ILLINOIS**  
**CITY OF BELVIDERE**

**PROPOSED ZONING - PLANNED BUSINESS DISTRICT**  
**P1Z CRYSTALL**

**PROPOSED ZONING - PLANNED BUSINESS DISTRICT**  
**P1Z CRYSTALL**

**PROPOSED ZONING - PLANNED BUSINESS DISTRICT**  
**P1Z CRYSTALL**

ILLINOIS TOLLWAY  
 I-90

SOUTH LINE PROPOSES CORNERED TO ALIGNED STATE TOLL HIGHWAY CORNERED BY INSTRUMENTS RECORDED IN BOOK 115 PAGE 154 AS DOC NO 114685

- LEGEND**
- BOUNDARY OF ZONING PARCELS
  - SECTION LINE
  - ROAD RIGHT-OF-WAY LINE
  - PROPOSED ZONING P1 (PLANNED INDUSTRIAL)
  - PROPOSED ZONING PB (PLANNED BUSINESS)



DATE: 8-23-22 SCALE: 1" = 100' DRAWN BY: TSW  
 REVISION: 8-23-22

**CITY OF BELVIDERE ZONING PLAT**

FS: BOONE-OPS      FILE NUMBER: 0348  
 ACAD: 314A-2204C-6-08-23      BOOK: CENITY

DATE: 11-30-2022  
 USE PROFESSIONAL SURVEYING CONFORMS WITH THE CURRENT ILLINOIS SURVEY STANDARDS FOR A SURVEYOR'S SIGNATURE. NO FIELD WORK REQUIRED.

**DEVELOPMENT NARRATIVE  
NORTHWEST CORNER OF  
GENOA ROAD AND INTERSTATE 90**

OM Belvidere Group, LLC and Belvidere Retail, LLC are proposing a mixed-use redevelopment on the approximately 43.5-acre property located at the northwest corner of Genoa Road and Interstate 90. The first phase of the development will include a convenience store and fueling center on the southeastern 10 acres of our development. The remaining property will include several uses, including quick service restaurants, a retail strip center, a hotel, and a future development lot.

Coincident with our zoning application, the current property owner is requesting annexation, rezoning, special use, and subdivision of these parcels. Upon approval, OM Belvidere Group, LLC and Belvidere Retail, LLC will complete their purchase of the property. OM Belvidere Group, LLC will own the fuel center, and Belvidere Retail, LLC will own and develop the rest of the development.

The development will be access via the extension of Crystal Parkway from Tripp Road to Genoa Road, and also via restricted access to the property from Genoa Road.

With this application, we are requesting the approval of a planned development for the southeastern parcel (Phase 1) only at this time. We will return with our application for the remaining property once we have further refined the development plan. The fuel center will consist of a 12,000 square foot building, 8 multi-product fueling dispensers for passenger vehicles (16 fueling positions), and eight commercial fueling lanes; five of the commercial fueling lanes will be initially constructed with expansion for three future lanes. In addition to a traditional convenience store offerings, the fuel center will include three restaurant spaces for Smoothie King, WingStop, and Jimmy Johns. The building has two drive thru windows: one on the west elevation and one on the south elevation. Each drive thru has separate vehicle queuing areas. The commercial fueling area is designed to operate independently of the passenger vehicle refueling area to minimize visibility issues as the trucks maneuver through the site.

As part of this application, we are requesting a few deviations from code for the development of these parcels as noted in the annexation agreement.

The fueling center will have three freestanding signs, including a ground sign on Genoa Road, a sign on the Crystal Park extension, and a high-rise sign along the interstate. The high-rise sign has been designed to be visible for westbound traffic prior to exiting the off-ramp for Genoa Road. This high-rise sign will include signage for the fuel center, a pricer for the fuel center, signage for the future hotel and any other retailers. We are also requesting approval for future hi-rise signage along the interstate for the western Planned Industrial parcel, which is critical fo the marketing of this lot.

Subject to approval by the City of Belvidere, construction of the infrastructure, Crystal Parkway extension, and fuel center will begin this year, and the second phase would begin in Spring 2023.

# FINAL PLAT OF "Belvidere Retail Subdivision"

A SUBDIVISION IN PART OF THE  
NORTHEAST FRACTIONAL QUARTER OF SECTION 14  
TOWNSHIP 43 NORTH RANGE 3 EAST AND PART  
OF THE NORTHWEST FRACTIONAL QUARTER  
OF SECTION 6 TOWNSHIP 43 NORTH  
RANGE 4 EAST OF THE THIRD PRINCIPAL  
MERIDIAN BOONE COUNTY ILLINOIS  
2022

SHEET 1 OF 2

STATE OF ILLINOIS  
COUNTY OF BOONE

BEFORE ME, the undersigned authority, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name and address are set forth in the foregoing petition, and acknowledged to me that he executed the foregoing petition for the purposes and consideration therein expressed.

My commission expires on \_\_\_\_\_.

Witness my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

STATE OF ILLINOIS  
COUNTY OF BOONE

BEFORE ME, the undersigned authority, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name and address are set forth in the foregoing petition, and acknowledged to me that he executed the foregoing petition for the purposes and consideration therein expressed.

My commission expires on \_\_\_\_\_.

Witness my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

STATE OF ILLINOIS  
COUNTY OF BOONE

BEFORE ME, the undersigned authority, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name and address are set forth in the foregoing petition, and acknowledged to me that he executed the foregoing petition for the purposes and consideration therein expressed.

My commission expires on \_\_\_\_\_.

Witness my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

STATE OF ILLINOIS  
COUNTY OF BOONE

BEFORE ME, the undersigned authority, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name and address are set forth in the foregoing petition, and acknowledged to me that he executed the foregoing petition for the purposes and consideration therein expressed.

My commission expires on \_\_\_\_\_.

Witness my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

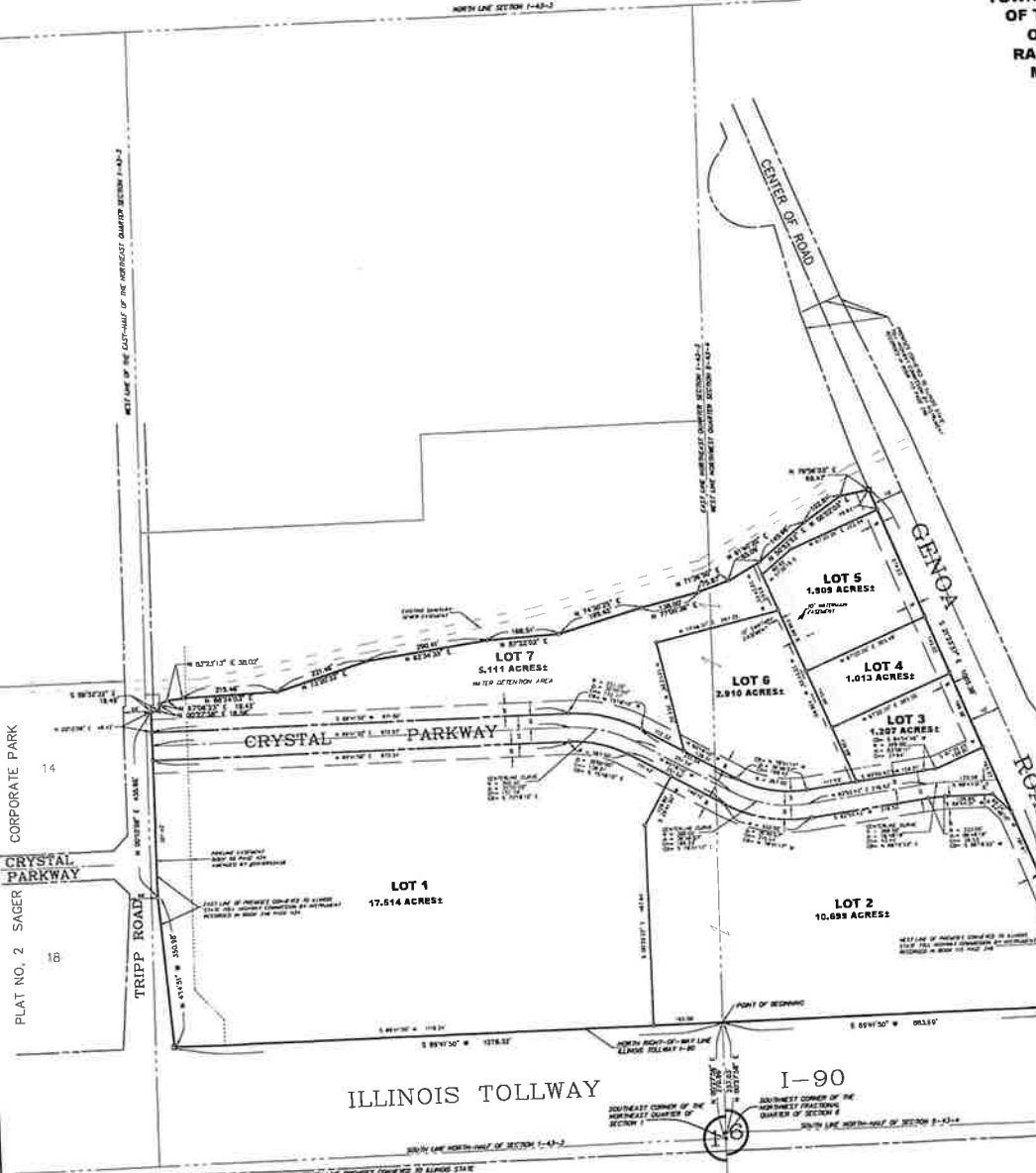
STATE OF ILLINOIS  
COUNTY OF BOONE

BEFORE ME, the undersigned authority, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name and address are set forth in the foregoing petition, and acknowledged to me that he executed the foregoing petition for the purposes and consideration therein expressed.

My commission expires on \_\_\_\_\_.

Witness my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

STATE OF ILLINOIS  
COUNTY OF BOONE



LEGEND	
---	BOUNDARY OF PROPERTY
---	SECTION LINE
---	ROAD RIGHT-OF-WAY LINE
---	BUILDING SETBACK LINE
---	DRAINAGE EASEMENT LINE
---	UTILITY EASEMENT LINE
---	SANITARY SEWER EASEMENT LINE
---	PIPELINE EASEMENT LINE
---	WATERMAIN EASEMENT LINE
---	ROAD CENTERLINE
●	FOUND STONE
●	FOUND RAILROAD SPIKE
●	FOUND MONUMENT
○	SET 1/2" IRON PIN
○	SET RAILROAD SPIKE
○	SET P.A. NAIL
○	DECEASED / PLATTED DISTANCE AS MEASURED
○	CONCRETE MONUMENT

<b>SURVEY-TECH</b>			
A DIVISION OF C.E.S. INC.			
PROFESSIONAL SURVEYOR LICENSE NO. 184-001885			
1540 W. WYOMING STREET, BOONE, ILLINOIS 62218			
TEL: 618-242-8771 FAX: 618-242-8503			
DATE: 8-18-2022	SCALE: 1" = 100'	DRAWN BY: DSW	
CHECKED BY: DSW			
"Belvidere Retail Subdivision"			
FB BKING-SPS	BOONE COUNTY	FILE NUMBER:	5248
ROAD: 1540-WYOMING-8-18-22	BOONE COUNTY		

Vertical text on the left margin, likely a reference or note.



**Public Health**  
Prevent. Promote. Protect.

## Boone County Health Department

1204 Logan Avenue, Belvidere, Illinois 61008  
Main Office 815.544.2951 Clinic 815.544.9730 Fax 815.544.2050  
[www.boonehealth.org](http://www.boonehealth.org)

---

*The mission of the Boone County Health Department is to serve our community by preventing the spread of disease, promoting optimal wellness & protecting the public's health.*

July 21, 2022

City of Belvidere  
Community Development  
Gina DelRose  
401 Whitney Blvd Suite 300  
Belvidere, IL 61008

Email: [gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)

Re: Case: 2022-22 (RZ) Belvidere Retail Subdivision – Planned Business, North of I-90 between Tripp and Genoa Roads.

Dear City of Belvidere,

We are in receipt of a map amendment request (rezoning) on approximately 23 acres north of I-90 between Tripp and Genoa Roads, Belvidere, IL from RH, Rural Holding District (pending annexation) to PB, Planned Business District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. PIN: 07-01-276-004 and 08-06-100-003

At this time, the Boone County Health Department has no comment.

If you have any questions or concerns, please contact us at (815) 544-2951 ext. 2 or at [info@boonehealth.org](mailto:info@boonehealth.org).

Sincerely,

Amanda Mehl  
Public Health Administrator  
Boone County Health Department

AT

## Opinion of the Boone County SWCD Board

Donald K Busch Sr., has submitted a request for a Natural Resource Information Report as part of an application for a zoning change from A1 to industrial on a portion of two parcels (60.16 acres) in Section 6 of Spring Township and 12 of Flora Township. The Area of Interest (AOI) is between Genoa Road and Tripp Road, and directly North of I-90. The parcel identification number(s) are 07-01-276-004 and 08-06-100-003.

The Boone County Soil & Water Conservation District Board has a

- Favorable
- Unfavorable
- Other: \_\_\_\_\_

opinion of the proposed land use change. The Board concerns are stated below. More detailed information is presented throughout the various sections of this document.

Signature of Board Chairman:

Bill Hall

on 8-4-21

Board Concerns: See SWCD Comments

**EXECUTIVE SUMMARY**  
**NRI REPORT #1655**

The Boone County Soil and Water Conservation District (SWCD) has completed this Natural Resource Information (NRI) Report #1655 in response to a request for a change in zoning from A1 to Industrial. The project involves approximately 60.16 acres, located at PINs 08-06-100-003 and 07-01-276-004. The site is located in the Northwest corner of Section 1 in Flora Township and the Northeast corner of section 6 of Spring Township, Boone Co., State of Illinois.

The surrounding land use is mainly industrialized and a few agricultural plots. The property is located between I-90, Route 20, Genoa Road, and Tripp Road.

The purpose of the Natural Resources Information Report is to serve as a tool for determining appropriate land uses and the effect of particular land uses on the integrity of the natural resources present on or in the vicinity of the parcel.

According to the USDA Natural Resources Conservation Service Boone County Soil Survey, the site has the following soils:

Soil Type	Soil Name Slope ranges	# of Acres	% of Total Acres	Land Evaluation
59A	Lisbon silt loam, 0 to 2 percent slopes	2.3	3.9	95
125A	Selma 0-2% slopes	13.2	21.9	90
188A	Beardstown 0-2% slopes	3.6	5.9	82
221B	Parr silt loam, 2 to 5 percent slopes	11.1	18.3	85
290B	Warsaw 2-4% slopes	8.7	14.4	85
290C2	Warsaw loam, 4 to 6 percent slopes, eroded	11.1	18.3	82
440B	Jasper 0-2% slopes	10.4	17.2	90
490A	Odell 0-2% slopes	0	0	90

**Land Evaluation** - Land Evaluation encompasses information regarding soils found on the site and their suitability for agricultural purposes. For purposes of the Land Evaluation portion of the LESA system, each soil is assigned a relative value number from 0 to 100, a 0 being the worst for crop production, 100 the best.

Land Evaluation Score: 86.6



**Farmland Classification:** Prime agricultural soils are an important resource to Winnebago County. Some of the most productive soils in the United States occur locally. Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops.

- All areas are prime farmland: 72.2%
- Prime farmland if drained: 27.8%

**Hydric Soils:** Hydric soils by definition have seasonal high water at or near the soil surface and/or have potential flooding or ponding problems. All hydric soils range from poorly suited to unsuitable for building.

- Hydric Inclusions: 27.8%
- Not Hydric: 72.2%

**Limitations for Septic Systems:** The factors considered are the characteristics and qualities of the soil that affect the limitations for absorbing waste from domestic sewage disposal systems. The major features considered are soil permeability, percolation rate, groundwater level, depth to bedrock, flooding hazards, and slope.

- Slight: 17.2%
- Restricted: 14.4%
- Severe: 5.9%
- Very Severe: 62.4%

**Erosion and Sediment Control:** Erosion is the wearing away of the soil by water, wind, and other forces. Soil erosion threatens the Nation's soil productivity and contributes the most pollutants in our waterways. Water causes about two thirds of erosion on agricultural land. Four properties, mainly, determine a soil's erodibility: Texture, Slope, Structure and Organic Matter Content.

- Slight: 46.1%
- Moderate: 53.8%

**Dwelling With Basements** – Dwellings are single-family houses of three stories or less. For dwellings with basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of about 7 feet. The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

- Not Limited: 32.7%
- Somewhat Limited: 35.5%
- Very Limited: 31.7%

**Small Commercial Buildings** - Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

- Not Limited: 14.4%
- Somewhat Limited: 63.6%
- Very Limited: 21.9%

**Shallow Excavation:** Shallow excavations are trenches or holes dug to a maximum depth of 5 or 6 feet for graves, utility lines, open ditches, or other purposes. The ratings are based on the soil properties that influence the ease of digging and the resistance to sloughing. Depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, the amount of large stones, and dense layers influence the ease of digging, filling, and compacting. Depth to the seasonal high water table, flooding, and ponding may restrict the period when excavations can be made. Slope influences the ease of using machinery. Soil texture, depth to the water table, and linear extensibility (shrink-swell potential) influence the resistance to sloughing.

- Somewhat Limited: 68.2%
- Very Limited: 31.7%

#### **Soil Features:**

**Depth to Any Soil Restrictive Layer:** A restrictive layer is a nearly continuous layer that has one or more physical, chemical, or thermal properties that significantly impedes the movement of water and air through the soil or that restricts roots or otherwise provides an unfavorable root environment.

- >200 cm: 67.2%
- 74 cm: 14.4%
- 71 cm: 18.3%

**Frost Action:** Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost action occurs when moisture moves into the freezing zone of the soil. Temperature, texture, density, saturated hydraulic conductivity (Ksat), content of organic matter, and depth to the water table are the most important factors considered in evaluating the potential for frost action. It is assumed that the soil is not insulated by vegetation or snow and is not artificially drained. Frost heave and low soil strength during thawing cause damage to pavements and other rigid structures. The potential of frost action is expressed as low, moderate, or high.

- Moderate: 68.2%
- High: 31.7%

**Risk of Corrosion - Steel:** Risk of corrosion pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens uncoated steel. The rate of corrosion of uncoated steel is related to such factors as soil moisture, particle-size distribution, acidity and electrical conductivity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The steel in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the steel in installations that are entirely within one kind of soil or within one soil layer. The risk of corrosion is expressed as low, moderate, or high.

- High: 100%

**Risk of Corrosion – Concrete:** Risk of corrosion pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens concrete. The rate of corrosion of concrete is based mainly on the sulfate and sodium content, texture, moisture content, and acidity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The concrete in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the concrete in installations that are entirely within one kind of soil or within one soil layer. . The risk of corrosion is expressed as low, moderate, or high.

- Moderate: 38.6%
- Low: 61.3%

**Local Roads and Streets:** Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use.

- Somewhat Limited: 32.7%
- Very Limited: 67.2%

**Erosion Hazard – Off-Road, Off-Trail:** The rating of this interpretation indicates the hazard of soils loss from off-road and off-trail areas after disturbance activities that expose the soil surface. The rates are based on slope, soil erosion factor K, and an index of rainfall erosivity (R). The soil loss is caused by sheet or rill erosion in off-road or off-trail areas where 50 to 75 percent of the surface has been exposed by some kind of disturbance. The ratings are both verbal and numerical. The hazard is described as "slight," "moderate," "severe," or "very severe." A rating of "slight" indicates that erosion is unlikely under ordinary climatic conditions; "moderate" indicates that some erosion is likely and that erosion-control measures may be needed; "severe" indicates that erosion is very likely and that erosion-control measures, including revegetation of bare areas, are advised; and "very severe" indicates that significant erosion is expected, loss of soil productivity and off-site damage are likely, and erosion-control measures are costly and generally impractical.

- Slight: 46.1%
- Moderate: 53.8%

#### **Water Features:**

**Hydrologic Soil Group:** Based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms. The soils are assigned to four groups (A, B, C and D). Group A soils have high infiltration rates. Group B soils have a moderate infiltration rate when thoroughly wet. Group C soils have a slow infiltration rate when thoroughly wet. Group D soils have a very slow infiltration rate (high runoff potential) when thoroughly wet. If a soil is assigned to a dual hydrologic group (A/D B/D or C/D) the first letter is for drained areas and the second is for undrained area

- B: 49.9%
- C: 18.3%
- B/D: 27.8%
- C/D: 3.9%

**Depth to Water Table-** a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and on evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table.

- 15 cm: 21.9%
- 45 cm: 5.9%
- 46 cm: 3.9%
- 84 cm: 18.3%
- >200 cm: 49.9%

**Ponding-** Ponding is standing water in a closed depression. The water is removed only by deep percolation, transpiration, or evaporation or by a combination of these processes. Ponding frequency classes are based on the number of times that ponding occurs over a given period. Frequency is expressed as none, rare, occasional, and frequent.

- None: 78.6%
- Frequent: 21.4%

**Flooding-** the temporary inundation of an area caused by overflowing streams or by runoff from adjacent slopes

- None: 100%

**Drainage Class:** The frequency and duration of wet periods under conditions similar to those under which the soil formed. Seven classes of natural soil drainage are recognized-excessively drained, somewhat excessively drained, well drained, moderately well drained, somewhat poorly drained, poorly drained, and very poorly drained.

- Well Drained: 49.9%
- Moderately Well Drained: 18.3%
- Somewhat poorly Drained: 9.8%
- Poorly Drained: 21.9%

**Watershed Impacts:** The PIQ is located in the Kishwaukee River Watershed. The PIQ is in the lower end of the watershed, and does not have any off-site tributary flow going through the area. Increased stormwater runoff from the site, and soil that erodes from the site, can degrade the water quality of the watershed and the downstream environment.

**Biological Resources:** The IL Department of Natural Resources Natural Resources Awareness Tool for applicators and other GIS maps in the office indicate four sensitive resources in the vicinity of the project. For a more detailed investigation, an EcoCAT Informational Request or Local Government Consultation Request report should be done.

**Floodplain Review:** FEMA's National Flood Hazard Layer shows there are no floodplains within the boundary of the proposed project area. There is a floodplain southwest of PIQ.

**National Wetlands Inventory:** According to the US Fish and Wildlife Service National Wetlands Inventory, there is one mapped wetland within proposed project area. It is a freshwater emergent wetland. Please contact the appropriate authorities.

**Cultural Resource Review:** It does not appear that there has been a structure on the project area, based on the plats of 1886 and 1905.

**Geologic Information:** This site has the Galena Group Formation, which is predicted to be between 50 to 200 feet below the land surface.

## Boone County SWCD Comments NRI REPORT #1655

### Erosion Concerns

The proposed land use of this site is for the construction of commercial businesses. It is currently being used as farmland. Soil disturbance will occur as a result of developing the site, which is moderately sloping and susceptible to erosion. The area of disturbance will be greater than one acre, so an IEPA NPDES permit will be required; as well as any City/County Permit requirements.

Soil disturbance can create soil erosion which must be properly managed to prevent adverse environmental impacts. Erosion from construction sites is a leading cause of water quality problems in Illinois. Problems caused by this sediment include:

- increased flooding – Sediment build-up lowers the flow capacity of channels causing more frequent flooding in areas that rarely or never flooded before
- Financial burden to taxpayers - Sediment that finds its way into streets, storm sewers, and ditches result in additional maintenance costs for local, state and federal governments
- Water quality impairment - Sediment laden runoff transfers nutrients and other pollutants to downstream lakes and rivers degrading aquatic habitats and increasing costs for water treatment.

Simple but effective controls include preserving existing trees and grass where possible, using silt fence to trap sediment on the down slope sides of the area of disturbance, using a gravel drive used by all vehicles to limit tracking of mud onto streets, cleaning up sediment carried off-site by vehicles or storms, installing curb inlet controls, using downspout extenders to prevent roof runoff from eroding exposed soil, locating soil piles away from any roads or waterways, and reseeding or sodding the site as soon as possible. The materials (silt fence, stakes, gravel entrance, inlet controls, and grass seed) are easy to find and relatively inexpensive.

The Illinois Urban Manual is a resource of practices used throughout the State and can be accessed at <http://www.aiswcd.org/iuim/>. The concept of these practices can be carried over to good housekeeping measures after development occurs and buildings are occupied to prevent stormwater runoff from becoming contaminated.

### Tile Investigation

Subsurface drainage is used to remove excess water in poorly drained soils or areas impacted by heavy rain or storm events, such as a grassed waterway. These systems are very common in northern Illinois agricultural fields. When a subsurface drainage system is working correctly, these tiles can improve infiltration rates, reduce surface runoff, and increase water storage capacity of the soil in the fields. In cases where the tile fails upland drainage patterns can be compromised, field will hold standing water for days after a storm event, and large holes where soil has washed into the tile line can appear. All of these problems make it hard for equipment to access the area. Prompt repair of any drain tile failure will keep the system in good working order and prevent permanent damage to it.

Based on the soil types present, the existing waterway, and the site visit, this PIQ is likely to have subsurface drainage tile throughout the farmed areas and within the grassed waterway that bisects the field. A tile inspection is recommended for this site in order to identify if and where there are tile lines, so they can be accurately located and maintained throughout the life of the solar facility to minimize potential future damages. There is an area of concern on the southwest corner of the PIQ where there is a potential subsurface tile failure. Please see Photo #4 for a visual of this area. If a tile failure is identified in this location, it is recommended that the problem is address promptly before any other construction is done on the property to minimize impact.

### **Wetlands**

According to the U.S. Fish and Wildlife National Wetlands Inventory, there are wetlands on the site. A wetland is an area with wet soils (hydric soil type), that will support a dominance of water tolerant plants known as hydrophytic plants. Wetlands usually are wooded or uncropped areas with cattails, willows and other plants that grow well in wet soils or water. A wetland may also be an uncropped wet spot in a cropped field, an area abandoned for five or more years, or an area ponded long enough during the growing season (April 14 – October 23) to develop anaerobic conditions in the upper soil profile. Ponded conditions need to exist for one week during the growing season and saturation conditions need to exist for at least two weeks during the growing season. Small rivers, creek, ditches or drainage ways that are wetlands and were too small to be mapped out due to scale are still wetlands.

Soils with a high seasonal water table or floods frequently are generally considered hydric soils. Other small areas with a similar degree of wetness may also be considered hydric. These small areas are found in other soil types and are usually called "hydric inclusions".

Wetlands are important because they catch sediment, nutrients, and pesticides that are carried by runoff water. Wetlands filter the water and the vegetation uses the nutrients and removes many of the pesticides from runoff. This improves water quality and is especially important in areas where groundwater supplies are recharged by wetlands. Flood protection is another benefit of wetlands, when water is stored in the wetland it can reduce downstream flooding. Migrating waterfowl use wetland for food, cover & nesting habitat, along with other game and non-game wildlife.

The laws of the United States and the State of Illinois assign certain agencies specific and different regulatory roles to protect the waters within the State's boundaries. These roles, when considered together, include protection of navigation channels and harbors, protection against flood way encroachments, maintenance and enhancement of water quality, protection of fish and wildlife habitat and recreational resources and, in general, the protection of total public interest. Unregulated use of the waters within the State of Illinois could permanently destroy or alter the character of these valuable resources and adversely impact the public. Therefore, please contact the proper regulatory authorities when planning any work associated with Illinois waters so that proper consideration and approval can be obtained.

Any proposed project or other activity should be designed to avoid and minimize any disturbance to the wetland, stream, or other aquatic area, as much as is practicable before applying for a permit from the Corps. Avoidance and minimization of impacts to wetlands or other aquatic areas can include locating any activity away from the wetland area, establishing buffer zones and protecting the quality of the water that may be discharged into wetlands.

**\*\*Any acreage discrepancies are due to the acres included with Right of Ways\*\***

Thank you for taking the SWCD's concerns under consideration. If you have any questions or comments about this report or its findings, please contact the Boone County Soil and Water Conservation District at (815) 544-3465 ext. 3

Sincerely,

  
Teagan Duffy  
*Resource Conservationist*

**CITY OF BELVIDERE**  
*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

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401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

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August 2, 2022

## ADVISORY REPORT

**CASE NO:** 2022-21

**APPLICANT:** Belvidere Retail, LLC, Genoa/Tripp/I-90 (RZ-PI)

**REQUEST AND LOCATION:**

The applicant, Belvidere Retail, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner Donald K. Busch, Sr., 7301 W. Ridge lane, Cherry Valley, IL 61016 is requesting a map amendment (rezoning) north of I-90 between Tripp and Genoa Roads, Belvidere, IL from RH, Rural Holding District (pending annexation) to PI, Planned Industrial District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. The subject is approximately 18 acres and vacant (Part of PINs: 07-01-276-004 and 08-06-100-003).

**BACKGROUND:**

The property is pending annexation into the City of Belvidere. According to the City of Belvidere Zoning Ordinance, all property annexed into the City is zoned RH, Rural Holding District until properly rezoned by ordinance. In conjunction with the petition of annexation for the subject property, the applicant has petitioned for a rezoning to planned business and planned industrial, a preliminary plat of subdivision and a final plat of subdivision.

Sager Corporate Park which is located on the west side of Tripp Road was annexed into the City in 1990 and began development in 1996. The majority of land uses within Sager Corporate Park are light industrial. Crystal Parkway currently dead ends at the Tripp Road border of the subdivision. Upon rezoning and development of the subject property, Crystal Parkway will be completed and developed eastward until it connects to the Genoa Road Interchange. In the early 2000's there was a stub road constructed at the interchange in anticipation of Crystal Parkway being fully developed.

The Boone County Soil and Water Conservation District's NRI Report 1655 provided a favorable opinion of the change of zoning for the subject property. The Boone County Soil and Water Conservation District notes that future development should be aware of some soil limitations and potential agricultural tiles.

**FINDINGS OF FACT:**

Per Section 150.903 (D) of the City of Belvidere Zoning Ordinance, the criteria for granting an Amendment of the Official Zoning Map are as follows:



**A. Existing uses and intensities of property within the general area of the property in question.**

Findings:

**Subject property:** Vacant

**North:** Vacant

**South:** I-90 and Row Crop Production

**West:** Row Crop Production

**East:** Vacant

The subject property is located along the southern edge of the City of Belvidere, north of I-90 between Tripp and Genoa Roads. Nearby property that has yet to be annexed into the City as well as properties not developed yet are in row crop production. To the west of Tripp Road are several industrial buildings and to the east of Genoa Road is a large commercial development with multiple out lots.

**B. The zoning classification of property within the general area of the property in question.**

Findings:

**Subject property:** RH, Rural Holding District (pending annexation)

**North:** RH, Rural Holding District (pending annexation and pending rezoning to Planned Business District)

**South:** A-1, Agricultural Preservation Area District (county)

**West:** PI, Planned Industrial District

**East:** RH, Rural Holding District (pending annexation and pending rezoning to Planned Business District)

The planned industrial zoning district allows for office, personal or professional services, indoor maintenance service, indoor storage or wholesaling and light industrial land uses. Land uses that are more intense or more commercial in nature such as indoor commercial entertainment, indoor sales or service, vehicle repair and maintenance and in-vehicle sales or service are permitted by special use approval. Several of the permitted and special use land uses overlap with the planned business zoning district. As such, the proposed rezoning to Planned Industrial District is compatible with the existing area and will assist in promoting growth.

**C. The suitability of the property in question for the uses permitted under the existing zoning classification.**

Findings: The property is suitable for the existing zoning classification in its current state with the existing improvements located on the subject property.

The existing use on the subject property is suitable for the Rural Holding District. However, the location of the property and nearby infrastructure lends itself to light industrial development. By rezoning the subject property to a more appropriate district, when improvements are made, the site will be more compatible with the surrounding area.

**D. The trend of development, if any, in the general area of the property in question, including changes (such as the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes), if any, that may have**

taken place since the day the property in question was placed in its present zoning classification and that make the property more appropriate for a different zoning district.

The subject property was placed into the default Rural Holding District zoning classification upon approval of an annexation with the city, however, the anticipated improvements and land uses as noted in the annexation agreement are at a greater intensity than the “rural community character” that the Rural Holding District encourages. The proximity of the Genoa Road interchange and Sager Corporate Park encourages the trend of commercial and industrial development in the area.

**E. Whether the proposed amendment is consistent with the plans and policies of the Comprehensive plan adopted by the City**

Findings: The proposed rezoning is not consistent with the plans and policies of the Comprehensive Plan adopted by the City.

The subject property is designated as “Planned Business” by the City of Belvidere Comprehensive Plan, adopted July 15, 1999. The Planned Business map category encourages high quality indoor commercial, office and institutional land uses, with generous landscaping and limited signage. The applicant wishes to rezone to planned industrial. Although the planned industrial district is not in compliance with the Plan, it does allow for commercial land uses and has the highest level of aesthetic requirements out of the three industrial districts. Any development will need to be in compliance with the zoning ordinance which attempts to further the goals of the Plan.

**F. Whether the proposed Official Zoning Map amendment furthers the purposes of the Zoning Ordinance and the applicable rules and regulations of the State of Illinois and the Federal Emergency Management Agency (FEMA).**

Findings: The proposed Official Zoning Map amendment will further the purposes of this Chapter and the applicable rules and regulations of the State of Illinois and the Federal Emergency Management Agency (FEMA).

The subject property is currently vacant, in accord with Boone County regulations. The rezoning will help bring the property in line with the City of Belvidere's regulations. All future development will be required to adhere to all applicable codes and ordinances in addition to advised recommendations for development that may be provided by agencies at a later date.

**G. Whether a mistake was made in mapping on the Official Zoning Map or if an area is developing in a manner and purpose different from that for which it is mapped.**

Findings: Properties are automatically zoned Rural Holding District upon annexation. This zoning district acts as a holding place until the property can be properly rezoned to an industrial, commercial or residential district.

**SUMMARY:**

The planning staff believes that the proposed rezoning for the subject site is not more intense than the other developed uses in the general area. The development of the subject property includes the completion of Crystal Parkway which will benefit neighboring properties as well.

The Planned Industrial District requirements will limit the intensity of permitted land uses, aesthetics of new construction and the size of development. These regulations will lessen any negative impacts the rezoning may cause to the area.

**RECOMMENDATION:**

The Planning staff recommends the approval of case number 2022-21 to rezone approximately 18 acres between Tripp and Genoa Roads, north of I-90 from RH, Rural Holding District (pending annexation) To PI, Planned Industrial District.

**Submitted by:**

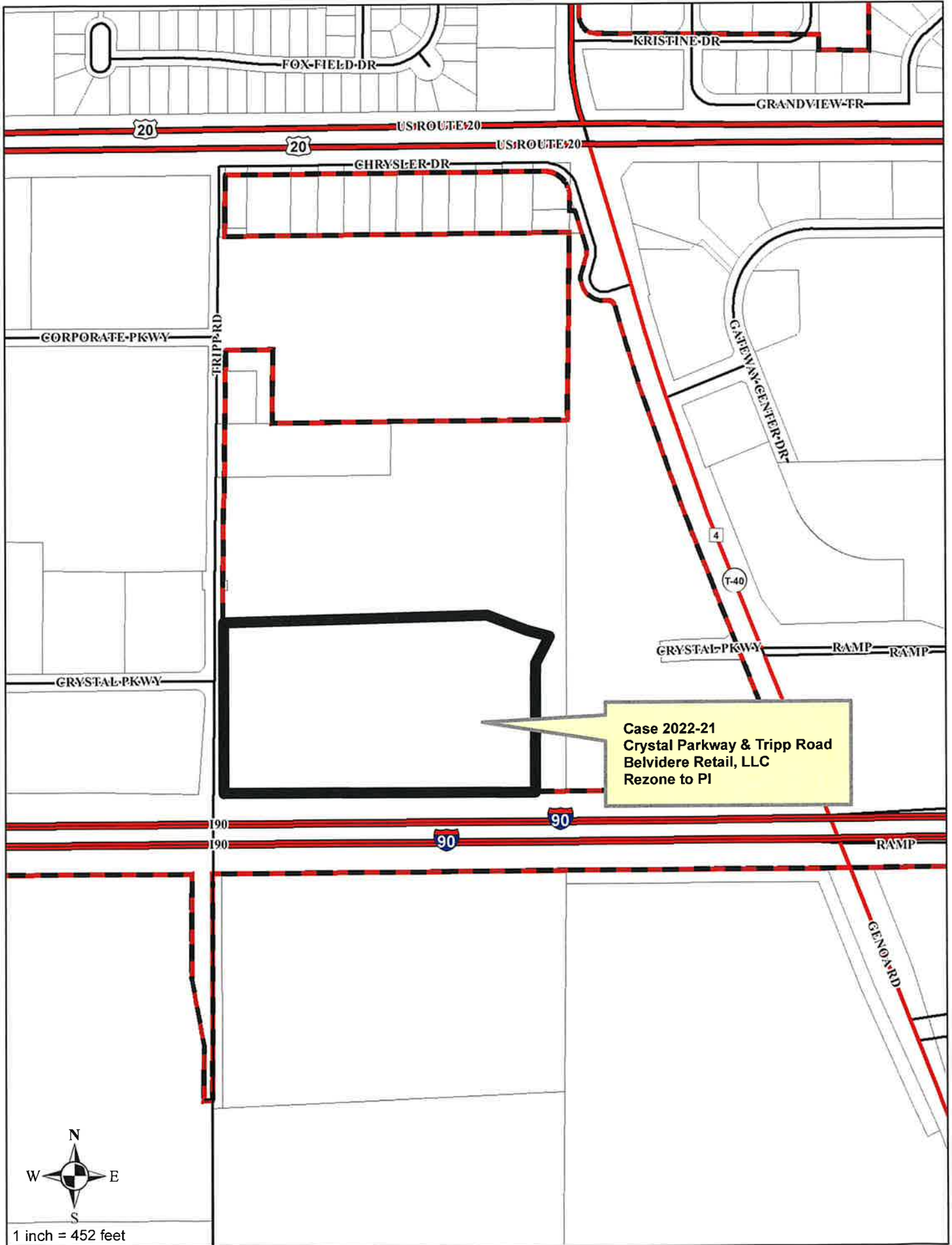
  
Gina DelRose, Community Development Planner

**PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION**

The Planning and Zoning Commission shall make and forward findings of fact as to the whether the proposed map amendment furthers the purposes of the Zoning Ordinances and make a recommendation to the City Council. The City Council shall review the findings and recommendation and may accept or reject the findings and recommendation of the Planning and Zoning Commission in whole or in part; or the City Council may refer the matter back to the Planning and Zoning Commission for further consideration. Any approval shall be considered the approval of a unique request and not be construed as precedent for any other proposed map amendment.

## ATTACHMENTS

1. Location Map by Planning Staff.
2. Aerial photo by Planning Staff.
3. Zoning Map by Planning Staff.
4. Zoning Exhibit by Applicant.
5. Narrative submitted by Applicant.
6. Belvidere Retail Subdivision.
7. Letter from the Boone County Health Department, Amanda Mehl, July 21, 2022.
8. NRI Report 1655 opinion, executive summary and comments submitted by Teagan Duffy, Boone County Soil and Water Conservation District dated August 4, 2021.



1 inch = 452 feet

Case 2022-21  
Crystal Parkway & Tripp Road  
Belvidere Retail, LLC  
Rezzone to PI

CRYSTAL PKW

(LANE ADDAMS MEMORIAL TOLLWAY)

190

(NORTHWEST TOLLWAY)

(LANE ADDAMS MEMORIAL TOLLWAY)

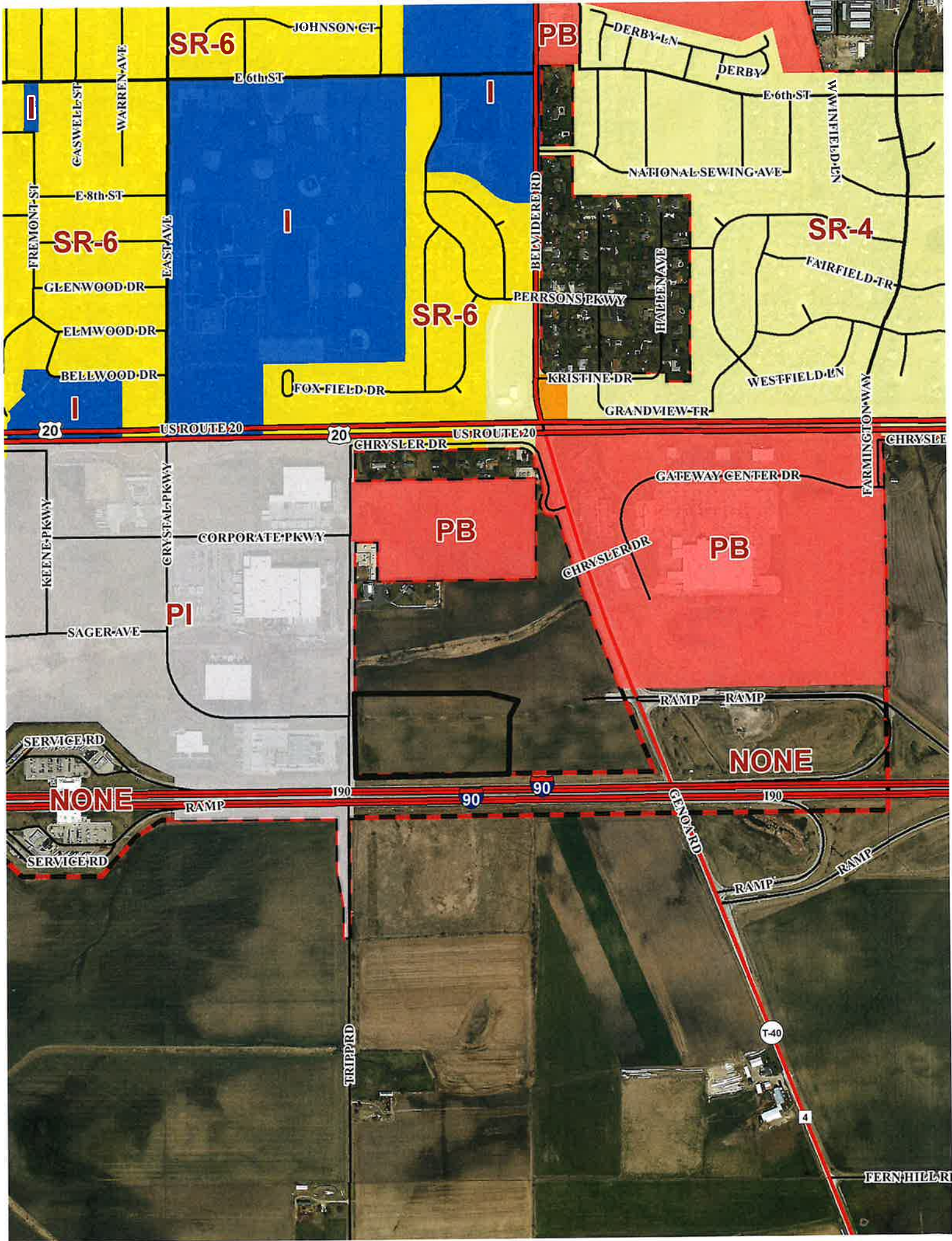
190

(NORTHWEST TOLLWAY)

Get outta here



1 inch = 227 feet







DEVELOPMENT NARRATIVE  
NORTHWEST CORNER OF  
GENOA ROAD AND INTERSTATE 90

OM Belvidere Group, LLC and Belvidere Retail, LLC are proposing a mixed-use redevelopment on the approximately 43.5-acre property located at the northwest corner of Genoa Road and Interstate 90. The first phase of the development will include a convenience store and fueling center on the southeastern 10 acres of our development. The remaining property will include several uses, including quick service restaurants, a retail strip center, a hotel, and a future development lot.

Coincident with our zoning application, the current property owner is requesting annexation, rezoning, special use, and subdivision of these parcels. Upon approval, OM Belvidere Group, LLC and Belvidere Retail, LLC will complete their purchase of the property. OM Belvidere Group, LLC will own the fuel center, and Belvidere Retail, LLC will own and develop the rest of the development.

The development will be access via the extension of Crystal Parkway from Tripp Road to Genoa Road, and also via restricted access to the property from Genoa Road.

With this application, we are requesting the approval of a planned development for the southeastern parcel (Phase 1) only at this time. We will return with our application for the remaining property once we have further refined the development plan. The fuel center will consist of a 12,000 square foot building, 8 multi-product fueling dispensers for passenger vehicles (16 fueling positions), and eight commercial fueling lanes; five of the commercial fueling lanes will be initially constructed with expansion for three future lanes. In addition to a traditional convenience store offerings, the fuel center will include three restaurant spaces for Smoothie King, WingStop, and Jimmy Johns. The building has two drive thru windows: one on the west elevation and one on the south elevation. Each drive thru has separate vehicle queuing areas. The commercial fueling area is designed to operate independently of the passenger vehicle refueling area to minimize visibility issues as the trucks maneuver through the site.

As part of this application, we are requesting a few deviations from code for the development of these parcels as noted in the annexation agreement.

The fueling center will have three freestanding signs, including a ground sign on Genoa Road, a sign on the Crystal Park extension, and a high-rise sign along the interstate. The high-rise sign has been designed to be visible for westbound traffic prior to exiting the off-ramp for Genoa Road. This high-rise sign will include signage for the fuel center, a pricer for the fuel center, signage for the future hotel and any other retailers. We are also requesting approval for future hi-rise signage along the interstate for the western Planned Industrial parcel, which is critical fo the marketing of this lot.

Subject to approval by the City of Belvidere, construction of the infrastructure, Crystal Parkway extension, and fuel center will begin this year, and the second phase would begin in Spring 2023.

**FINAL PLAT OF**

**"Belvidere Retail Subdivision"**

**A SUBDIVISION IN PART OF THE NORTHEAST FRACTIONAL QUARTER OF SECTION 14 TOWNSHIP 43 NORTH RANGE 3 EAST AND PART OF THE NORTHWEST FRACTIONAL QUARTER OF SECTION 6 TOWNSHIP 43 NORTH RANGE 4 EAST OF THE THIRD PRINCIPAL MERIDIAN BOONE COUNTY ILLINOIS 2022**

**SHEET 1 OF 2**

MARSHALL UNIVERSITY

STATE OF ILLINOIS  
DEPARTMENT OF REVENUE

Know all men that Linda L. Wallace, as Successor, Beneficial and Sole Trustee for 2022, of the record of the certain hereinafter described and to be divided into 7 lots as shown on the attached plat, do hereby certify that the plat is a true and correct representation of said tract and that the same is to be divided into 7 lots as shown on the attached plat. The plat is subject to all laws and regulations of the State of Illinois relating to the subdivision of land and to all other laws and regulations of the State of Illinois relating to the subdivision of land. The plat is subject to all laws and regulations of the State of Illinois relating to the subdivision of land and to all other laws and regulations of the State of Illinois relating to the subdivision of land.

OF PROPERTY DESCRIBED AS OF PROPERTY DESCRIBED AS OF THE NEUBAU FRACTIONAL QUARTER OF SECTION 14 TOWNSHIP 43 NORTH RANGE 3 EAST AND PART OF THE NORTHWEST FRACTIONAL QUARTER OF SECTION 6 TOWNSHIP 43 NORTH RANGE 4 EAST OF THE THIRD PRINCIPAL MERIDIAN BOONE COUNTY ILLINOIS 2022

Continuity of the northeast corner of the Northeast Quarter of said Section 14, Township 43 North, Range 3 East and the Northwest Quarter of said Section 6, Township 43 North, Range 4 East, of the Third Principal Meridian, Boone County, Illinois, is hereby certified.

The plat is subject to all laws and regulations of the State of Illinois relating to the subdivision of land and to all other laws and regulations of the State of Illinois relating to the subdivision of land. The plat is subject to all laws and regulations of the State of Illinois relating to the subdivision of land and to all other laws and regulations of the State of Illinois relating to the subdivision of land.

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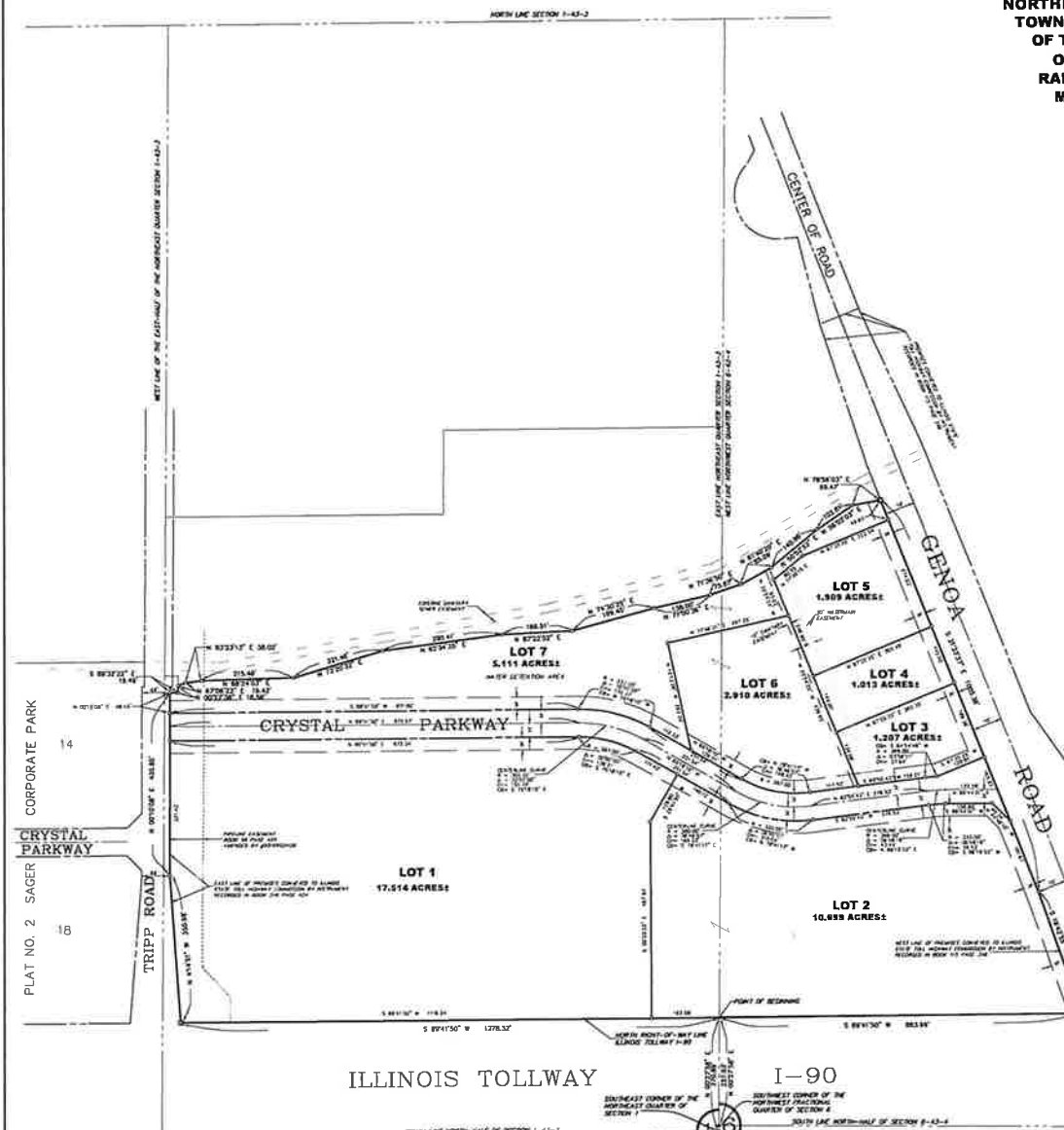
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**LEGEND**

---	BOUNDARY OF PROPERTY
---	SECTION LINE
---	ROAD RIGHT-OF-WAY LINE
---	BOUNDARY SETBACK LINE
---	DRAINAGE EASEMENT LINE
---	UTILITY EASEMENT LINE
---	SEWER EASEMENT LINE
---	PIPELINE EASEMENT LINE
---	WATERMAIN EASEMENT LINE
---	ROAD CENTERLINE
▲	FOUND STONE
○	FOUND RAILROAD SPIKE
●	FOUND MONUMENT
○	SET 5/8" IRON PIN
○	SET RAILROAD SPIKE
○	SET P.C. NAIL
○	DEEDY / PLATTED DISTANCE
---	AS MEASURED
■	CONCRETE MONUMENT

<b>SURVEY-TECH</b>			
A DIVISION OF C.E.S. INC.			
PROFESSIONAL SURVEY FIRM LICENSE NO. 184-001240			
1544 NORTH 2ND STREET, SUITE 100, BOONE COUNTY, ILLINOIS 62606		PHONE: 618-362-8771	
FAX: 618-362-8771		FAX: 618-362-8771	
DATE: 8-18-2022	SCALE: 1" = 100'	DRAWN BY: SEW	REVISION:
<b>"Belvidere Retail Subdivision"</b>			
FB: BOONE-CO-PL-5-18-22	BOONE COUNTY	FILE NUMBER:	SMA

SEWER LINE PROFILES REFERRED TO BY THIS PLAT ARE SHOWN ON THE SEWER LINE PROFILES DRAWING ATTACHED TO THIS PLAT AS SHOWN ON SHEET 1 OF 2.

POINT OF BEGINNING

I-90

SEE PLAT FOR PROFILES REFERRED TO BY THIS PLAT ARE SHOWN ON THE SEWER LINE PROFILES DRAWING ATTACHED TO THIS PLAT AS SHOWN ON SHEET 1 OF 2.



**Public Health**  
Prevent. Promote. Protect.

## Boone County Health Department

1204 Logan Avenue, Belvidere, Illinois 61008  
Main Office 815.544.2951 Clinic 815.544.9730 Fax 815.544.2050  
[www.boonehealth.org](http://www.boonehealth.org)

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*The mission of the Boone County Health Department is to serve our community by preventing the spread of disease, promoting optimal wellness & protecting the public's health.*

July 21, 2022

City of Belvidere  
Community Development  
Gina DelRose  
401 Whitney Blvd Suite 300  
Belvidere, IL 61008

Email: [gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)

Re: Case: 2022-22 (RZ) Belvidere Retail Subdivision – Planned Industrial, North of I-90 between Tripp and Genoa Roads.

Dear City of Belvidere,

We are in receipt of a map amendment request (rezoning) on approximately 18 acres north of I-90 between Tripp and Genoa Roads, Belvidere, IL from RH, Rural Holding District (pending annexation) to PI, Institutional District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. PIN: 07-01-276-004 and 08-06-100-003

At this time, the Boone County Health Department has no comment.

If you have any questions or concerns, please contact us at (815) 544-2951 ext. 2 or at [info@boonehealth.org](mailto:info@boonehealth.org).

Sincerely,

Amanda Mehl  
Public Health Administrator  
Boone County Health Department

AT

## Opinion of the Boone County SWCD Board

Donald K Busch Sr., has submitted a request for a Natural Resource Information Report as part of an application for a zoning change from A1 to industrial on a portion of two parcels (60.16 acres) in Section 6 of Spring Township and 12 of Flora Township. The Area of Interest (AOI) is between Genoa Road and Tripp Road, and directly North of I-90. The parcel identification number(s) are 07-01-276-004 and 08-06-100-003.

The Boone County Soil & Water Conservation District Board has a

- Favorable
- Unfavorable
- Other: \_\_\_\_\_

opinion of the proposed land use change. The Board concerns are stated below. More detailed information is presented throughout the various sections of this document.

Signature of Board Chairman:

Bill Hall

on 8-4-21

Board Concerns: See SWCD Comments

**EXECUTIVE SUMMARY  
NRI REPORT #1655**

The Boone County Soil and Water Conservation District (SWCD) has completed this Natural Resource Information (NRI) Report #1655 in response to a request for a change in zoning from A1 to Industrial. The project involves approximately 60.16 acres, located at PINs 08-06-100-003 and 07-01-276-004. The site is located in the Northwest corner of Section 1 in Flora Township and the Northeast corner of section 6 of Spring Township, Boone Co., State of Illinois.

The surrounding land use is mainly industrialized and a few agricultural plots. The property is located between I-90, Route 20, Genoa Road, and Tripp Road.

The purpose of the Natural Resources Information Report is to serve as a tool for determining appropriate land uses and the effect of particular land uses on the integrity of the natural resources present on or in the vicinity of the parcel.

According to the USDA Natural Resources Conservation Service Boone County Soil Survey, the site has the following soils:

Soil Type	Soil Name Slope ranges	# of Acres	% of Total Acres	Land Evaluation
59A	Lisbon silt loam, 0 to 2 percent slopes	2.3	3.9	95
125A	Selma 0-2% slopes	13.2	21.9	90
188A	Beardstown 0-2% slopes	3.6	5.9	82
221B	Parr silt loam, 2 to 5 percent slopes	11.1	18.3	85
290B	Warsaw 2-4% slopes	8.7	14.4	85
290C2	Warsaw loam, 4 to 6 percent slopes, eroded	11.1	18.3	82
440B	Jasper 0-2% slopes	10.4	17.2	90
490A	Odell 0-2% slopes	0	0	90

**Land Evaluation** - Land Evaluation encompasses information regarding soils found on the site and their suitability for agricultural purposes. For purposes of the Land Evaluation portion of the LESA system, each soil is assigned a relative value number from 0 to 100, a 0 being the worst for crop production, 100 the best.

Land Evaluation Score: 86.6

**Farmland Classification:** Prime agricultural soils are an important resource to Winnebago County. Some of the most productive soils in the United States occur locally. Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops.

- All areas are prime farmland: 72.2%
- Prime farmland if drained: 27.8%

**Hydric Soils:** Hydric soils by definition have seasonal high water at or near the soil surface and/or have potential flooding or ponding problems. All hydric soils range from poorly suited to unsuitable for building.

- Hydric Inclusions: 27.8%
- Not Hydric: 72.2%

**Limitations for Septic Systems:** The factors considered are the characteristics and qualities of the soil that affect the limitations for absorbing waste from domestic sewage disposal systems. The major features considered are soil permeability, percolation rate, groundwater level, depth to bedrock, flooding hazards, and slope.

- Slight: 17.2%
- Restricted: 14.4%
- Severe: 5.9%
- Very Severe: 62.4%

**Erosion and Sediment Control:** Erosion is the wearing away of the soil by water, wind, and other forces. Soil erosion threatens the Nation's soil productivity and contributes the most pollutants in our waterways. Water causes about two thirds of erosion on agricultural land. Four properties, mainly, determine a soil's erodibility: Texture, Slope, Structure and Organic Matter Content.

- Slight: 46.1%
- Moderate: 53.8%

**Dwelling With Basements** – Dwellings are single-family houses of three stories or less. For dwellings with basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of about 7 feet. The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

- Not Limited: 32.7%
- Somewhat Limited: 35.5%
- Very Limited: 31.7%

**Small Commercial Buildings** - Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

- Not Limited: 14.4%
- Somewhat Limited: 63.6%
- Very Limited: 21.9%

**Shallow Excavation:** Shallow excavations are trenches or holes dug to a maximum depth of 5 or 6 feet for graves, utility lines, open ditches, or other purposes. The ratings are based on the soil properties that influence the ease of digging and the resistance to sloughing. Depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, the amount of large stones, and dense layers influence the ease of digging, filling, and compacting. Depth to the seasonal high water table, flooding, and ponding may restrict the period when excavations can be made. Slope influences the ease of using machinery. Soil texture, depth to the water table, and linear extensibility (shrink-swell potential) influence the resistance to sloughing.

- Somewhat Limited: 68.2%
- Very Limited: 31.7%

#### **Soil Features:**

**Depth to Any Soil Restrictive Layer:** A restrictive layer is a nearly continuous layer that has one or more physical, chemical, or thermal properties that significantly impedes the movement of water and air through the soil or that restricts roots or otherwise provides an unfavorable root environment.

- >200 cm: 67.2%
- 74 cm: 14.4%
- 71 cm: 18.3%

**Frost Action:** Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost action occurs when moisture moves into the freezing zone of the soil. Temperature, texture, density, saturated hydraulic conductivity (Ksat), content of organic matter, and depth to the water table are the most important factors considered in evaluating the potential for frost action. It is assumed that the soil is not insulated by vegetation or snow and is not artificially drained. Frost heave and low soil strength during thawing cause damage to pavements and other rigid structures. The potential of frost action is expressed as low, moderate, or high.

- Moderate: 68.2%
- High: 31.7%

**Risk of Corrosion - Steel:** Risk of corrosion pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens uncoated steel. The rate of corrosion of uncoated steel is related to such factors as soil moisture, particle-size distribution, acidity and electrical conductivity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The steel in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the steel in installations that are entirely within one kind of soil or within one soil layer. The risk of corrosion is expressed as low, moderate, or high.

- High: 100%

**Risk of Corrosion – Concrete:** Risk of corrosion pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens concrete. The rate of corrosion of concrete is based mainly on the sulfate and sodium content, texture, moisture content, and acidity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The concrete in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the concrete in installations that are entirely within one kind of soil or within one soil layer. . The risk of corrosion is expressed as low, moderate, or high.

- Moderate: 38.6%
- Low: 61.3%

**Local Roads and Streets:** Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use.

- Somewhat Limited: 32.7%
- Very Limited: 67.2%

**Erosion Hazard – Off-Road, Off-Trail:** The rating of this interpretation indicates the hazard of soils loss from off-road and off-trail areas after disturbance activities that expose the soil surface. The rates are based on slope, soil erosion factor K, and an index of rainfall erosivity (R). The soil loss is caused by sheet or rill erosion in off-road or off-trail areas where 50 to 75 percent of the surface has been exposed by some kind of disturbance. The ratings are both verbal and numerical. The hazard is described as "slight," "moderate," "severe," or "very severe." A rating of "slight" indicates that erosion is unlikely under ordinary climatic conditions; "moderate" indicates that some erosion is likely and that erosion-control measures may be needed; "severe" indicates that erosion is very likely and that erosion-control measures, including revegetation of bare areas, are advised; and "very severe" indicates that significant erosion is expected, loss of soil productivity and off-site damage are likely, and erosion-control measures are costly and generally impractical.

- Slight: 46.1%
- Moderate: 53.8%

#### **Water Features:**

**Hydrologic Soil Group:** Based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms. The soils are assigned to four groups (A, B, C and D). Group A soils have high infiltration rates. Group B soils have a moderate infiltration rate when thoroughly wet. Group C soils have a slow infiltration rate when thoroughly wet. Group D soils have a very slow infiltration rate (high runoff potential) when thoroughly wet. If a soil is assigned to a dual hydrologic group (A/D B/D or C/D) the first letter is for drained areas and the second is for undrained area

- B: 49.9%
- C: 18.3%
- B/D: 27.8%
- C/D: 3.9%



**Depth to Water Table-** a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and on evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table.

- 15 cm: 21.9%
- 45 cm: 5.9%
- 46 cm: 3.9%
- 84 cm: 18.3%
- >200 cm: 49.9%

**Ponding-** Ponding is standing water in a closed depression. The water is removed only by deep percolation, transpiration, or evaporation or by a combination of these processes. Ponding frequency classes are based on the number of times that ponding occurs over a given period. Frequency is expressed as none, rare, occasional, and frequent.

- None: 78.6%
- Frequent: 21.4%

**Flooding-** the temporary inundation of an area caused by overflowing streams or by runoff from adjacent slopes

- None: 100%

**Drainage Class:** The frequency and duration of wet periods under conditions similar to those under which the soil formed. Seven classes of natural soil drainage are recognized—excessively drained, somewhat excessively drained, well drained, moderately well drained, somewhat poorly drained, poorly drained, and very poorly drained.

- Well Drained: 49.9%
- Moderately Well Drained: 18.3%
- Somewhat poorly Drained: 9.8%
- Poorly Drained: 21.9%

**Watershed Impacts:** The PIQ is located in the Kishwaukee River Watershed. The PIQ is in the lower end of the watershed, and does not have any off-site tributary flow going through the area. Increased stormwater runoff from the site, and soil that erodes from the site, can degrade the water quality of the watershed and the downstream environment.

**Biological Resources:** The IL Department of Natural Resources Natural Resources Awareness Tool for applicators and other GIS maps in the office indicate four sensitive resources in the vicinity of the project. For a more detailed investigation, an EcoCAT Informational Request or Local Government Consultation Request report should be done.

**Floodplain Review:** FEMA's National Flood Hazard Layer shows there are no floodplains within the boundary of the proposed project area. There is a floodplain southwest of PIQ.

**National Wetlands Inventory:** According to the US Fish and Wildlife Service National Wetlands Inventory, there is one mapped wetland within proposed project area. It is a freshwater emergent wetland. Please contact the appropriate authorities.

**Cultural Resource Review:** It does not appear that there has been a structure on the project area, based on the plats of 1886 and 1905.

**Geologic Information:** This site has the Galena Group Formation, which is predicted to be between 50 to 200 feet below the land surface.

## Boone County SWCD Comments NRI REPORT #1655

### Erosion Concerns

The proposed land use of this site is for the construction of commercial businesses. It is currently being used as farmland. Soil disturbance will occur as a result of developing the site, which is moderately sloping and susceptible to erosion. The area of disturbance will be greater than one acre, so an IEPA NPDES permit will be required; as well as any City/County Permit requirements.

Soil disturbance can create soil erosion which must be properly managed to prevent adverse environmental impacts. Erosion from construction sites is a leading cause of water quality problems in Illinois. Problems caused by this sediment include:

- increased flooding – Sediment build-up lowers the flow capacity of channels causing more frequent flooding in areas that rarely or never flooded before
- Financial burden to taxpayers - Sediment that finds its way into streets, storm sewers, and ditches result in additional maintenance costs for local, state and federal governments
- Water quality impairment - Sediment laden runoff transfers nutrients and other pollutants to downstream lakes and rivers degrading aquatic habitats and increasing costs for water treatment.

Simple but effective controls include preserving existing trees and grass where possible, using silt fence to trap sediment on the down slope sides of the area of disturbance, using a gravel drive used by all vehicles to limit tracking of mud onto streets, cleaning up sediment carried off-site by vehicles or storms, installing curb inlet controls, using downspout extenders to prevent roof runoff from eroding exposed soil, locating soil piles away from any roads or waterways, and reseeding or sodding the site as soon as possible. The materials (silt fence, stakes, gravel entrance, inlet controls, and grass seed) are easy to find and relatively inexpensive.

The Illinois Urban Manual is a resource of practices used throughout the State and can be accessed at <http://www.aiswcd.org/iум/>. The concept of these practices can be carried over to good housekeeping measures after development occurs and buildings are occupied to prevent stormwater runoff from becoming contaminated.

### Tile Investigation

Subsurface drainage is used to remove excess water in poorly drained soils or areas impacted by heavy rain or storm events, such as a grassed waterway. These systems are very common in northern Illinois agricultural fields. When a subsurface drainage system is working correctly, these tiles can improve infiltration rates, reduce surface runoff, and increase water storage capacity of the soil in the fields. In cases where the tile fails upland drainage patterns can be compromised, field will hold standing water for days after a storm event, and large holes where soil has washed into the tile line can appear. All of these problems make it hard for equipment to access the area. Prompt repair of any drain tile failure will keep the system in good working order and prevent permanent damage to it.

Based on the soil types present, the existing waterway, and the site visit, this PIQ is likely to have subsurface drainage tile throughout the farmed areas and within the grassed waterway that bisects the field. A tile inspection is recommended for this site in order to identify if and where there are tile lines, so they can be accurately located and maintained throughout the life of the solar facility to minimize potential future damages. There is an area of concern on the southwest corner of the PIQ where there is a potential subsurface tile failure. Please see Photo #4 for a visual of this area. If a tile failure is identified in this location, it is recommended that the problem is address promptly before any other construction is done on the property to minimize impact.

### **Wetlands**

According to the U.S. Fish and Wildlife National Wetlands Inventory, there are wetlands on the site. A wetland is an area with wet soils (hydric soil type), that will support a dominance of water tolerant plants known as hydrophytic plants. Wetlands usually are wooded or uncropped areas with cattails, willows and other plants that grow well in wet soils or water. A wetland may also be an uncropped wet spot in a cropped field, an area abandoned for five or more years, or an area ponded long enough during the growing season (April 14 – October 23) to develop anaerobic conditions in the upper soil profile. Ponded conditions need to exist for one week during the growing season and saturation conditions need to exist for at least two weeks during the growing season. Small rivers, creek, ditches or drainage ways that are wetlands and were too small to be mapped out due to scale are still wetlands.

Soils with a high seasonal water table or floods frequently are generally considered hydric soils. Other small areas with a similar degree of wetness may also be considered hydric. These small areas are found in other soil types and are usually called "hydric inclusions".

Wetlands are important because they catch sediment, nutrients, and pesticides that are carried by runoff water. Wetlands filter the water and the vegetation uses the nutrients and removes many of the pesticides from runoff. This improves water quality and is especially important in areas where groundwater supplies are recharged by wetlands. Flood protection in another benefit of wetlands, when water is stored in the wetland it can reduce downstream flooding. Migrating waterfowl use wetland for food, cover & nesting habitat, along with other game and non-game wildlife.

The laws of the United States and the State of Illinois assign certain agencies specific and different regulatory roles to protect the waters within the State's boundaries. These roles, when considered together, include protection of navigation channels and harbors, protection against flood way encroachments, maintenance and enhancement of water quality, protection of fish and wildlife habitat and recreational resources and, in general, the protection of total public interest. Unregulated use of the waters within the State of Illinois could permanently destroy or alter the character of these valuable resources and adversely impact the public. Therefore, please contact the proper regulatory authorities when planning any work associated with Illinois waters so that proper consideration and approval can be obtained.

Any proposed project or other activity should be designed to avoid and minimize any disturbance to the wetland, stream, or other aquatic area, as much as is practicable before applying for a permit from the Corps. Avoidance and minimization of impacts to wetlands or other aquatic areas can include locating any activity away from the wetland area, establishing buffer zones and protecting the quality of the water that may be discharged into wetlands.

**\*\*Any acreage discrepancies are due to the acres included with Right of Ways\*\***

Thank you for taking the SWCD's concerns under consideration. If you have any questions or comments about this report or its findings, please contact the Boone County Soil and Water Conservation District at (815) 544-3465 ext. 3

Sincerely,

  
Teagan Duffy  
Resource Conservationist

**CITY OF BELVIDERE**

*Community Development*



**BUILDING DEPARTMENT**

**PLANNING DEPARTMENT**

**401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789**

August 3, 2022

**ADVISORY REPORT**

**CASE NO: 2022-22      APPLICANT: OM Belvidere Group, LLC, Genoa Rd/Crystal Parkway**

**REQUEST AND LOCATION:**

The applicant, OM Belvidere Group, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner Donald K. Busch, Sr., 7301 W. Ridge Lane, Cherry Valley, IL 61016 is requesting a special use to permit a planned development in the PB, Planned Business District (pending rezoning approval) at the southwest corner of Genoa Road and Crystal Parkway, Belvidere, IL 61008. The planned development will allow for the following departures: Sections 150.105(C)(4)(B)(2) allowing for in-vehicle sales or service and indoor commercial entertainment (fueling station, drive-through lanes and video gaming), 150.704(F)(7) allowing for parking spaces smaller than 180 square feet (162 square feet), 150.707(3)(A) allowing for lighting levels greater than 0.50 foot-candles at the property line (6.9 foot-candles), 150.712(C)(3) allowing for a fence in the front yard greater than 4 feet tall (7 feet tall), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (125 feet tall, 1,650 square feet in size on south side of property), Table 150.1007(A)(1) allowing for a sign greater than 150 square feet (300 square feet on north side of property), Table 150.1007(B)(1) allowing for more than two signs per wall (4 signs per wall), 150.1010 allowing for off-site signage (on south side of property), 150.1012(A)(1) allowing a mural (on fueling station), and 150.904 Special Use Review and Approval Procedures). The planned development is being requested in order to construct a fueling center with drive-through restaurants, video gaming and a mural on proposed Lot 2 of the preliminary plat of Belvidere Retail Subdivision. The property is irregular in shape and will encompass approximately 10 acres. Part of PINs: 08-06-100-003 and 07-01-276-004

**EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** Vacant

**Adjacent property:**

**North:** Bible Baptist Church, Row Crop Production and ComEd

**South:** I-90 and Row Crop Production

**West:** Vacant/Row Crop Production, Magna Exteriors and Gerdau Ameristeel

**East:** I-90 Interchange, Vacant and Multi-tenant Commercial Buildings

**CURRENT ZONING ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** PB, Planned Business District (pending rezoning) and PI, Planned Industrial District (pending rezoning)

**2022-22, OM Belvidere Group, LLC, Genoa Rd/Crystal Parkway**

**Adjacent property:**

**North:** PB, Planned Business District and A-1, Agricultural Preservation Area District (Boone County)

**South:** A-1, Agricultural Preservation Area District (Boone County)

**West:** PI, Planned Industrial District

**East:** PB, Planned Business District

**COMPREHENSIVE PLAN ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** PB, Planned Business

**Adjacent property:**

**North:** Planned Business and Institutional

**South:** Planned Office and Planned Mixed Use-II

**West:** Planned Industrial

**East:** Planned Business and Vacant

**BACKGROUND:**

The developer for the Belvidere Retail Subdivision has petition for annexation into the City of Belvidere, two map amendments from the Rural Holding District to the Planned Business and Planned Industrial Districts and the preliminary and final plats for the 7 lot, approximately 43-acre Belvidere Retail Subdivision. The proposed special use would encompass Lot 2 of the subdivision and occupy approximately 10 acres of land.

As part of the subdivision process, Crystal Parkway will be extended from Tripp Road to the stub road off of Genoa Road. The stub road off of Genoa Road which was constructed in the early 2000's while the Gateway Center commercial development was being constructed in anticipation of Crystal Parkway's extension. The special use will be at the southwest corner of Crystal Parkway and Genoa Road.

A traffic impact analysis was conducted in regards to the impact the planned development would have on nearby roadways. The results indicate the development's access points and right-of-way configuration are adequate.

The applicant is requesting 9 deviations of the Zoning Ordinance. Two of the deviations are in regard to land uses- the ability to have fueling stations, drive through lanes for two food establishments, video gaming and a mural.

Four of the deviations are in regards to signage- signage that is taller than 40 feet and larger than 150 square feet, signage that is considered off-site signage and increasing the number of signs permitted on a building wall. The increased height and square footage would allow for a pole sign that is 125 feet tall and 1,650 square feet; this sign would contain off-site signage as well. A second sign located on the property, although within the 40-foot height limit, will be larger than permitted at 300 square feet. The additional wall signs (up to four per wall) would be used to advertise the food establishments within the fueling center.

The last three deviations are in regard to the development of the property and include the size of parking spaces, lighting levels and fencing. Parking spaces are typically 10'x18', the applicant is requesting that they measure 9'x18'. The zoning ordinance limits lighting levels to 0.50 footcandles at the property line. In some areas of the property, especially along the right-of-ways, the lighting levels are up to 6.9 footcandles. The last deviation is in regards to fence height. In an effort to contain sound and garbage, the applicant will be constructing a seven-

foot tall fence along Crystal Parkway adjacent to the truck parking area instead of the permitted four-foot height.

**TREND OF DEVELOPMENT:**

The property is located at the southern edge of the City, between Sager Corporate Park and Gateway Center Subdivision. Although there has been industrial and commercial growth within Sager Corporate Park, the area east of Tripp Road has not seen significant development since the recession.

**COMPREHENSIVE PLAN:**

The subject property is designated as "Planned Business" by the City of Belvidere Comprehensive Plan, adopted July 15, 1999. The Planned Business map category encourages high quality indoor commercial, office and institutional land uses, with generous landscaping and limited signage.

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**FLEXIBLE DEVELOPMENT STANDARDS:**

According to Section 150.907 (B) (1) A. of the City of Belvidere Zoning Ordinance, new and alternative standards may be approved for a development by the city. The applicant is requesting the following standards specific to this project.

**Zoning Ordinance:**

- **Article I, Section 150.105(C)(4) Planned Business (B)(2) In-Vehicle Sales or Service and Indoor Commercial Entertainment**

The applicant would like to construct a fueling center that would service passenger vehicles, recreational vehicles and semi-trucks and trailers. The fueling center would also include drive-through lanes for two food establishments and video gaming.

- **Article I, Section 150.704 Off-Street Parking and Traffic Circulation Standards (F)(7) Parking Space Design Standards**

**The minimum required area of parking spaces shall be 180 square feet.**

The applicant is requesting that the size of parking spaces be reduced to 162 square feet. Instead of measuring 10'x18' they will be narrowed to 10'x18'. 18 feet is an acceptable depth for parking spaces and is typically permitted if the stall is 10 feet wide instead of 9 feet wide.

- **Article I, Section 150.707 Exterior Lighting Standards (E)(3)(A) Intensity of Illumination**

**In no instance shall the amount of illumination attributable to exterior lighting, as measured at the property line, exceed 0.50 footcandles above ambient lighting conditions on a cloudless night.**

The applicant is requesting to have lighting levels as bright as 6.9 footcandles along portions of the north, south and west property lines. The brightest levels would be along the southern property line abutting I-90.

- **Article I, Section 150.712 Fencing Standards (C)(3) Maximum Height**

**Fences shall not exceed 4 feet in height except on corner lots where the height shall not exceed 3 ½ feet within 30 feet of the intersection...**

In an effort to reduce ambient noise levels and possibility of garbage leaving the site, a seven-foot tall privacy fence will be installed along Crystal Parkway abutting the truck parking area on the west half of the property.

- **Article I, Table 150.1007(A)(1) Freestanding Signs**

The applicant is requesting to allow for a sign on the south side of the property that is 125 feet tall instead of the permitted 40 feet. The requested size of the sign is 1,650 square feet instead of the permitted 150 square feet. The reason for the request is so that the sign can advertise multiple businesses and be seen from the tollway. Due to the location of the oasis, signage for food and fueling is not permitted at the Genoa Road interchange.

- **Article I, Table 150.1007(A)(1) Freestanding Signs**

The applicant is requesting to allow for a sign on the north side of the property that is 300 square feet instead of the permitted 150 square feet. The reason for the request is for additional visibility to those traveling along Grant Highway.

- **Article I, Table 150.1007(B)(1) Building Signs**

The applicant is requesting to allow for up to four signs per wall instead of the permitted two signs per wall on the fueling center. The four signs would include the name of the fueling center plus advertisements for the three food establishments inside.

- **Article I, Table 150.1010 Off-site advertising signs**

The applicant is requesting to allow a portion of the 1,650 square-foot of signage on the southern pole sign to be used to advertise businesses that will be locating on other lots within the Belvidere Retail Subdivision.

- **Article I, Table 150.1012 Community information signs (A)(1) Murals**

The applicant is requesting to allow for a mural to be placed on the wall of the fueling center. The applicant will work with city staff in regard to the final design of the mural.

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**FINDINGS OF FACT:**

Per Section 150.904 (G) of the City of Belvidere Zoning Ordinance, the criteria for granting a Special Use (Planned Development) Permit are as follows:

- A. Findings: The establishment, maintenance, or operation of the Planned Development will not be completely unreasonably detrimental to or endanger the public health, safety, morals, comfort or general welfare.**

The request for a fueling center and additional signage is not unreasonable for the location. The property is located adjacent to the Genoa Road interchange with I-90 and is designed



to cater to those travelers along I-90. Due to the proximity of the oasis, signage along the exit advertising the fueling center is not allowed, causing the applicant to increase the signage on the property to advertise to travelers along I-90. The other sign deviations are minor and will not impact the surrounding areas.

Since the fueling center will be a truck stop, alcohol sales are not required in order to have video gaming machines, lessening the potential negative impacts.

The mural's final design will reflect Belvidere and welcome travelers to the community.

The brightest lighting levels will be along I-90 and other thoroughfares, impacting right-of-ways more than adjacent properties.

Although the parking spaces are 18 square feet smaller than the zoning ordinance requires, they are within the industry standards for more urbanized areas.

The fencing will provide a buffer to the anticipated commercial uses to the north and be designed in such a manner that will not interfere with motorist's line of site.

- B. Findings: The requested Planned Development, both its general use independent of its location and in its specific location, will be in harmony with the purposes, goals, objectives, policies, and standards of the City of Belvidere Comprehensive Plan, this Chapter, and any other plan, program, or ordinance adopted, or under consideration pursuant to Notice of Public Hearing by the City.**

The Comprehensive Plan adopted in 1999 shows the property as planned business. The planned development is in compliance with the Comprehensive Plan in terms of providing an indoor commercial land use with moderate landscaping, however the signage will not be moderate. Due to the location of the property and its proximity to the tollway, increased signage was an anticipated request.

- C. Findings: The Planned Development will not in its proposed location and as depicted on the required site plan, completely result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this Chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted or under consideration pursuant to Notice of Public Hearing by the City or governmental agency having jurisdiction to guide development.**

A traffic impact analysis was conducted and it was concluded that the proposed right-of-way improvements and access points were adequate and the development would not create congestion on nearby roads. The development will be the first within the Belvidere Retail subdivision and due to its proximity to the interchange and Sager Corporate Park (industrial), it is considered an appropriate use.

- D. Findings: The establishment of the Planned Development will not completely impede the normal and orderly development and improvement of surrounding property, and maintains the desired consistency of land uses, land uses intensities, and land use impacts as related to the environs of the subject property.**

The planned development is designed to complement the anticipated development to the north. Access points will be aligned to match with access points north of Crystal Parkway. The off-site signage is for the northern development to utilize so that those business can be visible to travelers as well. A privacy fence is shown on the site plan. This fence will screen headlights and help reduce noise and garbage transferring to the property to the north.

- E. **Findings:** The proposed Planned Development is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvement facilities, utilities or services provided by public agencies servicing the subject property.

As part of the subdivision and development process, utilities and adequate public infrastructure will be constructed.

- F. **Findings:** The potential public benefits of the proposed Planned Development outweighs the potential adverse impacts of the proposed Planned Development after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

The land uses themselves are not uncommon within the City of Belvidere and appropriate for the location. Although some of the signage variations are minor, the extra height and square-footage are quite significant. If the oasis would allow for advertisement of the fueling center at the Genoa Road exit, it would not be needed, however with the limitation of advertising to travelers, the requests are understandable. The increased lighting levels are also significant, but due to their location and adjacent land uses, the impact is not expected to be detrimental.

#### **SUMMARY OF FINDINGS:**

The request for a fueling center and additional signage is not unreasonable for the location. The property is located adjacent to the Genoa Road interchange with I-90 and is designed to cater to those travelers along I-90. Due to the proximity of the oasis, signage along the exit advertising the fueling center is not allowed, causing the applicant to increase the signage on the property to advertise to travelers along I-90. The other sign deviations are minor and will not impact the surrounding areas.

Since the fueling center will be a truck stop, alcohol sales are not required in order to have video gaming machines, lessening the potential negative impacts.

The mural's final design will reflect Belvidere and welcome travelers to the community.

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### **RECOMMENDATION:**

Planning staff recommends the **approval** of case number **2022-22** subject to the following conditions:

1. The Planned Development shall be developed in substantial conformance with the site plan dated 6/2021 unless otherwise noted.
2. The curb cut entrance off of Genoa Road is not guaranteed and is subject to the approval by all agencies with jurisdiction of that portion of Genoa Road or having any jurisdictional control.
3. The entrance located off of Crystal Parkway between Genoa Road and the main entrance/exit to the property shall be eliminated.
4. There shall be a stormwater easement for the detention area shown on the site plan
5. A full final site plan shall be submitted to staff (building, public works, police, fire, planning, etc.) for review and subject to final approval prior to the issuance of building permits.
6. The planned development is granting only the following flexible standards: Sections 150.105(C)(4)(B)(2) allowing for in-vehicle sales or service and indoor commercial entertainment (fueling station, drive-through lanes and video gaming), 150.704(F)(7) allowing for parking spaces smaller than 180 square feet (162 square feet), 150.707(3)(A) allowing for lighting levels greater than 0.50 foot-candles at the property line (6.9 foot-candles), 150.712(C)(3) allowing for a fence in the front yard greater than 4 feet tall (7 feet tall), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (125 feet tall, 1,650 square feet in size on south side of property), Table 150.1007(A)(1) allowing for a sign greater than 150 square feet (300 square feet on north side of property), Table 150.1007(B)(1) allowing for more than two signs per wall (4 signs per wall), 150.1010 allowing for off-site signage (on south side of property), 150.1012(A)(1) allowing a mural (on fueling station).

**Submitted by:**

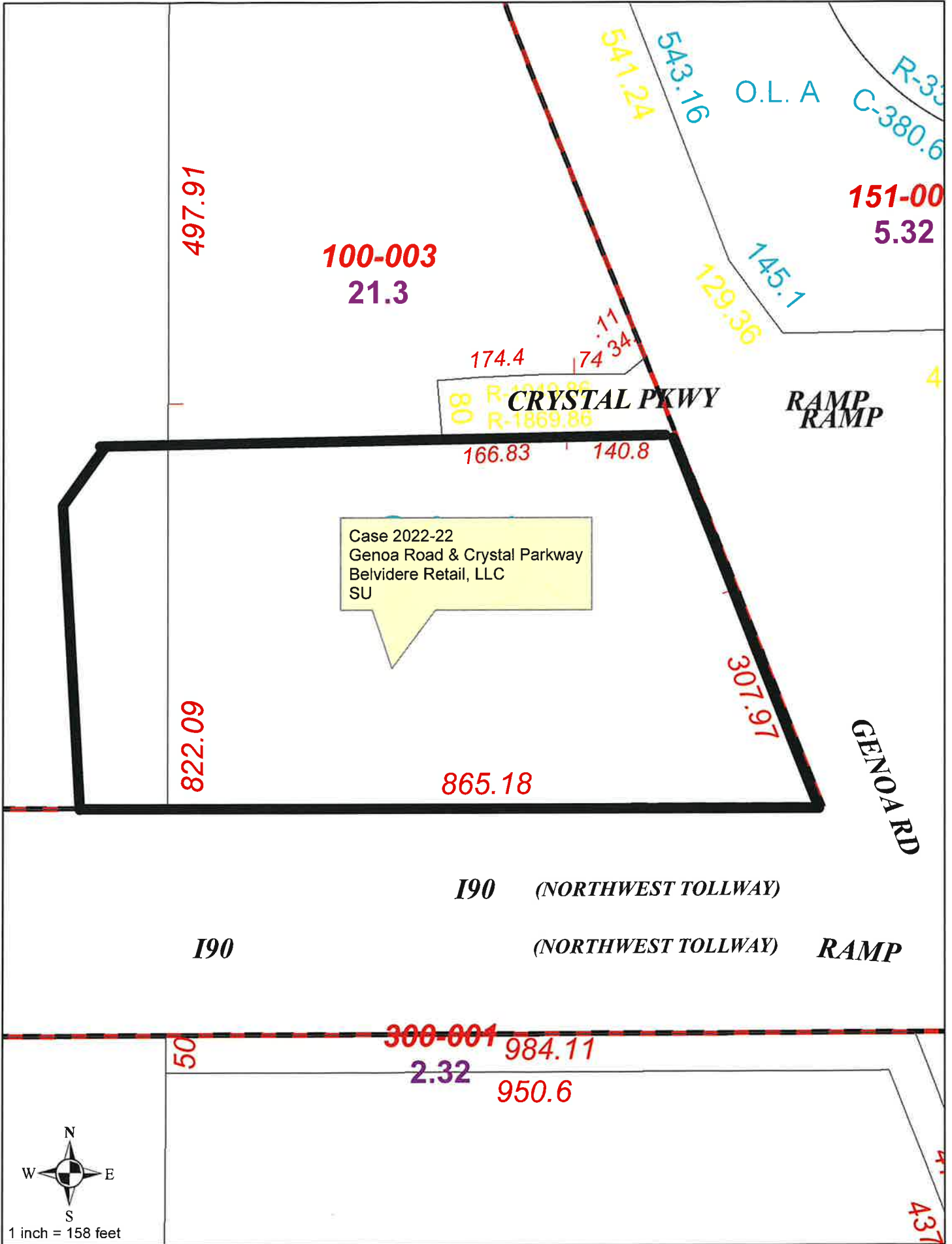
  
Gina DelRose,  
Community Development Planner

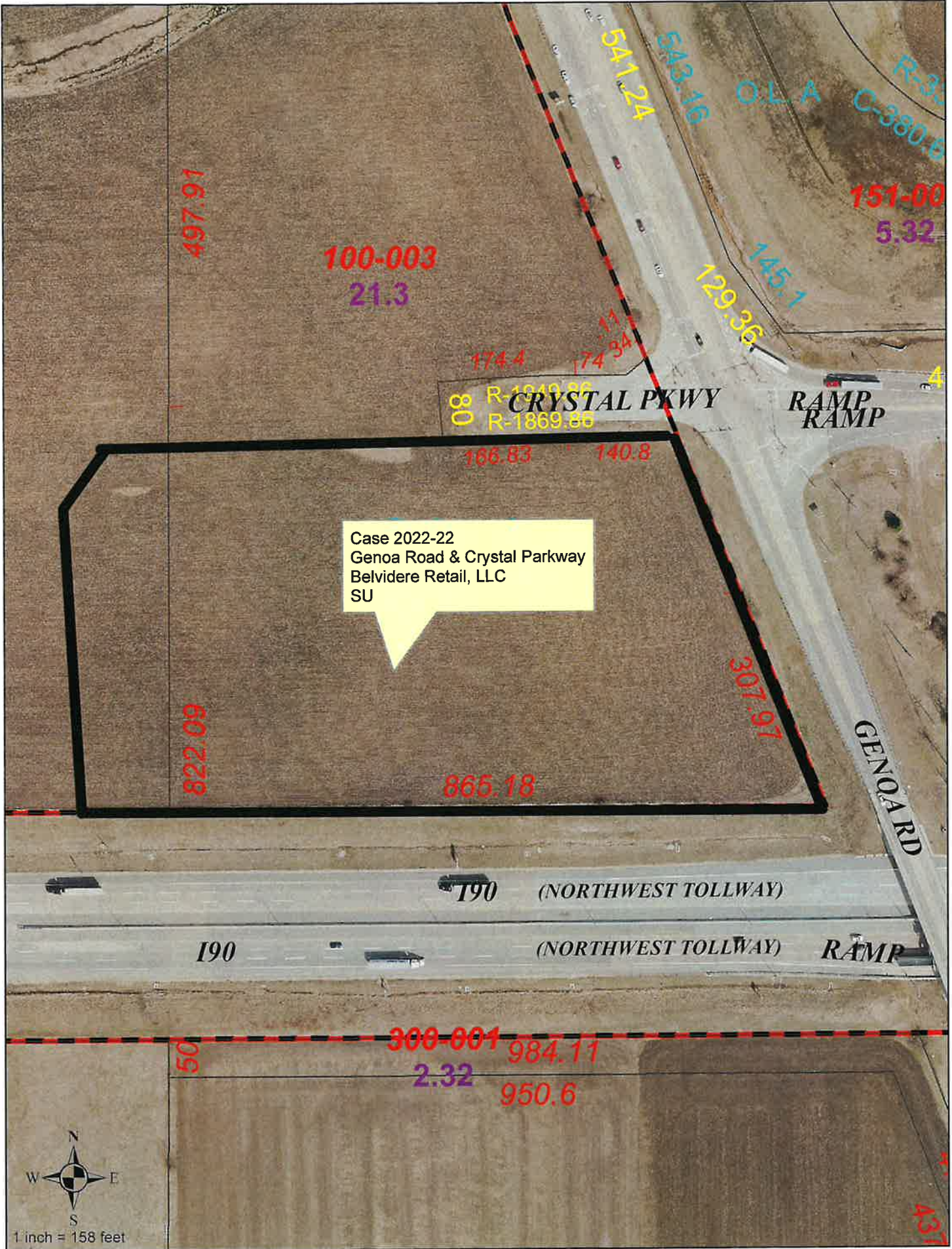
**PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION**

The Planning and Zoning Commission shall make and forward findings of fact as to the compliance of the proposed planned development with the standards and make a recommendation to the City Council. The City Council shall review the findings and recommendation and may accept or reject the findings and recommendation of the Planning and Zoning Commission in whole or in part; or the City Council may refer the matter back to the Planning and Zoning Commission for further consideration. Any approval shall be considered the approval of a unique request and not be construed as precedent for any other proposed planned development.

**ATTACHMENTS:**

1. Location Map by Planning Staff.
2. Aerial Photo by Planning Staff.
3. Narrative as Submitted by the Applicant.
4. Site Plans and Building Elevations Submitted by the Applicant.
5. Sign Package Submitted by the Applicant.
6. NRI Report 1655 opinion submitted by the Boone County Soil and Water Conservation District, Teagan Duffy.
7. Traffic Analysis Addendum, Summary and Recommendation
8. Letter submitted by the Boone County Health Department, Amanda Mehl, July 22, 2022.
9. Letter submitted by the Boone County Highway Engineer, Justin Krohn, July 28, 2022.
10. Memo submitted by the Belvidere Public Works Department, Brent Anderson, August 3, 2022.





DEVELOPMENT NARRATIVE  
NORTHWEST CORNER OF  
GENOA ROAD AND INTERSTATE 90

OM Belvidere Group, LLC and Belvidere Retail, LLC are proposing a mixed-use redevelopment on the approximately 43.5-acre property located at the northwest corner of Genoa Road and Interstate 90. The first phase of the development will include a convenience store and fueling center on the southeastern 10 acres of our development. The remaining property will include several uses, including quick service restaurants, a retail strip center, a hotel, and a future development lot.

Coincident with our zoning application, the current property owner is requesting annexation, rezoning, special use, and subdivision of these parcels. Upon approval, OM Belvidere Group, LLC and Belvidere Retail, LLC will complete their purchase of the property. OM Belvidere Group, LLC will own the fuel center, and Belvidere Retail, LLC will own and develop the rest of the development.

The development will be access via the extension of Crystal Parkway from Tripp Road to Genoa Road, and also via restricted access to the property from Genoa Road.

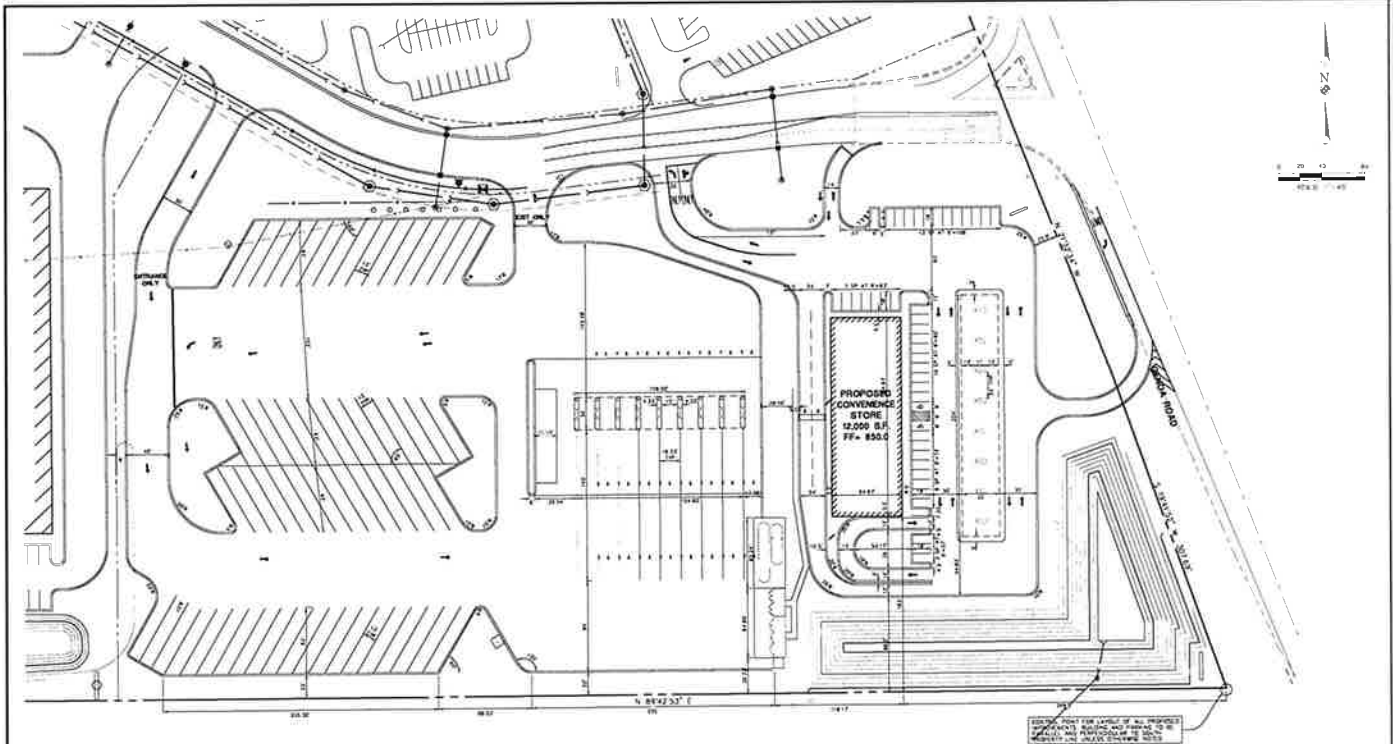
With this application, we are requesting the approval of a planned development for the southeastern parcel (Phase 1) only at this time. We will return with our application for the remaining property once we have further refined the development plan. The fuel center will consist of a 12,000 square foot building, 8 multi-product fueling dispensers for passenger vehicles (16 fueling positions), and eight commercial fueling lanes; five of the commercial fueling lanes will be initially constructed with expansion for three future lanes. In addition to a traditional convenience store offerings, the fuel center will include three restaurant spaces for Smoothie King, WingStop, and Jimmy Johns. The building has two drive thru windows: one on the west elevation and one on the south elevation. Each drive thru has separate vehicle queuing areas. The commercial fueling area is designed to operate independently of the passenger vehicle refueling area to minimize visibility issues as the trucks maneuver through the site.

As part of this application, we are requesting a few deviations from code for the development of these parcels as noted in the annexation agreement.

The fueling center will have three freestanding signs, including a ground sign on Genoa Road, a sign on the Crystal Park extension, and a high-rise sign along the interstate. The high-rise sign has been designed to be visible for westbound traffic prior to exiting the off-ramp for Genoa Road. This high-rise sign will include signage for the fuel center, a pricer for the fuel center, signage for the future hotel and any other retailers. We are also requesting approval for future hi-rise signage along the interstate for the western Planned Industrial parcel, which is critical fo the marketing of this lot.

Subject to approval by the City of Belvidere, construction of the infrastructure, Crystal Parkway extension, and fuel center will begin this year, and the second phase would begin in Spring 2023.





INTERSTATE 90 (I-90)

**SITE DATA**

CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF UTILITIES, DISTANCE BETWEEN UTILITIES, AND CHECK FOR ANY OTHER UTILITIES OF RECORD. MARK THE UTILITIES, AND THE LOCATION OF UTILITIES AND EXISTING UTILITIES LOCATIONS.	
<b>SITE AREA</b>	9.5 ACRES
<b>PARKING PERMITS</b>	FOR SPACES
<b>HANDICAPPED PERMITS</b>	4 SPACES
<b>PARKING RATE</b>	4.50 SPACES/1,000 S.F.

**SIGN LEGEND**

1) 8'-11" STOP SIGN
2) 40'-0" WIDE-PARK PARKING SIGN
3) PARK LANE - NO PARKING SIGN
4) 40'-0" NO NOT ENTER
5) 40'-25" ONE WAY
6) 31'-5" VAN PARKING ONLY

**PAVEMENT MARKING LEGEND**

A) 1" WHITE STOP BAR
B) 4" YELLOW LINE
C) 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C.
D) 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. WITH 4" YELLOW BORDER
E) 4" YELLOW DIAGONAL AT 45° SPACED 2' O.C. WITH 4" YELLOW BORDER

**PAVEMENT LEGEND**

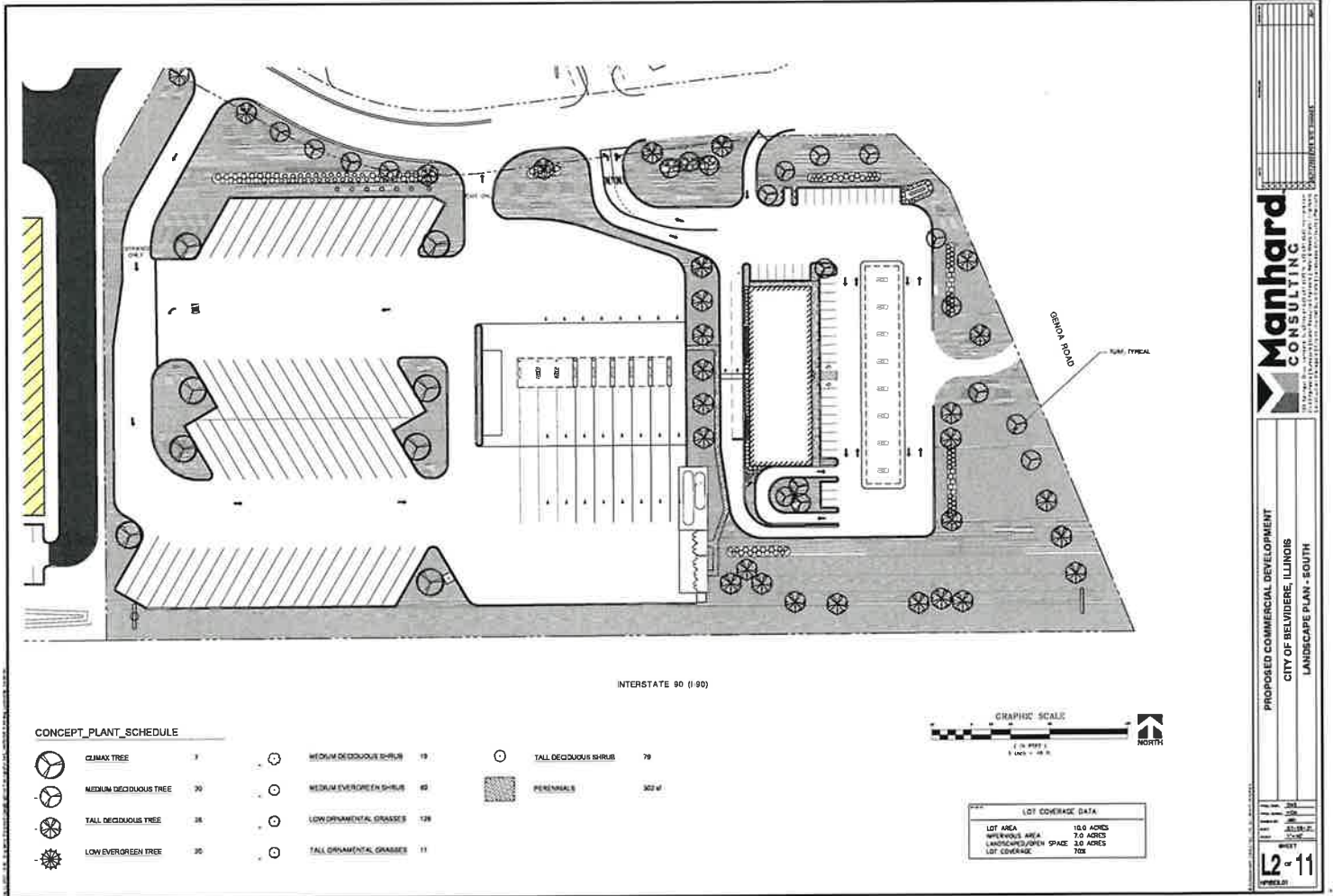
<b>EXISTING ASPHALT PAVEMENT</b>	1) 2" ASPHALT SURFACE COURSE, 100-100 ASPHALT, 1 1/2" D, 100 S, 2" 1/2" ASPHALT BINDER COURSE, 100-100 ASPHALT, 1 1/2" D, 100 S, 4" COMPACTED AGGREGATE BASE COURSE, TYPE B
<b>EXISTING CONCRETE PAVEMENT</b>	1) 4" PORTLAND CEMENT CONCRETE, 100-100 ASPHALT, 1 1/2" D, 100 S, 4" COMPACTED AGGREGATE BASE COURSE, TYPE B
<b>PROPOSED ASPHALT PAVEMENT</b>	1) 2" ASPHALT SURFACE COURSE, 100-100 ASPHALT, 1 1/2" D, 100 S, 2" 1/2" ASPHALT BINDER COURSE, 100-100 ASPHALT, 1 1/2" D, 100 S, 4" COMPACTED AGGREGATE BASE COURSE, TYPE B
<b>PROPOSED CONCRETE PAVEMENT</b>	1) 4" PORTLAND CEMENT CONCRETE, 100-100 ASPHALT, 1 1/2" D, 100 S, 4" COMPACTED AGGREGATE BASE COURSE, TYPE B
<b>PROPOSED CONCRETE PAVEMENT</b>	1) 4" PORTLAND CEMENT CONCRETE, 100-100 ASPHALT, 1 1/2" D, 100 S, 4" COMPACTED AGGREGATE BASE COURSE, TYPE B

- NOTES**
1. LOCATION OF ALL UTILITIES SHALL BE COORDINATED WITH THE CONTRACTOR TO VERIFY ACTUAL LOCATION AND DEPTH OF UTILITIES PRIOR TO CONSTRUCTION OF THE PAVEMENT.
  2. ALL UTILITIES SHALL BE PROTECTED AND MARKED WITH 2" X 4" SIGNAGE AT 10' INTERVALS.
  3. ALL UTILITIES SHALL BE PROTECTED AND MARKED WITH 2" X 4" SIGNAGE AT 10' INTERVALS.
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  12. ALL UTILITIES SHALL BE PROTECTED AND MARKED WITH 2" X 4" SIGNAGE AT 10' INTERVALS.
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  14. ALL UTILITIES SHALL BE PROTECTED AND MARKED WITH 2" X 4" SIGNAGE AT 10' INTERVALS.
  15. ALL UTILITIES SHALL BE PROTECTED AND MARKED WITH 2" X 4" SIGNAGE AT 10' INTERVALS.

**Manhard CONSULTING**

PROPOSED COMMERCIAL DEVELOPMENT  
CITY OF BELVIDERE, ILLINOIS  
SITE DIMENSIONAL AND PAVING PLAN

3 of 11



INTERSTATE 90 (I 90)

GRAND ROAD  
TYPICAL

CONCEPT\_PLANT\_SCHEDULE

	CLIMAX TREE	3		MEDIUM DECIDUOUS SHRUB	19		TALL DECIDUOUS SHRUB	79
	MEDIUM DECIDUOUS TREE	20		MEDIUM EVERGREEN SHRUB	45		PERENNIALS	302 SF
	TALL DECIDUOUS TREE	38		LOW ORNAMENTAL GRASSES	128			
	LOW EVERGREEN TREE	20		TALL ORNAMENTAL GRASSES	11			



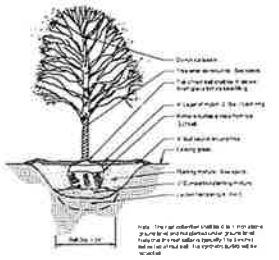
LOT COVERAGE DATA	
LOT AREA	10.0 ACRES
IMPERVIOUS AREA	7.0 ACRES
LANDSCAPED/OPEN SPACE	3.0 ACRES
LOT COVERAGE	70%

**Manhard CONSULTING**

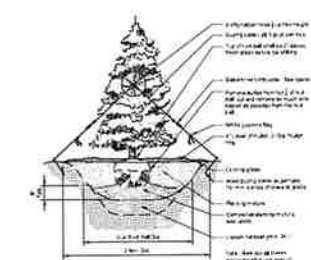
PROPOSED COMMERCIAL DEVELOPMENT  
CITY OF BELVIDERE, ILLINOIS  
LANDSCAPE PLAN - SOUTH

LOT AREA: 10.0 ACRES  
IMPERVIOUS AREA: 7.0 ACRES  
LANDSCAPED/OPEN SPACE: 3.0 ACRES  
LOT COVERAGE: 70%

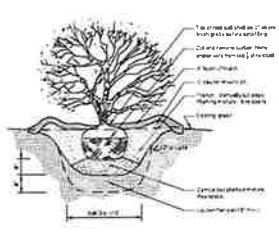
SHEET  
**L2-11**  
OF 21



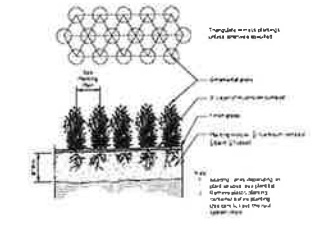
1 DECIDUOUS TREE PLANTING



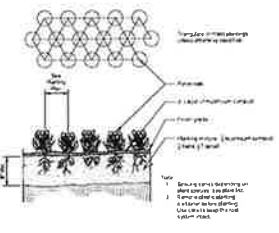
2 CONIFER TREE PLANTING



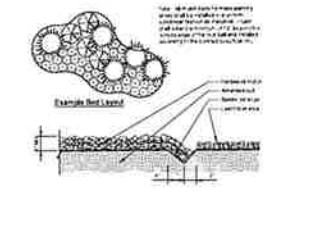
3 SHRUB PLANTING DETAIL



4 ORNAMENTAL GRASS PLANTING



5 PERENNIAL / ANNUAL PLANTING



6 CONTINUOUS MULCH EDGING

**Beldvire Landscape Requirements**

**PLANTING REQUIREMENTS**  
 All landscaping to meet these requirements shall have a mature height of 12' at the building location. Conifer and Tall Trees shall not be used for this requirement.  
 All landscaping points required per 100 SF of building perimeter or as measured per the provided code. Building perimeter is 500'.  
 200 landscape points for building foundation-landscape treated.  
 500' / 100' = 5 x 40' = 200 landscape points.  
 200 landscape points required for building foundation.  
 27 points = 11 Medium Deciduous Shrubs  
 33 points = 13 Medium Evergreen Shrubs  
 34 points = 13 Ornamental Grasses  
 24 points = 44 Perennials  
 160 landscape points provided.

**STREET FRONTAGE**  
 All street frontage landscaping shall be within 10' of the public right of way, but not within a public right of way, shall not be adjacent to a driveway or garage, shall be installed in a 10' wide strip and 50% in Medium Trees, 50% in the provided code.  
 All landscaping points required per 100 SF of street frontage, as measured by the building code. Do not measure in 800' along the north property line and 125' along the east property line, total of 1,025'.

**PLANTING REQUIREMENTS**  
 800' Street Frontage (Public Right of Way) 800' Street Frontage  
 800' / 100' = 8 x 40' = 320 landscape points required  
 100 points = 1 Tall Deciduous Tree (10.0%)  
 100 points = 1 Medium Deciduous Tree (10.0%)  
 60 points = 12 Tall Deciduous Shrubs (12.0%)  
 330 landscape points provided.

**PLANTING REQUIREMENTS**  
 540' Street Frontage (Private Right of Way) 540' Street Frontage  
 540' / 100' = 5.4 x 40' = 216 landscape points required  
 100 points = 1 Tall Deciduous Tree (10.0%)  
 70 points = 1 Medium Deciduous Tree (12.7%)  
 265 landscape points provided.

**PLANTING REQUIREMENTS**  
 140' Street Frontage (Private Right of Way) 140' Street Frontage  
 140' / 100' = 1.4 x 40' = 56 landscape points required  
 100 points = 1 Tall Deciduous Tree (10.0%)  
 375 landscape points provided on site.

**Beldvire Landscape Requirements**

**PLANTING REQUIREMENTS**  
 All general area landscaping shall be located within 10' of the building line within the street area. A minimum of 20% of landscape points shall be provided in 10' wide strip and 40% to be within 10' of the building line.  
 All landscaping points required per the general area of each 20' planting strip as each 10,000 SF of parking area, as indicated by the provided code. 150 planting points and 25' wide strip of general area.  
 216,667 / 10,000 = 21.6667 x 10 = 216.667 x 100 landscape points.  
 1,800 landscape points required for general area.  
 10 points = 1 Climate Tree (0.5%)  
 114 points = 11 Tall Deciduous Trees (6.2%)  
 244 points = 24 Low Evergreen Trees (13.8%)  
 209 points = 44 Tall Deciduous Shrubs (22.1%)  
 260 points = 52 Medium Evergreen Shrubs (28.7%)  
 5 points = 10 Ornamental Grasses (5.1%)  
 44 points = 88 Perennials (23.6%)  
 1,800 landscape points provided.

**PLANTING REQUIREMENTS**  
 10 landscape points per 1,000 SF of building footprint as measured from the building line that meet after landscaping requirements. Building is 12,000 SF.  
 12,000 / 1,000 SF = 12 x 10 = 120 landscape points.  
 100 landscape points required.  
 120 points = 1 Medium Deciduous Tree  
 120 landscape points provided.

**PLANTING REQUIREMENTS**  
 The project is located in Planned Business Development District (PBD).  
 All landscaping shall be installed in a 10' wide strip, that measuring to the beyond existing curb to the relevant width in the provided code.

**Beldvire Landscape Point Requirements**

PLANT CATEGORY	NUMBER POINTS	MIN. PLANTING
Climate Tree	10	2' Caliper
Tall Deciduous Tree	10	2' Caliper
Medium Deciduous Tree	10	4' Tall
Tall Evergreen Tree	10	4' Tall
Medium Evergreen Tree	10	4' Tall
Low Evergreen Tree	10	2' Tall
Tall Deciduous Shrub	5	20' Tall
Low Deciduous Shrub	5	10' Tall
Medium Evergreen Shrub	5	10' Tall / 18" DBH
Low Evergreen Shrub	5	10' Tall / 18" DBH
Ornamental Grasses	5.1	1 Golden Coneflower
Perennials	5.1	1 Golden Coneflower
Non-planting plants	0	N/A

**CONCEPT PLANT SCHEDULE**

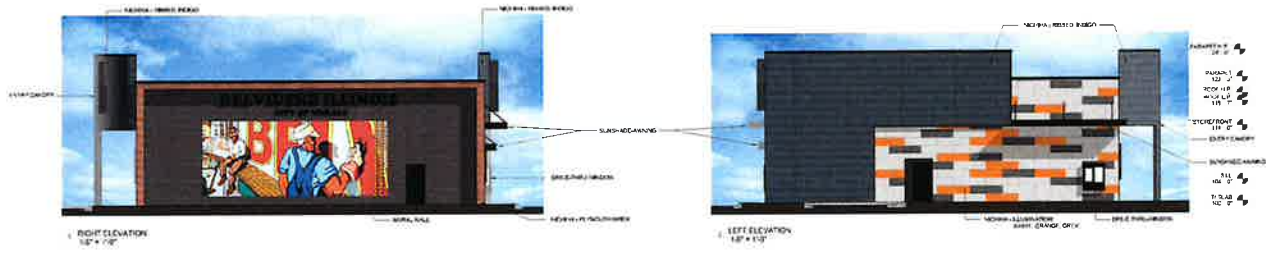
PLANT CATEGORY	NUMBER POINTS
CLIMATE TREE	10
MEDIUM DECIDUOUS TREE	20
TALL DECIDUOUS TREE	20
MEDIUM DECIDUOUS SHRUB	10
MEDIUM EVERGREEN SHRUB	50
LOW ORNAMENTAL GRASSES	120
TALL ORNAMENTAL GRASSES	10
TALL DECIDUOUS SHRUB	70
PERENNIALS	302 of

**Landscape Notes:**

- Soil test for pH and organic matter. Soil test to limits of grading and disturbance. Contractor responsible for reparation for reparation of any unsuitable condition outside of designated construction area.
- Contractor responsible for erosion control in all exposed erodible areas.
- Tree main trunk in half areas are 3" diameter. Contractor shall provide a mulching around all existing trees within the limits of work. Remove all existing grass from area to be mulched and provide a typical layer cut edge. Landscape fabric shall not be installed under mulch.
- Bedlines are to be grade out to a minimum depth of 2". Curved bedlines are to be smooth and not segmented.
- All planting, beds shall receive top dressing of mulch. Landscape fabric shall not be installed under mulch.
- Do not locate plants within 10' of utility structures or within 3' horizontal of underground utility lines unless otherwise shown on plan. Consult with Landscape Architect if these conditions exist.
- For Landscape Contractor, plants and other materials are identified and summarized for the convenience of the Owner and professional agencies only. Confirm and install sufficient quantities to complete the work as drawn and specified. Any additional quantities will be made for materials required to complete the work as drawn and specified.
- For Unit Price Contracts, payments will be made based on actual quantities installed as measured in place by the Owner's Representative.
- It is the responsibility of the contractor to locate and provide plant material as specified on the plan. The contractor may submit a request to provide substitutions for the specified plant material under the following conditions:
  - Any substitutions proposed shall be submitted to the project owner's representative within two weeks of the award of contract. Substitutions must meet equivalent design and functional goals of the original materials as determined by the owner's representative. Any changes must have the approval of the owner's representative.
  - The request will be accompanied by at least three notices from plant material suppliers that the plant material specified is not available and will not be available prior to construction.
- Verify site conditions and information on site. Properly report any concealed conditions, mistakes, omissions or omissions from the information shown on the Contract Documents. The Owner is not responsible for unanticipated changes or extra work required to correct unreported discrepancies. Commencement of work shall constitute acceptance of conditions and responsibility for same.
- A minimum of two working days before performing any digging, call underground service alert for information on the location of natural gas lines, electric cables, telephone cables, etc. The contractor shall be responsible for location and protection of all utilities, and repair of any damage resulting from the work at no additional cost to the owner.
- Contractor shall promptly repair all damage to existing site or road to owner.
- Refer to landscape specifications for additional conditions, tolerances, and notes.







ADULTIC - CIVIL - MECHANICAL - ELECTRICAL - PLUMBING - TELECOMMUNICATION - STRUCTURAL - ACCESSIBILITY CONSULTING - DESIGN & PROGRAM MANAGEMENT - LAND SURVEY

**WT GROUP**  
WATKINS CONSULTANTS

**WT Group**  
WATKINS CONSULTANTS

**CONCEPTUAL SUBMITTAL**  
RETAIL PETROLEUM FACILITY  
10000 ROAD & HWY  
ELECTRIC BLVD. STATION

**Speed Train**

**ISSUE**

NO.	DATE
01	08/15/18
02	09/11/18
03	10/11/18
04	11/15/18
05	12/11/18
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4	



## Opinion of the Boone County SWCD Board

Donald K Busch Sr., has submitted a request for a Natural Resource Information Report as part of an application for a zoning change from A1 to industrial on a portion of two parcels (60.16 acres) in Section 6 of Spring Township and 12 of Flora Township. The Area of Interest (AOI) is between Genoa Road and Tripp Road, and directly North of I-90. The parcel identification number(s) are 07-01-276-004 and 08-06-100-003.

The Boone County Soil & Water Conservation District Board has a

- Favorable
- Unfavorable
- Other: \_\_\_\_\_

opinion of the proposed land use change. The Board concerns are stated below. More detailed information is presented throughout the various sections of this document.

Signature of Board Chairman:

Bill Hall

on 8-4-21

Board Concerns: See SWCD Comments

MEMORANDUM TO: Mike Mackinnon  
Heidner Properties, Inc.

FROM: Michael A. Werthmann, P.E., PTOE  
Principal

DATE: April 20, 2022

SUBJECT: Traffic Study Addendum  
Proposed Fuel Center  
Belvidere, Illinois

This memorandum is an addendum to the September 21, 2021 traffic study prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed fuel center to be located in Belvidere, Illinois. The site, which is currently vacant, is located in the southwest quadrant of the intersection of Genoa Road with the westbound Interstate 90 ramps and is part of a larger master development that is to be located north of I-90 and bounded by Genoa Road on the east and Tripp Road on the west. It should be noted that the September 21, 2021 traffic study included the traffic to be generated by the proposed fuel center and the buildout of the rest of the master development, which included the following uses and densities:

- The southeast portion of the master development was proposed to contain a full-service fuel center with 16 passenger vehicle fueling positions, eight truck fueling positions, and a convenience store that would include a high-turnover sit-down restaurant, a fast-food restaurant with a drive-through window, and a coffee shop with a drive-through window.
- The northeast portion of the master development was proposed to contain a mixed-use commercial development with an 80-room hotel, two 2,500 square-foot fast food restaurants with drive-through facilities, and a 9,900 square-foot general retail building.
- The western portion of the master development was proposed to contain a 100-room hotel, a truck wash to complement the fuel center, and an approximate 100,000 square-foot warehouse/distribution building.

The plan has been revised since the traffic study was completed and the western portion of the master development is now proposed to contain a single approximate 292,000 square-foot warehouse/distribution building.



The purpose of the addendum was to compare the traffic to be generated by the uses and densities proposed for the western portion of the master development as part of the original plan to that proposed as part of the current plan. **Table 1** shows the traffic estimated to be generated by (1) the hotel, truck wash, and warehouse/distribution building proposed as part of the original plan assumed in the September 21, 2021 traffic study and (2) the currently proposed 292,000 square-foot warehouse/distribution building. The traffic to be generated by the current proposed warehouse/distribution building was based on the "Warehouse" trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition.

Table 1  
 VEHICLE TRIP GENERATION ESTIMATES  
 WESTERN PORTION OF MASTER DEVELOPMENT PLAN

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
<b>Original Master Development Plan</b>								
150	Warehouse (100,000 s.f.)	28	9	37	11	29	40	204
310	Hotel (100 Rooms)	27	18	45	25	24	49	702
948	Truck Wash (1 Tunnel)	10	10	20	39	39	78	780
	<b>Total</b>	<b>65</b>	<b>37</b>	<b>102</b>	<b>75</b>	<b>92</b>	<b>167</b>	<b>1,686</b>
<b>Current Master Development Plan</b>								
150	Warehouse (292,000 s.f.)	45	14	59	17	45	62	500

From Table 1 it can be seen that the 292,000 square-foot warehouse/distribution building currently proposed for the western portion of the master development will generate less traffic than the uses proposed in the original plan and assumed in the traffic study. Since the 292,000 square-foot warehouse/distribution building will generate less traffic, the findings and recommendations of the September 21, 2021 traffic study are still valid.

## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the Year 2021 Base, Year 2022 No-Build, Year 2022 Total Projected, Year 2032 No-Build, and Year 2032 Total Projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersections were accomplished using actual lengths and phasings to determine the average overall vehicle delay and levels of service. These lengths and phasings are based on the suggested and implemented timings from the 2019 Signal Coordination and Timing Report conducted by Gewalt Hamilton Associates, Inc. provided to KLOA, Inc. by IDOT District 2.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the projected Year 2021 base, Year 2022 No-Build, Year 2022 Total Projected, Year 2032 No-Build, and Year 2032 Total Projected conditions are presented in **Tables 6 through 13**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6  
 CAPACITY ANALYSIS RESULTS - SIGNALIZED  
 US ROUTE 20 WITH GENOA ROAD AND BELVIDERE ROAD

	Peak Hour	Eastbound (US Route 20)			Westbound (US Route 20)			Northbound (Genoa Road)			Southbound (Belvidere Road)			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Year 2021 Base Conditions	Weekday Morning Peak Hour	D 54.7	C 26.7	B 11.3	E 68.7	C 31.4	A 0.3	C 30.9	B 17.1	B 14.7	C 34.9			C 29.2
		C - 23.5			D - 36.6			C - 23.7			C - 34.3			
Year 2021 Base Conditions	Weekday Evening Peak Hour	E 68.2	B 14.7	A 5.4	E 61.7	D 35.6	A 1.2	C 24.2	B 17.0	B 15.6	C 34.5			C 24.9
		C - 20.7			D - 35.4			B - 19.7			C - 33.8			
Year 2022 No-Build Conditions	Weekday Morning Peak Hour	D 54.7	C 25.8	B 11.4	E 68.6	C 31.1	A 0.3	C 30.3	B 18.4	B 14.7	C 35.2			C 29.5
		C - 23.8			D - 36.3			C - 24.0			C - 34.6			
Year 2022 No-Build Conditions	Weekday Evening Peak Hour	E 70.0	B 13.7	A 4.9	E 61.2	D 35.2	A 1.2	C 23.4	B 17.5	B 15.6	C 34.6			C 25.0
		C - 21.1			D - 35.0			B - 19.6			C - 33.9			
Year 2022 Projected Conditions	Weekday Morning Peak Hour	E 55.2	C 26.6	B 11.8	E 70.5	C 31.5	A 0.3	C 30.1	B 20.1	B 14.4	C 34.7			C 30.1
		C - 24.4			D - 38.7			C - 24.4			C - 34.1			
Year 2022 Projected Conditions	Weekday Evening Peak Hour	E 69.7	B 15.6	A 5.8	E 66.4	D 35.4	A 1.2	C 23.4	B 16.9	B 15.5	C 34.6			C 25.6
		C - 22.4			D - 37.2			B - 19.2			C - 33.9			
Year 2032 No-Build Conditions	Weekday Morning Peak Hour	E 54.6	C 27.6	B 12.9	E 72.7	C 33.1	A 0.4	C 31.0	B 18.4	B 14.1	C 34.2			C 30.3
		C - 25.3			D - 40.2			C - 23.9			C - 33.6			
Year 2032 No-Build Conditions	Weekday Evening Peak Hour	E 72.7	B 15.2	A 5.9	E 66.4	D 36.0	A 1.3	C 28.6	B 16.7	B 15.8	C 35.7			C 26.6
		C - 22.7			D - 37.7			B - 20.9			C - 35.0			
Year 2032 Projected Conditions	Weekday Morning Peak Hour	E 55.3	C 28.2	B 13.9	E 79.2	C 32.9	A 0.4	C 33.5	C 22.0	B 14.1	C 34.6			C 31.9
		C - 26.0			D - 43.4			C - 26.7			C - 34.0			
Year 2032 Projected Conditions	Weekday Evening Peak Hour	E 72.7	B 15.6	A 7.1	E 71.8	D 35.7	A 1.3	C 30.3	B 16.3	B 15.7	C 36.2			C 27.3
		C - 23.5			D - 39.8			B - 21.0			C - 35.5			

Letter denotes Level of Service  
 Delay is measured in seconds.

L - Left Turns  
 T - Through  
 R - Right Turns

Table 7  
CAPACITY ANALYSIS RESULTS - SIGNALIZED  
US ROUTE 20 WITH CRYSTAL PARKWAY AND EAST AVENUE

	Peak Hour	Eastbound (US Route 20)			Westbound (US Route 20)			Northbound (Crystal Parkway)			Southbound (East Avenue)			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
			D	A	A	E	B	A	D	A	D	C		
Year 2021 Base Conditions	Weekday Morning Peak Hour	35.3	2.6	0.2	76.9	10.4	0.3	44.5	0.6	38.6	28.3			A 9.6
	Weekday Evening Peak Hour	A - 3.4			B - 11.3			B - 16.5			C - 31.9			
Year 2022 No-Build Conditions	Weekday Morning Peak Hour	41.2	2.2	0.2	76.5	9.2	0.1	40.6	16.2	35.0	27.7			B 10.0
	Weekday Evening Peak Hour	A - 3.6			B - 11.6			C - 26.5			C - 27.8			
Year 2022 Projected Conditions	Weekday Morning Peak Hour	34.9	2.3	0.1	77.6	9.4	0.2	44.8	0.3	38.5	28.3			A 9.0
	Weekday Evening Peak Hour	A - 3.1			A - 9.8			C - 21.9			C - 31.8			
Year 2022 No-Build Conditions	Weekday Morning Peak Hour	41.1	1.7	0.2	77.3	9.0	0.1	40.9	19.3	35.0	27.7			A 9.1
	Weekday Evening Peak Hour	A - 3.2			B - 10.2			C - 29.7			C - 27.8			
Year 2022 Projected Conditions	Weekday Morning Peak Hour	34.7	2.5	0.2	77.0	10.2	0.2	51.9	0.3	38.0	27.9			B 10.7
	Weekday Evening Peak Hour	A - 3.2			B - 10.5			C - 33.0			C - 31.4			
Year 2022 No-Build Conditions	Weekday Morning Peak Hour	40.4	1.8	0.4	76.6	9.3	0.1	43.9	19.1	35.0	27.7			B 10.0
	Weekday Evening Peak Hour	A - 3.1			B - 10.5			C - 34.1			C - 27.7			
Year 2022 Projected Conditions	Weekday Morning Peak Hour	34.0	2.6	0.2	79.5	10.3	0.4	51.2	0.3	38.3	28.1			B 10.5
	Weekday Evening Peak Hour	A - 3.2			B - 10.6			C - 31.2			C - 31.8			
Year 2032 Projected Conditions	Weekday Morning Peak Hour	39.3	1.7	0.4	77.4	9.5	0.1	43.9	18.8	35.0	27.1			A 9.9
	Weekday Evening Peak Hour	A - 3.0			B - 10.6			C - 33.7			C - 27.2			
Year 2032 Projected Conditions	Weekday Morning Peak Hour	33.4	3.1	0.4	73.3	11.2	0.4	56.1	0.3	36.3	25.9			B 12.1
	Weekday Evening Peak Hour	A - 3.5			B - 11.3			C - 39.0			C - 29.6			
Year 2032 Projected Conditions	Weekday Morning Peak Hour	39.3	1.7	0.4	77.6	9.5	0.1	48.6	18.7	35.0	27.1			B 10.9
	Weekday Evening Peak Hour	A - 2.9			B - 10.6			C - 38.8			C - 27.2			

Letter denotes Level of Service  
Delay is measured in seconds.

L - Left Turns  
T - Through  
R - Right Turns

Table 8  
CAPACITY ANALYSIS RESULTS - SIGNALIZED  
GENOA ROAD WITH COMMERCE PARKWAY AND THE NORTH I-90 RAMPS (WESTBOUND)

Year	Peak Hour	Eastbound (Commerce Parkway)			Westbound North I-90 Ramps			Northbound (Genoa Road)			Southbound (Genoa Road)			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
		Letter denotes Level of Service Delay is measured in seconds.												
Year 2021 Base Conditions	Weekday Morning Peak Hour	X	X	X	D 52.7	X	A 0.8	X	A 5.9	A 1.1	A 2.4	X	A 3.3	
	Weekday Evening Peak Hour	X	X	X	D 36.6	X	A 6.5	X	A 9.3	A 2.8	A 3.8	X	A 6.9	
Year 2022 No-Build Conditions	Weekday Morning Peak Hour	--	C 21.4		D 44.8	D 44.7	A 7.8	A 4.0	A 8.2	A 1.8	A 6.2	--	A 7.6	
	Weekday Evening Peak Hour	--	C 25.3		D 42.1	D 42.0	A 6.6	A 5.1	B 11.4	A 4.4	A 7.6	--	A 9.4	
Year 2022 Projected Conditions	Weekday Morning Peak Hour	D 40.6	C 26.7		D 36.6	E 57.8	A 8.9	A 7.8	B 12.6	A 4.5	B 19.3	A 1.1	B 18.0	
	Weekday Evening Peak Hour	D 39.4	D 40.9		D 35.8	E 55.1	A 7.3	A 7.5	B 16.1	A 7.1	B 16.7	A 0.9	B 17.6	
Year 2032 No-Build Conditions	Weekday Morning Peak Hour	D 39.8	B 19.9		D 37.1	D 53.0	A 9.1	A 6.5	B 12.4	A 3.9	B 15.9	A 0.6	B 15.1	
	Weekday Evening Peak Hour	D 39.7	C 20.5		D 35.7	E 49.7	B 10.8	A 7.1	B 16.2	A 6.8	B 15.7	A 0.8	B 16.0	
Year 2032 Projected Conditions	Weekday Morning Peak Hour	D 43.1	C 30.6		D 36.2	E 60.2	A 8.8	B 10.3	B 13.7	A 4.8	C 24.1	A 2.4	C 21.8	
	Weekday Evening Peak Hour	D 44.3	D 42.1		D 35.5	E 57.4	B 11.0	A 8.1	B 17.4	A 7.9	B 19.3	A 1.2	C 21.3	

L - Left Turns  
 T - Through  
 R - Right Turns  
 X - Lane Provided, Commerce Parkway is a Stub Roadway under existing conditions.

Table 9  
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED  
YEAR 2021 BASE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Genoa Road with the Eastbound I-90 Ramps</b>				
• Westbound Left Turns	D	28.4	C	18.8
• Westbound Right Turns	B	10.1	B	10.8
• Southbound Left Turns	A	9.1	A	8.9

LOS = Level of Service  
Delay is measured in seconds.

Table 10  
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED  
YEAR 2022 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Genoa Road with the Eastbound I-90 Ramps</b>				
• Westbound Left Turns	D	28.7	C	19.0
• Westbound Right Turns	B	10.1	B	11.1
• Southbound Left Turns	A	9.2	A	9.0

LOS = Level of Service  
Delay is measured in seconds.

Table 11  
 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED  
 YEAR 2022 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Genoa Road with the Eastbound I-90 Ramps</b>				
• Westbound Left Turns	D	33.5	C	20.7
• Westbound Right Turns	B	10.5	B	11.5
• Southbound Left Turns	A	9.5	A	9.2
<b>Genoa Road with the Proposed South (Fuel Center) Right-In/Right-Out Access Drive</b>				
• Eastbound Approach	B	13.4	B	11.1
<b>Commerce Parkway with the Proposed Fuel Center Full Movement Access Drive</b>				
• Westbound Left Turns	A	7.5	A	7.6
• Northbound Left Turns	B	10.6	B	10.8
• Northbound Right Turns	A	8.8	A	8.8
<b>Commerce Parkway with the Proposed Right-Out Only Access Drive</b>				
• Northbound Approach	A	8.9	A	9.0
<b>Commerce Parkway with the Inbound Only Truck Access Drive</b>				
• Westbound Left Turns	A	8.5	A	8.5
<b>Commerce Parkway with the Outbound Only Truck Access Drive</b>				
• Northbound Approach	A	9.9	A	9.9

LOS = Level of Service  
 Delay is measured in seconds.

Table 12  
 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED  
 YEAR 2032 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Genoa Road with the Eastbound I-90 Ramps</b>				
• Westbound Left Turns	D	33.8	C	21.4
• Westbound Right Turns	B	10.3	B	11.2
• Southbound Left Turns	A	9.5	A	9.2
<b>Genoa Road with the Proposed North (Commercial Development) Right-In/Right-Out Access Drive</b>				
• Eastbound Approach	B	10.7	A	9.8
<b>Commerce Parkway with the East Commercial Development Full Movement Access Drive</b>				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	9.2	A	9.3
<b>Commerce Parkway with the West Commercial Development Full Movement Access Drive</b>				
• Eastbound Left Turn	A	7.4	A	7.4
• Southbound Approach	A	9.6	B	10.0
LOS = Level of Service Delay is measured in seconds.				



Table 13  
 CAPACITY ANALYSIS RESULTS – UNSIGNALIZED  
 YEAR 2032 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Genoa Road with the Eastbound I-90 Ramps</b>				
• Westbound Left Turns	E	40.5	C	23.7
• Westbound Right Turns	B	10.8	B	11.9
• Southbound Left Turns	A	9.8	A	9.4
<b>Genoa Road with the Proposed South (Fuel Center) Right-In/Right-Out Access Drive</b>				
• Eastbound Approach	B	14.1	B	11.4
<b>Genoa Road with the Proposed North (Commercial Development) Right-In/Right-Out Access Drive</b>				
• Eastbound Approach	B	10.8	A	9.9
<b>Commerce Parkway with the Proposed Fuel Center Full Movement Access Drive and the East Commercial Development Full Movement Access Drive</b>				
• Eastbound Left Turns	A	7.4	A	7.5
• Westbound Left Turns	A	7.6	A	7.6
• Northbound Left Turns	B	12.0	B	12.6
• Northbound Right Turns	A	8.8	A	8.9
• Southbound Approach	B	11.2	B	12.2
<b>Commerce Parkway with the Proposed Right-Out Only Access Drive</b>				
• Northbound Approach	A	9.3	A	9.6
<b>Commerce Parkway with the Inbound Only Truck Access Drive</b>				
• Westbound Left Turns	A	8.5	A	8.5
<b>Commerce Parkway with the Outbound Only Truck Access Drive</b>				
• Northbound Approach	B	10.2	B	10.3
<b>Commerce Parkway with the West Commercial Development Full Movement Access Drive</b>				
• Eastbound Left Turn	A	7.4	A	7.4
• Southbound Approach	A	9.8	B	10.0
LOS = Level of Service Delay is measured in seconds.				

### *Grant Highway with Genoa Road and Belvidere Road*

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. Further, all movements operate at LOS D or better during both peak hours except the Grant Highway left-turn movements, which operate at LOS D to E. The operation of the left-turn movements is due to the fact that they operate on a protected left-turn phase and receive a limited amount of green time.

Under Year 2022 and Year 2032 no-build and total projected conditions, this intersection is projected to continue to operate at LOS C during with an increase in delay of less than three seconds during the weekday morning and weekday evening peak hours. Further, all movements are projected to continue to operate at LOS D or better during both peak hours under all conditions except the Grant Highway left-turn movements.

It should be noted that while the proposed fuel center will increase the volume of traffic traversing this intersection, it will be off-set due to the extension of Commerce Parkway which will reduce the volume of turning movements at this intersection. Overall, the proposed fuel center will increase the volume of traffic at this intersection by less than three percent. As such, this intersection has sufficient reserve capacity to accommodate the fuel center generated traffic and no roadway improvements or traffic control modifications are required.

### *Grant Highway with Crystal Parkway and East Avenue*

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hours. Further, all movements operate at LOS D or better during both peak hours except the Grant Highway left-turn movements, which operate at LOS D to E. The operation of the left-turn movements is due to the fact that they operate on a protected left-turn phase and receive a limited amount of green time.

Under Year 2022 and Year 2032 no-build and total projected conditions, this intersection is projected to operate at LOS B or better with an increase in delay of less than three seconds during the weekday morning and weekday evening peak hours. Further, all movements are projected to continue to operate at LOS D or better during both peak hours under all conditions except the Grant Highway left-turn movements and the Crystal Parkway left-turn movements, which are projected to operate at LOS E.

It should be noted that while the fuel center will increase the volume of traffic traversing the intersection, it will be offset due to the extension of Commerce Parkway which will reduce the volume of turning movements at this intersection. Overall, the proposed fuel center will increase the volume of traffic at this intersection by less than three percent. As such, this intersection has sufficient reserve capacity to accommodate the traffic to be fuel center-generated traffic and no roadway improvements or traffic control modifications are required.

### *Genoa Road with Commerce Parkway and the Westbound I-90 Ramps*

The results of the capacity analysis indicate that overall this intersection currently operates at LOS A during the weekday morning and weekday evening peak hours. Further, all movements operate at LOS D or better during both peak hours. It should be noted that under existing conditions the west leg (Commerce Parkway) is a stubbed roadway and carries no traffic.

As part of the master development in which the fuel center will be located, Commerce Parkway will be extended from its stubbed roadway aligned opposite the westbound I-90 ramps to Tripp Road. The roadway is proposed to provide one lane in each direction divided by a two-way, left-turn lane. At its existing signalized intersection with Genoa Road and the westbound I-90 ramps, Commerce Parkway will provide an exclusive left-turn lane and a shared through/right-turn lane.

Under Year 2022 no-build conditions, which includes the extension of Commerce Parkway, this intersection is projected to continue to operate at LOS A during the weekday morning and weekday evening peak hours. Further, all movements are projected to continue to operate at LOS D or better during both peak hours.

Under Year 2022 total projected conditions, which includes the proposed fuel center, this intersection is projected to operate at LOS B during the weekday morning and weekday evening peak hours. Further, all movements are projected to operate at LOS D or better during both peak hours except the westbound through movement, which is projected to operate at a low LOS E. In addition, all movements on Genoa Road are projected to operate at LOS B or better and the west leg (Commerce Parkway) will operate at a good LOS D or better and can adequately accommodate fuel center-generated traffic.

Under Year 2032 no-build conditions, which includes the planned commercial development, this intersection is projected to operate at LOS B during the weekday morning and weekday evening peak hours. Further, all movements are projected to operate at LOS D or better during both peak hours except the westbound through movement, which is projected to continue to operate at a low LOS E.

Under Year 2032 total projected conditions, which includes the planned commercial development and the proposed fuel center, this intersection is projected to operate at LOS C during the weekday morning and weekday evening peak hours. Further, all movements are projected to operate at LOS D or better during both peak hours except the westbound through movement, which is projected to operate at a low LOS E. In addition, all movements on Genoa Road are projected to operate at a good LOS C or better and the west leg (Commerce Parkway) will operate at a good LOS D or better.

As such, this intersection has sufficient reserve capacity to accommodate the fuel center-generated traffic and no additional roadway improvements or traffic control modifications are required.

### *Genoa Road with the Eastbound I-90 Ramps*

The results of the capacity analyses show that the westbound left-turn and right-turn movements at this intersection operate at LOS D or better during the weekday morning peak hour and at LOS C or better during the weekday evening peak hour. Further, the southbound left-turn movement operates at LOS A during both peak hours.

Under Year 2022 no-build, Year 2022 total projected, and Year 2032 no-build conditions, all critical movements at this intersection are projected to continue to operate at the same level of service during the weekday morning and weekday evening peak hours.

Under Year 2032 total projected conditions, all critical movements are projected to operate at the same level of service during the weekday morning and weekday evening peak hours except the westbound left-turn movement, which is projected to operate on the threshold between LOS D/E during the weekday morning peak hour. The left-turn traffic will be able to turn on to Genoa Road but may experience additional delay. This is typical for stop sign controlled movements along higher volume roads such as Genoa Road. It should be noted that the proposed fuel center is not projected to increase the volume of vehicles performing this movement. As such, the intersection has sufficient reserve capacity to accommodate the fuel center-generated traffic and no roadway improvements or traffic control modifications are required.

### *Genoa Road with the Proposed South (Fuel Center) Right-In/Right-Out Access Drive*

Access to the fuel center will be provided via a proposed a right-in/right-out access drive on Genoa Road located approximately 270 feet south of Commerce Parkway/I-90 westbound ramps that will serve the passenger vehicle fueling positions and the convenience store. This access drive will provide one inbound lane and one outbound lane restricted to right-turn movements only via striping, signage, and channelization. Outbound movements will be under stop sign control. A southbound right-turn lane serving this access drive will be provided on Genoa Road and will provide 20 feet of storage and an 85-foot taper.

Under Year 2022 and Year 2032 no-build and total projected conditions, outbound movements from this access drive are projected to operate at LOS B during the weekday morning and weekday evening peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will ensure efficient and flexible access is provided.

### *Commerce Parkway with the Proposed Fuel Center Full Movement Access Drive and the East Commercial Development Full Movement Access Drive*

Access to the fuel center will be provided via a full access drive on Commerce Parkway located approximately 385 feet west of Genoa Road that will serve the passenger vehicle fueling positions and the convenience store. This access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and a through/right-turn lane. Outbound movements will be under stop sign control. Inbound left-turn movements to this access drive will be accommodated via the two-way, left-turn lane proposed on Commerce Parkway.

Under Year 2022 total projected conditions, the outbound left-turn movement at this access drive is projected to operate at LOS B during the weekday morning and weekday evening peak hours and outbound right-turn movements are projected to operate at LOS A during both peak hours. Further, westbound left-turn movements are projected to operate at LOS A with 95<sup>th</sup> percentile queues of one to two vehicles during both peak hours.

Access to the commercial development will be provided via a full movement access drive on Commerce Parkway approximately 375 feet west of Genoa Road and approximately aligned opposite the fuel center access drive. This access drive will provide one inbound lane and one outbound lane with outbound movements under stop sign control. Inbound left-turn movements at this access drive are proposed to be accommodated via the two-way, left-turn lane proposed on Commerce Parkway.

Under Year 2032 total projected conditions, outbound left-turn movements from the south leg (fuel center access drive) are projected to continue to operate at LOS B during the weekday morning and weekday evening peak hours and outbound right-turn movements are projected to operate at LOS A during both peak hours. Outbound movements from the north leg (commercial development access drive) are projected to operate at LOS B during both peak hours. Further, left-turn movements to both drives are projected to operate at LOS A during both peak hours with 95<sup>th</sup> percentile queues of one to two vehicles.

It should be noted that the two-way, left-turn lane on Commerce Parkway can accommodate stacking for approximately two to three vehicles waiting to make a left turn onto the fuel center access drive. The results of the capacity analyses and simulation runs show that the stacking should be sufficient to accommodate the maximum queue. Further, the projected 95<sup>th</sup> percentile queues on Commerce Parkway at its signalized intersection with Genoa Road are not projected to extend to this access drive. Finally, the Commerce Parkway westbound lane is approximately 25 feet wide at the location of the taper to the two-way, left-turn lane. Therefore, if the left-turn queue happens to extend into the westbound lane, the lane is wide enough for westbound traffic to bypass the left-turn queue. As such, these access drives will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and the commercial development and will ensure efficient and flexible access is provided.

#### *Commerce Parkway with the Proposed Fuel Center Right-Out Only Access Drive*

Access to the fuel center will be provided via a right-out only access drive on Commerce Parkway located approximately 250 feet west of Genoa Road that will serve the passenger vehicle fueling positions and the convenience store. This access drive will provide one outbound lane restricted to right-turn movements only via striping, signage, and channelization. Outbound movements will be under stop sign control.

Under Year 2022 total projected and Year 2032 total projected conditions, outbound movements from this access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will ensure efficient and flexible access is provided.

*Commerce Parkway with the Proposed Fuel Center Inbound Only Truck Access*

Access to the fuel center will be provided by an inbound only access drive on Commerce Parkway located approximately 885 feet west of Genoa Road that will serve the truck fueling positions and truck parking. This access drive will provide one wide inbound lane with larger radii in order to accommodate truck turning movements. Inbound left-turn movements to this access drive will be accommodated via the two-way, left-turn lane proposed on Commerce Parkway.

Under Year 2022 total projected and Year 2032 total projected conditions, westbound left-turn movements to this access drive are projected to operate at LOS A with 95<sup>th</sup> percentile queues of one to two vehicles during both peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will ensure efficient and flexible access is provided.

*Commerce Parkway with the Proposed Fuel Center Outbound Only Truck Access*

Access to the fuel center will be provided via an outbound only access drive on Commerce Parkway located approximately 530 feet west of Genoa Road that will serve the truck fueling positions and truck parking. This access drive will provide one wide outbound lane with larger radii to accommodate truck turning movements. Outbound movements will be under stop sign control.

Under Year 2022 total projected conditions, outbound movements from this access drive are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2032 total projected conditions, outbound movements from this access drive are projected to operate at LOS B during both peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will ensure efficient and flexible access is provided.

## 6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The traffic projected to be generated by the proposed fuel center will be reduced due to the volume of pass-by traffic generated by the fuel center and interaction between the proposed land uses.
- As part of the master development in which the fuel center will be located, Commerce Parkway will be extended from its stubbed roadway aligned opposite the westbound I-90 ramps to Tripp Road. The roadway is proposed to provide one lane in each direction divided by a two-way, left-turn lane. At its existing signalized intersection with Genoa Road and the westbound I-90 ramps, Commerce Parkway will provide an exclusive left-turn lane and a shared through/right-turn lane.
- Access to the fuel center will be provided via the following five access drives:
  - A right-in/right-out access drive on Genoa Road located approximately 270 feet south of Commerce Parkway/I-90 westbound ramps that will serve the passenger vehicle fueling positions and the convenience store. This access drive will provide one inbound lane and one outbound lane restricted to right-turn movements only via striping, signage, and channelization. Outbound movements will be under stop sign control. A southbound right-turn lane serving this access drive will be provided on Genoa Road and will provide 20 feet of storage and an 85-foot taper.
  - A full access drive on Commerce Parkway located approximately 385 feet west of Genoa Road that will serve the passenger vehicle fueling positions and the convenience store. This access drive will provide one inbound lane and two outbound lanes striped to provide an exclusive left-turn lane and a through/right-turn lane. Outbound movements will be under stop sign control. Inbound left-turn movements to this access drive will be accommodated via the two-way, left-turn lane proposed on Commerce Parkway.
  - A right-out only access drive on Commerce Parkway located approximately 250 feet west of Genoa Road that will serve the passenger vehicle fueling positions and the convenience store. This access drive will provide one outbound lane restricted to right-turn movements only via striping, signage, and channelization. Outbound movements will be under stop sign control.

- An inbound only access drive on Commerce Parkway located approximately 885 feet west of Genoa Road and will serve the truck fueling positions and truck parking. This access drive will provide one wide inbound lane with larger radii in order to accommodate truck turning movements. Inbound left-turn movements to this access drive will be accommodated via the two-way, left-turn lane proposed on Commerce Parkway.
- A proposed outbound only access drive on Commerce Parkway located approximately 530 feet west of Genoa Road that will serve the truck fueling positions and truck parking. This access drive will provide one wide outbound lane with larger radii to accommodate truck turning movements. Outbound movements will be under stop sign control.
- The proposed access system will provide the fuel center with efficient and orderly access with limited impact on the existing roadway system. In addition, it is important to note that the access system will separate the passenger vehicle traffic from the truck traffic.
- With the extension of Commerce Parkway, the existing roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed fuel center and no additional roadway improvements and/or traffic control modifications are required.





**Public Health**  
Prevent. Promote. Protect.

## Boone County Health Department

1204 Logan Avenue, Belvidere, Illinois 61008  
Main Office 815.544.2951 Clinic 815.544.9730 Fax 815.544.2050  
www.boonehealth.org

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*The mission of the Boone County Health Department is to serve our community by preventing the spread of disease, promoting optimal wellness & protecting the public's health.*

July 22, 2022

City of Belvidere  
Community Development  
Gina DelRose  
401 Whitney Blvd Suite 300  
Belvidere, IL 61008

Email: [gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)

Re: Case: 2022-22- OM Belvidere Group, SW Corner Genoa Rd and Crystal Pkwy

Dear City of Belvidere,

We are in receipt of a copy of a special use request to allowing for in-vehicle sales or service and indoor commercial entertainment ( Fueling Station, drive-through lanes and video gaming)This would include the ability to have a fueling center with drive through and a mural on proposed Lot 2 of the preliminary plat of Belvidere Retail Subdivision (Belvidere Zoning Ordinance Sections 150.105(C)(6)(B)(2) Indoor Commercial Entertainment and 150.904 Special Use Review and Approval Procedures) a fueling center with drive through restaurants, video gaming and a mural on proposed Lot 2 of the preliminary plat of Belvidere Retail Subdivision PIN: (08-06-100-003 and 07-01-276-004

If prepared or temperature controlled foods are served, prior to operation of the establishment a to-scale plan and a food application must be submitted to the Boone County Health Department for review. The plan review fee would be determined when menu information is submitted. Below is the county code explaining this further.

Sec. 30-35. Submission and review of plans; permits.

- (a) *Generally*, whenever a food service establishment or retail food store is constructed or extensively remodeled and whenever an existing structure is converted to use as a food service establishment, properly prepared plans and specifications for such construction, remodeling, or conversion shall be submitted to the regulatory authority for review and approval before construction, remodeling, or conversion is begun. The plans and specifications shall indicate the proposed layout, arrangement, mechanical plans, construction materials of work areas, and the type and model of proposed fixed equipment and facilities.
- (b) *Permit required*. Any business or organization desiring to operate as a food service establishment or retail food establishment must have a current food service permit.
- (c) *Plans, inspection and approval*. Before issuing a food service permit to a new establishment, plans must be submitted to and approved by the health authority. Plans

submitted for review must be accompanied by the appropriate plan review fee as listed in section 38-31.

RE: Case: 2022-22: OM Belvidere Group, SW Corner Genoa Rd and Crystal Pkwy

Date: July 22, 2022

Page: 2 of 3

*Food establishment classifications.* All food service establishments or retail food establishments shall be categorized according to their type of operation, size of operation, and risk category of the food prepared and/or served and shall obtain a permit for the class of operation as hereinafter defined. The listing of various types of operation is not intended to be all inclusive, but typical and not limited to those mentioned. If a food establishment is not specifically listed, it shall be classified according to the class to which it most closely resembles.

- (1) *Category I High Risk Facility:* is a food establishment that presents a high relative risk of causing foodborne illness based on the large number of food handling operations typically implicated in foodborne outbreaks and/or type of population served by the facility. The following criteria shall be used to classify facilities as Category I High Risk facilities:
  - a. whenever cooling of potentially hazardous foods occurs as part of the food handling operations at the facility;
  - b. when potentially hazardous foods are prepared hot or cold and held hot or cold for more than 12 hours before serving;
  - c. if potentially hazardous foods which have been previously cooked and cooled must be reheated;
  - d. when potentially hazardous foods are prepared for off-premises service for which time-temperature requirements during transportation, holding and service are relevant;
  - e. whenever complex preparation of foods, or extensive handling of raw ingredients with hand contact for ready to eat foods, occurs as a part of the food handling operations at the facility;
  - f. if vacuum packaging and/or other forms of reduced oxygen packaging are performed at the retail level; or
  - g. whenever serving immunocompromised individuals, where these individuals compromise the majority of the consuming population.
- (2) *Category I High Risk Multi-Department Facility:* is a food establishment that presents a high relative risk of causing foodborne illness based on the large number of food handling operations typically implicated in foodborne outbreaks. These facilities have the same criteria as Category I High Risk facilities, and have 3 or more departments within their facilities which need inspection including but not limited to main grocery, bakery, deli, meat and seafood departments.

(3) *Category II Medium Risk Facility*: is a food establishment that presents a medium risk of causing foodborne illness based upon a few food handling operations typically implicated in foodborne illness outbreaks. The following criteria shall be used to classify facilities as

Category II Medium Risk facilities:

- a. if hot or cold foods are not maintained at that temperature for more than 12 hours and are restricted to same day service;
- b. if preparing foods for service from raw ingredients uses only minimal assembly; and
- c. foods served at an establishment that require complex preparation (whether canned, frozen, or fresh prepared) are obtained from an approved food processing plants, (high risk) food service establishments or retail food stores.

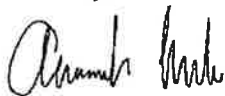
(4) *Category III Low Risk Facility*: is a food establishment that presents a low relative risk of causing foodborne illness based on few or no food handling operations typically implicated in foodborne illness outbreaks. The following criteria shall be used to classify facilities as Category III Low Risk facilities:

- a. only prepackaged foods are available or served in the facility, and any potentially hazardous foods available are commercially pre-packaged in an approved food processing plant;
- b. only limited preparation of non-potentially hazardous foods and beverages, such as snack foods and carbonated beverages occurs at the facility; or
- c. only beverages (alcoholic and non-alcoholic) are served at the facility.

The applicant may need to complete and submit a plan review for the well and/or septic, to the Boone County Health Department. This review will ensure plan meets well and/or septic setbacks. There is a \$75.00 fee for the plan review. When it is approved, the approval will be submitted to the Boone County Building Department.

If you have any questions or concerns, please contact us at (815) 544-2951 ext. 2 or at [info@boonehealth.org](mailto:info@boonehealth.org).

Sincerely,



Amanda Mehl  
Public Health Administrator  
Boone County Health Department

MS



## BOONE COUNTY HIGHWAY DEPARTMENT

9759 Illinois Route 76  
Belvidere, Illinois 61008

JUSTIN D. KROHN, P.E.  
COUNTY ENGINEER

OFFICE 815-544-2066  
jkrohn@boonecountyil.gov

July 28, 2022

City of Belvidere  
401 Whitney Blvd. Suite 300  
Belvidere, IL 61008

Attn: Gina DelRose, Community Development Planner

RE: 2022-22: OM Belvidere Group, SW Corner Genoa Rd and Crystal Pkwy

In response to the letter dated July 19, 2022, Boone County Highway Department objects to the proposed 2022-22: OM Belvidere Group, SW Corner Genoa Rd and Crystal Pkwy as presented. The proposal indicates Genoa Road access that has been denied.

The Boone County Highway Department supports this development, however the proposed Genoa Road access is not approved as Genoa Road is a Minor Arterial on the County Highway system. Boone County would cooperate with a jurisdictional transfer to provide the City of Belvidere with access control of Genoa Road. Boone County Highway Department is operationally setup to predominantly maintain and operated a rural highway system. The additional proposed access points will impede the current traffic flow patterns and the County's ability to maintain Genoa Road. Boone County Highway Department is also concerned with the existing southbound Genoa Road to eastbound I-90 turning movement.

If you have any questions or need additional information please call the Boone County Highway Department.

Thank you,

A handwritten signature in blue ink, appearing to read "Justin Krohn", is written over a light blue horizontal line.

Justin Krohn, P.E.  
Boone County Engineer

# Memo

**To:** Gina DelRose, Community Development Planner

**From:** Brent Anderson, Director of Public Works

**Date:** 8/3/2022

**Re:** 2022-22; Special Use – Belvidere Group, SW Corner Genoa Rd and Crystal Parkway

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Having reviewed the above request, I would offer the following comments:

1. The entrance only located off of Crystal Parkway between Genoa Road and the main entrance/exit to the property shall be eliminated due to its proximity to the Genoa Road intersection.
2. Stormwater easement will be required for the detention area shown on the site plan.

# BELVIDERE

## Community Development Department Planning Department

401 Whitney Boulevard, Suite 300, Belvidere, Illinois, 61008 (815) 547-7177 FAX (815) 547-0789

### July 2022 Monthly Report

Number	Project	Description	Processed
<b>Belvidere Projects</b>			
1	Cases: July	117 W. Hurlbut Avenue, MA	6/6/2022
5	Cases: August	Belvidere Retail, PP	7/12/2022
		Belvidere Retail, FP	7/12/2022
		Belvidere Retail, MA (PI)	7/12/2022
		Belvidere Retail, MA (PB)	7/12/2022
		OM Belvidere Group, SU	7/12/2022
1	Annexation	Belvidere Retail	7/12/2022
0	Temporary Uses	None	
2	Site Plans (New/Revised)	1006 W. Lincoln Avenue	7/20/2022
		1910 North State Street	7/29/2022
0	Final Inspection	None	
1	Downtown Overlay Review	119 S. State Street, wall sign	7/22/2022
7	<b>Prepared Zoning Verification Letters</b>	PIN: 05-33-300-001	7/28/2022
		PIN: 05-33-300-004	7/28/2022
		PIN: 05-33-100-006	7/28/2022
		PIN: 05-33-300-005	7/28/2022
		PIN: 05-33-300-002	7/28/2022
		PIN: 05-33-400-005	7/28/2022
		PIN: 05-26-203-001	7/29/2022
1	<b>Issued Address Letters</b>	1610 North State Street	7/25/2022
	Belvidere Historic Preservation Commission	The Commission reimbursed one Downtown Façade Improvement Grant Program applicant. They also determined the winners of the 2022 Achievement Awards and discussed the fall fundraiser.	
	Heritage Days	Staff continued to work with the budget and Facebook page.	
	Hometown Christmas	None	
<b>Scanned Plats: E-mail, Print and/or Burn</b>			
1	Recorder's Office		
0	Other Department		
0	General Public		

## **Planning Monthly Report Cont.**

### **Planning Department Current Duties**

Close out completed planning case files

Respond to all FOIA requests

Work with 911, Fire Department and Post Office to verify all addresses in the City

Assist Growth Dimensions with requested data

Meetings and phone calls with developers regarding potential development

Phone calls/walk-ins for questions regarding zoning, floodplain, development, etc.

Prepare minutes, agendas and packets for various committees, commissions and boards

Prepare deposits and purchase orders for bill payments

\*\*\* Staff continues to reach out to the public to fill the vacancies on the Historic

Preservation Commission

\*\*\* Staff sent out approval letters for the 8 recipients of the Downtown Façade Improvement Grant

Program

## CITY 2022

Date	Case	Request	Petitioner/ Address	PZC	CC1	CC2
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### July

6/6/2022	2022-16	RZ	Ida Public Library, 117 W. Hurlbut	7/12/2022	7/18/2022	8/1/2022

### August

7/14/2022	2022-17	ANNEX	Belvidere Retail, LLC	8/9/2022	8/15/22	9/6/22
7/14/2022	2022-18	PP	Belvidere Retail, LLC	8/9/2022	8/15/22	9/6/22
7/14/2022	2022-19	FP	Belvidere Retail, LLC	8/9/2022	8/15/22	9/6/22
7/14/2022	2022-20	RZ	Belvidere Retail, LLC	8/9/2022	8/15/22	9/6/22
7/14/2022	2022-21	RZ	Belvidere Retail, LLC	8/9/2022	8/15/22	9/6/22
7/14/2022	2022-22	SU	OM Belvidere Group	8/9/2022	8/15/22	9/6/22

### September

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<b>Variation</b>	
<b>Map Amendment</b>	<b>5</b>
<b>Subdivision</b>	<b>5</b>
<b>Special Use</b>	<b>9</b>
<b>Annexation</b>	<b>2</b>
<b>Text Amendment</b>	<b>1</b>
<b>Temporary Use</b>	
<b>Appeals</b>	
<b>Total</b>	<b>22</b>