

**CITY OF BELVIDERE
PLANNING AND ZONING COMMISSION AGENDA
Tuesday, September 14, 2021
City Council Chambers
401 Whitney Boulevard
6:00 pm**

ROLL CALL

Members:

Carl Gnewuch, CHM
Alissa Maher
Andrew Racz
Paul Engelman
Robert Cantrell
Art Hyland
Vacant

Staff:

Gina DelRose, Community Development Planner
Cathy Crawford, Administrative Assistant

MINUTES: Approve the minutes of the August 10, 2021 meeting.

PUBLIC COMMENT:

UNFINISHED BUSINESS:

2021-16: Busch, I-90/Tripp Road/Genoa Road (MA) Application of property owner Donald K. Busch, Sr., 7301 West Ridge Lane, Cherry Valley, IL 61016 for a map amendment (rezoning) north of Interstate 90 between Tripp and Genoa Roads, Belvidere, IL 61008 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. PINs: 07-01-276-004 and 08-06-100-003.

Staff (Approval); PZC (); CC-1 (); CC-2 ()

2021-17: OM Belvidere Group, LLC, Genoa Road/Crystal Parkway (SU): Application of OM Belvidere Group, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner, Donald K. Busch, Sr., 923 Logan Avenue, Belvidere, IL 61008 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), 150.105(C)(4)(C)(2) allowing for signage above the peak of a roof (fueling station canopy), 150.702(J) allowing for access drives to be wider than 35 feet and flares greater than five feet (up to 50 feet wide with larger flares), 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 (6.5 foot-candles), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (100 feet tall, 866 square feet in size on south side of property), Table 150.1007(A)(1) allowing for a sign greater than 150 square feet (250 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 1 of the preliminary plat of Busch Business Park. Parts of PINs: 08-06-100-003 and 07-01-276-001.

Staff (Approval); PZC (); CC-1 (); CC-2 ()

2021-18: Busch Business Park (PP) Application of Donald K. Busch for preliminary plat approval for Busch Business Park Subdivision. The plat consists of 9 lots comprised of approximately 60 acres. PINs: 08-06-100-003 and 07-01-276-001.
Staff (Approval); PZC (); CC-1 (); CC-2 ()

2021-19: Busch Business Park (FP): Application of Donald K. Busch for final plat approval for Busch Business Park Subdivision. The plat consists of 9 lots comprised of approximately 60 acres. PINs: 08-06-100-003 and 07-01-276-001.
Staff (Approval); PZC (); CC-1 (); CC-2 ()

NEW BUSINESS:

2021-20: Boone County Arts Council, 216 South State Street (SU): Application of the Boone County Arts Council, PO Box 311, Belvidere, IL 61008 on behalf of the property owner Wolf Bros Family LLC, PO Box 560, Belvidere, IL 61008 for a special use to install a mural at 216 South State Street within the CB, Central Business District (Belvidere Zoning Ordinance Sections 150.1012(A)(1) and 150.904 Special Use Review and Approval Procedures). The mural will be located on the south side of the building and depicts the Eldredge automobile. PIN: 05-25-351-005.
Staff (Approval); PZC (); CC-1 (); CC-2 ()

2021-21: Moscato, 1746 South State Street (SU): Application of Rosa Moscato (Belvrag LLC), 2670 Huntington Drive, Belvidere, IL 61008 on behalf of the property owner, 2nd Franklin Development Company, 6801 Spring Creek Road, Rockford, IL 61114 is requesting a special use to permit indoor commercial entertainment. Specifically, a bar with video gaming at 1746 South State Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105(C)(3)(B)(2) Indoor Commercial Entertainment and 150.904 Special Use Review and Approval Procedures) in the NB, Neighborhood Business District. PINs: 05-36-353-029; 05-36-353-032.
Staff (Approval); PZC (); CC-1 (); CC-2 ()

2021-22: Meyers, 916 E. 2nd Street (VAR): Application of property owners, Donald and Andrea Meyers, 916 East 2nd Street, Belvidere, IL 61008 requesting a variance at 916 East 2nd Street within the SR-6, Single-family Residential-6 District (Belvidere Zoning Ordinance Sections 150.105(B)(3)(F)(2)(D) Minimum Setbacks: Minimum Paved Surface Setback: 3 feet 150.909 Variance Review) on 8,673 square feet. The variance will allow for the required pavement setback to be reduced from 3 feet to zero feet along the western property line to allow for the paving and expansion of the existing driveway. PIN: 05-36-206-032.
Staff (Approval); PZC ()

OTHER BUSINESS: None.

DISCUSSION:

Staff report

ADJOURNMENT

**CITY OF BELVIDERE
PLANNING AND ZONING COMMISSION**

Minutes

Tuesday August 10, 2021

City Council Chambers

401 Whitney Boulevard

6:00 pm

ROLL CALL

Members Present:

Carl Gnewuch, Chair

Alissa Maher

Art Hyland

Robert Cantrell

Andrew Racz

Vacancy

Staff Present:

Gina DelRose, Community Development Planner

Cathy Crawford, Administrative Assistant

Mike Drella, City Attorney

Members Absent:

Paul Engelman

The meeting was called to order at 6:03 p.m.

MINUTES: It was moved and seconded (Racz/Cantrell) to approve the minutes of the June 8, 2021 meeting. The motion carried with a 5-0 roll call vote.

PUBLIC COMMENT: None

UNFINISHED BUSINESS: None

NEW BUSINESS:

2021-13: Zepeda, 2061-2115 North State Street (SU): Application of property owner Miguel Zepeda, 2026 North State Street, Belvidere, IL 61008 for two special uses to permit in-vehicle sales or service and indoor commercial entertainment. Specifically, allowing for the development of a multi-tenant building that would have a drive-through lane and a bar with video gaming on the property commonly known as 2061-2115 North State Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105 (C)(5)(B)(2) in-vehicle sales or service, 150.105 (C)(5)(B)(2) indoor commercial entertainment and 150.904 Special Use Review and Approval Procedures) in the GB, General Business District on 0.75 acres.

The public hearing opened at 6:06 p.m.

Gina DelRose was sworn in. Ms. DelRose summarized the staff report dated August 2, 2021. The subject property was originally comprised of two residential lots and one vacant lot, all of which were zoned general business. In 2019, the two residences were demolished and the three vacant parcels combined into one lot, (known as GCZ Corner Subdivision) in order to make the property more appropriate

for a commercial development. The applicant intends to construct an approximately 1,800 square foot building with four units. The unit closest to North State Street is proposed to have a drive-through lane. The applicant anticipates one of the four units to be used for video gaming. Both the drive-through lane and video gaming will require special uses. The parking and building area appear to meet parking, setback and lot coverage requirements in the General Business District.

Gina DelRose stated that the area is very car-centric and has seen much redevelopment recently.

Gina DelRose stated the drive-through lane will be entered from the Doc Wolf Drive side of the property and will wrap around two sides of the building. This will allow the adequate queueing length; conditions of approval regarding vehicle waiting areas for the drive-through lane will limit any potential negative impacts the special use may have on North State Street traffic flow.

There is a full-service car wash and medical center near the subject property; this proximity will allow patrons/companions to utilize the entertainment facility while they wait for their services to be completed.

The planning staff recommends approval of Case 2021-13 subject to the following conditions:

1. Substantial compliance with the site plan dated 6/2021.
2. Indoor commercial entertainment is only approved for one tenant space.
3. Cars shall not wait past the drive-through window (adjacent to North State Street). Any cars experiencing an extended wait time shall park in an approved parking space.
4. A striped crosswalk shall be provided creating a designated path of travel for pedestrians entering the building from the commercial property to the west.
5. Open alcohol is prohibited outside the premises unless otherwise permitted.
6. The Illinois Department of Transportation shall approve access onto North State Street.
7. A drainage plan, including detention and controlled release of stormwater shall be submitted during the building permit review process.

Gina DelRose stated the case was published in the Boone County Journal on July 23, 2021 and certified mailings were sent to neighbors on July 19, 2021.

Chair Carl Gnewuch stated that he had misspoken and asked to enter into the record the correction that the case is Case 2021-13, not 2021-11.

There were no questions for the staff from the commission members.

Applicant Miguel Zepeda was sworn in. Mr. Zepeda explained his intention to create a business that can provide an entertaining option for those waiting for medical appointments and their car being washed, similar to the way in which the Secretary of State's office on Southtowne Drive has such an establishment next door. Mr. Zepeda stated his belief that the redevelopment has helped to revitalize an area of the city that was "dead".

There were no questions for the applicant from the commission members or members of the public. The public hearing closed at 6:16 p.m.

It was moved and seconded (Cantrell/Racz) to accept the findings of fact as presented. The motion carried with a 5-0 roll call vote.

Gina DelRose stated the case will go before the City Council on August 16, 2021 and for a second reading and final vote on September 7, 2021.

2021-14: Kunes, 1855 North State Street (SU): Application of Kunes of Belvidere, Inc., 1855 North State Street, Belvidere, IL 61008 on behalf of the property owner, Kunes Belvidere Property, LLC, PO Box 546, Delavan, WI 53115 for a special use to permit a flag pole taller than 40 feet. Specifically, the special use will allow for an 80-foot tall flag pole at 1855 North State Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.406 (A) Exceptions to Maximum Height Regulations and 150.904 Special Use Review and Approval Procedures) in the GB, General Business District on approximately 4.5 acres.

The public hearing opened at 6:18 p.m.

Gina DelRose was sworn in and summarized the staff report dated August 2, 2021. The case was published in the Boone County Journal on July 23, 2021 and certified mailings were sent to surrounding property owners on July 19, 2021.

City Attorney Mike Drella arrived at 6:19 p.m.

The applicant is requesting the ability to construct an 80-foot tall flag pole, twice the height permitted by the City's Zoning Ordinance. The additional height of the flag pole will allow the property owner to display larger flags. Although the types of flag displayed cannot be regulated, signage can be regulated. The special use is expressly for additional height of a flag pole. All signage shall still adhere to the Belvidere Zoning Ordinance in regard top height (maximum of 40 feet), square-footage, number and setback. The additional height of the flag pole increases the

potential that it could fall outside of the property. In order to ensure that surrounding infrastructure is not impacted, the flag pole shall be setback from overhead utility lines, roadway pavement and pedestrian sidewalks the same distance as the height (80 feet).

Gina DelRose stated that the construction of an 80-foot tall flag pole is not expected to impede potential nearby development. Although the flags flown have the ability to be larger than standard flags, staff is not aware of such flags hindering development in other communities.

The neighborhood is comprised mainly of vehicle-related businesses and has a heavily trafficked intersection. The greatest risk it would potentially create is the possibility of its coming into contact with public improvements (utility lines) or blocking access to the public right-of way should it collapse. The risks will be alleviated by conditioning the location of the pole. Therefore, staff recommends approval of case 2021-14 subject to the following conditions:

1. The flag pole shall be setback 80 feet from the overhead utility lines and pedestrian sidewalk.
2. Signage shall not be placed on the flag pole.

The Chair asked for questions from the commission members for staff.

Robert Cantrell asked how large the flag will be.

Gina DelRose suggested the applicant be asked that question.

Carl Gnewuch asked for clarification of the flag pole's proposed placement on the map provided in the staff report.

Gina DelRose provided the clarification.

There were no further questions for the staff.

The applicant's representative Tony McIntire was sworn in. Mr. McIntire stated that as a representative of the owner Greg Kunes and the Kunes dealership, he was here to state the owner's wishes that the dealerships under his name focus on the American flag and what it stands for rather than simply on the business itself. This is a corporate philosophy and the placement of such a flag pole and flag will achieve this end. Mr. McIntire stated he was not aware of the size of the flag to be placed on the pole.

Gina DelRose referred to the images provided.

Andy Racz pointed out that the image provided indicates a flag with the dimensions of 20 ft. by 30 ft.

Andy Racz asked if the flag will be lit.

Tony McIntire stated the flag will be lit from the bottom and the lighting will focus only on the flag.

Carl Gnewuch asked how the commission can be assured that only an American flag will be displayed on the flag pole.

Tony McIntire assured him it was Kunes' intention to only use the flag pole for the display of the American flag.

City Attorney Mike Drella stated that the City cannot regulate what flag is flown on the flag pole.

Carl Gnewuch asked whether, if the dealership were sold in the future, the special use would transfer to the new owners.

Mike Drella said yes.

Gina DelRose stated that as a commercial entity, it would be in the company's best interests not to display a flag which might alienate the community and potential customers.

Andy Racz asked how soon the flag pole would be constructed.

Tony McIntire stated that as soon as the City allows for it, the flag pole would begin construction.

Mike Drella stated that there has been significant case law recently on the topic and repeated that the City cannot regulate what flag is flown.

It was moved and seconded (Maher/Cantrell) to accept the findings of fact as presented in the staff report. The motion carried with a 5-0 roll call vote.

It was moved and seconded to recommend approval of case 2021-14 subject to the two conditions in the staff report. The motion carried with a 4-1 roll call vote. Carl Gnewuch voted nay.

Gina DelRose stated that the case would move to the City Council on August 16, 2021 and for a second reading and final vote on September 7, 2021.

City Attorney Mike Drella stated that, due to a delay in the presenting of the following cases per the request of the applicants, it would be appropriate to open the following public hearings in order to continue them until the September 14th Planning and Zoning Commission meeting.

2021-16: Busch, 1-90/Tripp Road/Genoa Road (MA): Application of property owner Donald K. Busch, Sr., 7301 West Ridge Lane, Cherry Valley, IL 61016 for a map amendment (rezoning) north of Interstate 90 between Tripp and Genoa Roads, Belvidere, IL 61008 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 public hearing opened at 6:35 p.m.

It was moved and seconded (Maher/Cantrell) to continue the public hearing for case 2021-16 until the September 14, 2021 meeting. The motion carried with a 5-0 roll call vote.

2021-17: OM Belvidere Group, LLC, Genoa Road/Crystal Parkway (SU): Application of OM Belvidere Group, LLC, 5277 Trillium Boulevard, Hoffman Estates, IL 60192 on behalf of the property owner, Donald K. Busch, Sr., 923 Logan Avenue, Belvidere, IL 61008 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), 150.105 (C)(4)(C)(2) allowing for signage above the peak of a roof (fueling station canopy), 150.702 (J) allowing for access drives to be wider than 35 feet and flares greater than five feet (up to 50 feet wide with larger flares), 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 (6.5 foot-candles), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (100 feet tall and 866 square feet in size on south side of property), Table 150.1007 (A)(1) allowing for a sign greater than 150 square feet (250 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 1 of the preliminary plat of Busch Business Park.

The public hearing opened at 6:37 p.m.

It was moved and seconded (Racz/Maher) to continue Case 2021-17 until the September 14, 2021 meeting. The motion carried with a 5-0 roll call vote.

2021-18: Busch Business Park (PP): Application of Donald K. Busch for preliminary plat approval for Busch Business Park Subdivision. The plat consists of 9 lots comprised of approximately 60 acres.

It was moved and seconded (Cantrell/Maher) to continue Case 2021-18 until the September 14, 2021 meeting. The motion carried with a 5-0 roll call vote.

2021-19: Busch Business Park (FP): Application of Donald K. Busch for final plat approval for Busch Business Park Subdivision. The plat consists of 9 lots comprised of approximately 60 acres.

It was moved and seconded (Cantrell/Hyland) to continue Case 2021-19 until the September 14, 2021 meeting. The motion carried with a 5-0 roll call vote.

OTHER BUSINESS: None

DISCUSSION: None

Staff Report:

Gina DelRose stated that the September 14, 2021 meeting will present at least six cases at this time, including those continued this evening, with a potential for five additional cases.

ADJOURNMENT:

The meeting adjourned at 6:40 p.m.

Recorded by:

Reviewed by:

Cathy Crawford
Administrative Assistant

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

August 12, 2021

ADVISORY REPORT

CASE NO: 2021-16

APPLICANT: Busch Farms LTD, Tripp and Genoa Roads (RZ)

REQUEST AND LOCATION:

The applicant and property owner Donald K. Busch, Sr., 7301 West Ridge Lane, Cherry Valley, IL 61016 is requesting a map amendment (rezoning) north of Interstate 90 between Tripp and Genoa Roads, Belvidere, IL 61008 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 property is approximately 60 acres and is in row crop production (PINs: 07-01-276-004 and 08-06-100-003).

BACKGROUND:

The applicant purchased the property in 2019 and has petitioned for 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, a preliminary plat of subdivision for the entire property, and a final plat of subdivision for the property that lies south of the drainage way. 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 property to the north of the subject property was annexed into the city in 1994 and is zoned planned business but has not been developed. The property to the north could experience benefits due to the development of the subject property and improved access to the Tollway.

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: Row Crop Production

North: Church and Row Crop Production

South: I-90 and Row Crop Production

West: Industrial (Magna Exteriors) and Row Crop Production

East: Commercial (Walmart) 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: PB, Planned Business District and A-1, Agricultural Preservation Area District (county)

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

West: PI, Planned Industrial District and PB, Planned Business District

East: PB, Planned Business District and

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 in row crop production, 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.

2021-16; Busch Farms LTD, Tripp and Genoa Roads (RZ)

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 2021-16 to rezone 60 acres between Tripp and Genoa Roads from RH, Rural Holding District (pending annexation) To PB, Planned Business District.

Submitted by:



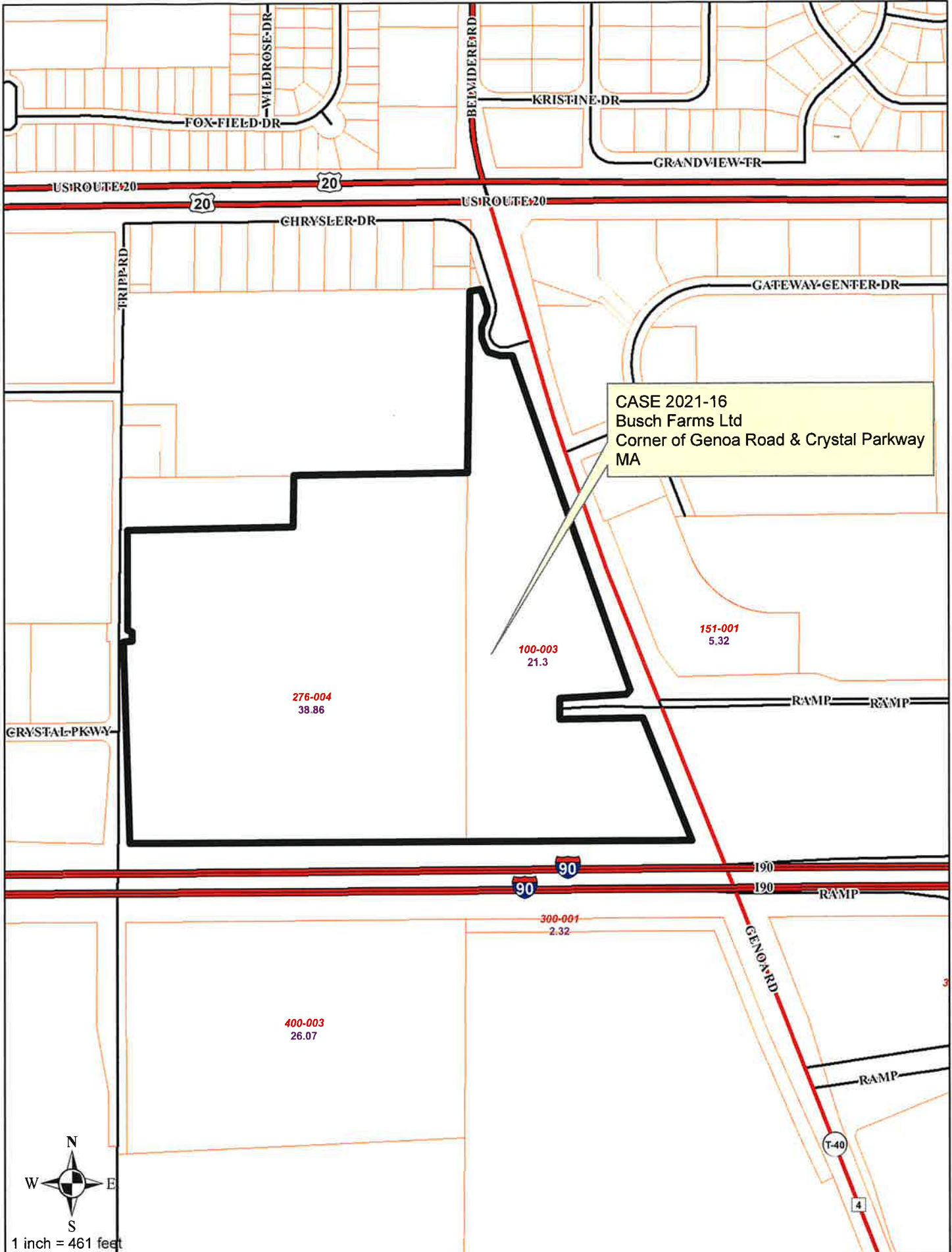
Gina DelRose, Community Development Planner

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. Narrative submitted by Applicant.
5. Subdivision Concept Plan
6. NRI Report 1655 opinion, executive summary and comments submitted by Teagan Duffy, Boone County Soil and Water Conservation District dated August 4, 2021.



CASE 2021-16
Busch Farms Ltd
Corner of Genoa Road & Crystal Parkway
MA

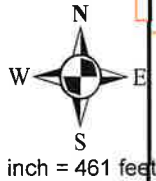
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100-003
21.3

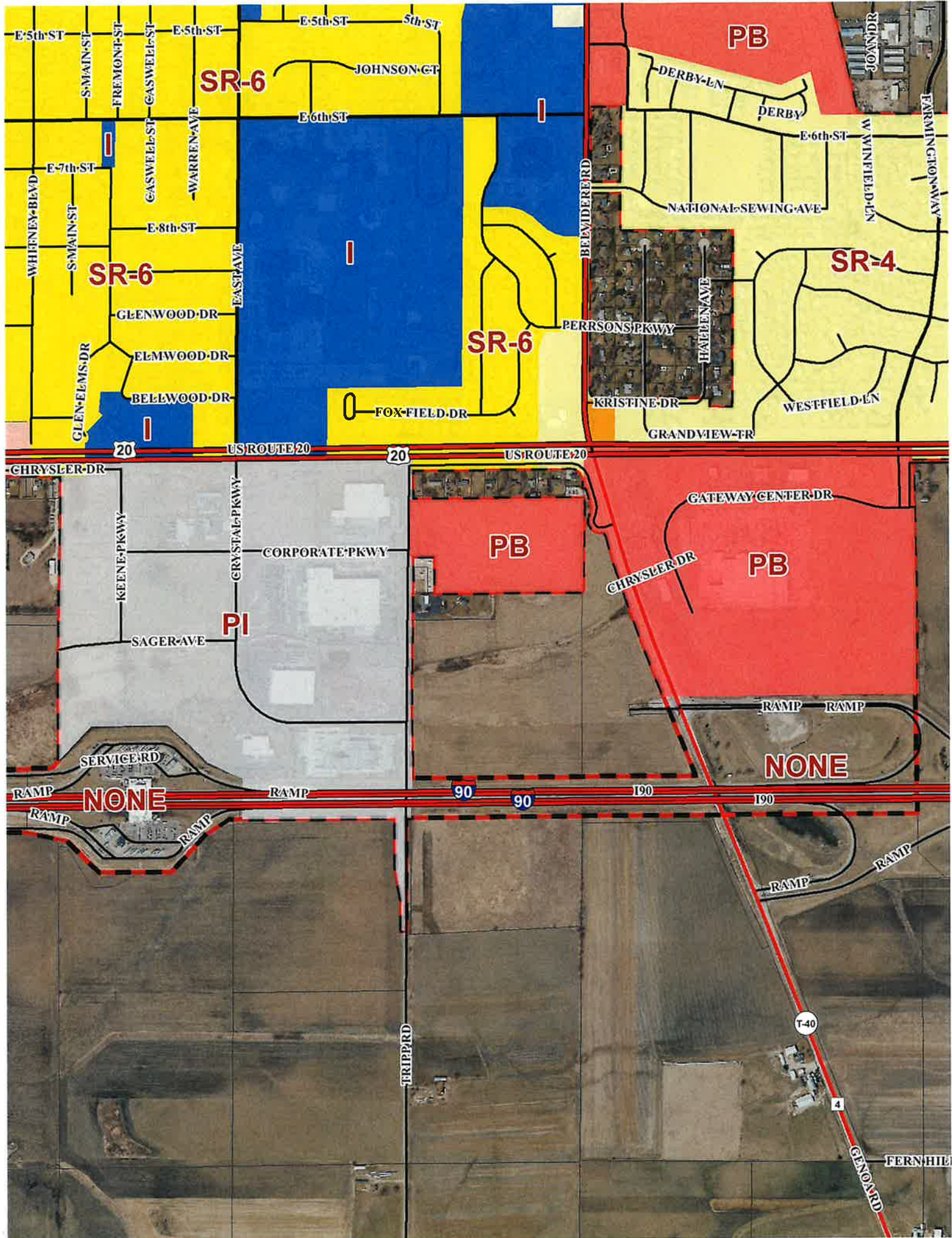
151-001
5.32

300-001
2.32

400-003
26.07







SR-6

PB

SR-6

SR-6

SR-4

PB

PB

PI

NONE

NONE

T-40

4

FERN HILL

REASONS FOR RE-ZONING REQUEST

Petitioner, either directly or through development by a third party purchaser of portions of the property, plans to develop one or more commercial retail business center on the property. The proposed commercial retail business activities would include the following:

1. Development of approximately 10 acres fronting Genoa Road as retail fueling center with ancillary establishments including a super truck stop, gaming café, and 3 quick service restaurants with two drive through facilities.

2. Development of approximately 10 acres fronting Genoa Road into a retail commercial center with restaurant locations and a hotel. The restaurants will also include commercial gaming uses.

***Each of the foregoing will be applied for as part of a Planned Use Development with a special use application.

3. The remaining lots will be marketed and developed as commercial retail businesses in conformance with the Belvidere City Code of Ordinances.

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 contributory 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 * PII (815)547-7177 FAX (815)547-0789

September 9, 2021

ADVISORY REPORT

CASE NO: 2021-17 **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., 923 Logan Avenue, Belvidere, IL 61008 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), 150.105(C)(4)(C)(2) allowing for signage above the peak of a roof (fueling station canopy), 150.702(J) allowing for access drives to be wider than 35 feet and flares greater than five feet (up to 50 feet wide with larger flares), 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 (6.5 foot-candles), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (100 feet tall, 866 square feet in size on south side of property), Table 150.1007(A)(1) allowing for a sign greater than 150 square feet (250 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 1 of the preliminary plat of Busch Business Park. The property is irregular in shape and will encompass approximately 10 acres. Parts of PINs: 08-06-100-003 and 07-01-276-004.

EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:

Subject property: Vacant/Row Crop Production

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)

2021-17, 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 two parcels were purchased in 2019 and are approximately 60 acres. The property owner has petitioned for annexation into the City of Belvidere, for a map amendment from the Rural Holding District to the Planned Business District and the preliminary and final plats for the 9 lot Busch Business Park. The proposed special use would encompass Lot 1 of the subdivision and occupy 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 10 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.

Five of the deviations are in regards to signage- allowing for above-roof 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 above-roof signage would be located on the canopy of the fueling stations. The increased height and square footage would allow for a pole sign that is 100 feet tall and 866 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 250 square feet. The two additional wall signs 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 width of access drives, the size of parking spaces and lighting levels. Although the latest site plan revisions show all access drives meeting the 35-foot width requirement, there is a chance they may need to be widened if another revision is made. Parking spaces are typically 9'x20' or 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 I-90, the lighting levels are up to 6.5 footcandles.

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.

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 150.105(C)(4) Planned Business (C)(2) Roof, above peak Sign**

A portion of the signs on the sides of the canopy over the passenger vehicle fueling area extend above the top of the canopy.

- **Article I, Section 150.702 Access Standards (J) Width of Driveways**

All access drives shall have a maximum width of 30 feet for all residential uses and 35 feet for all non-residential uses, as measured at the right-of-way line.

The initial site plan showed access drives in excess of 35 feet. However, the site plan has been revised based on results of the initial traffic impact analysis and all access drives shown meet the 35 -foot requirement. Although the latest site plan does not require this deviation, staff recommends it remains in case another revision is made to the site plan based on future traffic impact analyses.

- **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 9'x20' they will be shortened to 9'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 6.5 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, 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 100 feet tall instead of the permitted 40 feet. The requested size of the sign is 866 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 250 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 866 square-foot of signage on the southern pole sign to be used to advertise businesses that will be locating on Lot 2 of the Busch Business Park. This lot is directly north of the subject property.

- **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.

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.

- 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 Busch Business

2021-17, OM Belvidere Group, LLC, Genoa Rd/Crystal Parkway

Park 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 have been moved to align 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.

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

2021-17, OM Belvidere Group, LLC, Genoa Rd/Crystal Parkway

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

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 Busch Business Park subdivision and due to its proximity to the interchange and Sager Corporate Park (industrial), it is considered an appropriate use.

The planned development is designed to complement the anticipated development to the north. Access points have been moved to align with access points north of Crystal Parkway. The off-site signage is for the northern development to utilize so that those businesses 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.

RECOMMENDATION:

Planning staff recommends the **approval** of case number **2021-17** subject to the following conditions:

1. The Planned Development shall be developed in substantial conformance with the site plan dated 8/28/2021 unless otherwise noted.
2. A full site plan shall be submitted to and approved by the staff (building, public works, police, fire, planning, etc.) prior to the issuance of building permits.
3. 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), 150.105(C)(4)(C)(2) allowing for signage above the peak of a roof (fueling station canopy), 150.702(J) allowing for access drives to be wider than 35 feet and flares greater than five feet (up to 50 feet wide with larger flares), 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 (6.5 foot-candles), Table 150.1007(A)(1) allowing for a sign greater than 40 feet tall and 150 square feet (100 feet tall, 866 square feet in size on south side of property), Table 150.1007(A)(1) allowing for a sign greater than 150 square feet (250 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) and 150.1012(A)(1) allowing a mural (on fueling station).

Submitted by:



Gina DelRose,
Community Development Planner

PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION

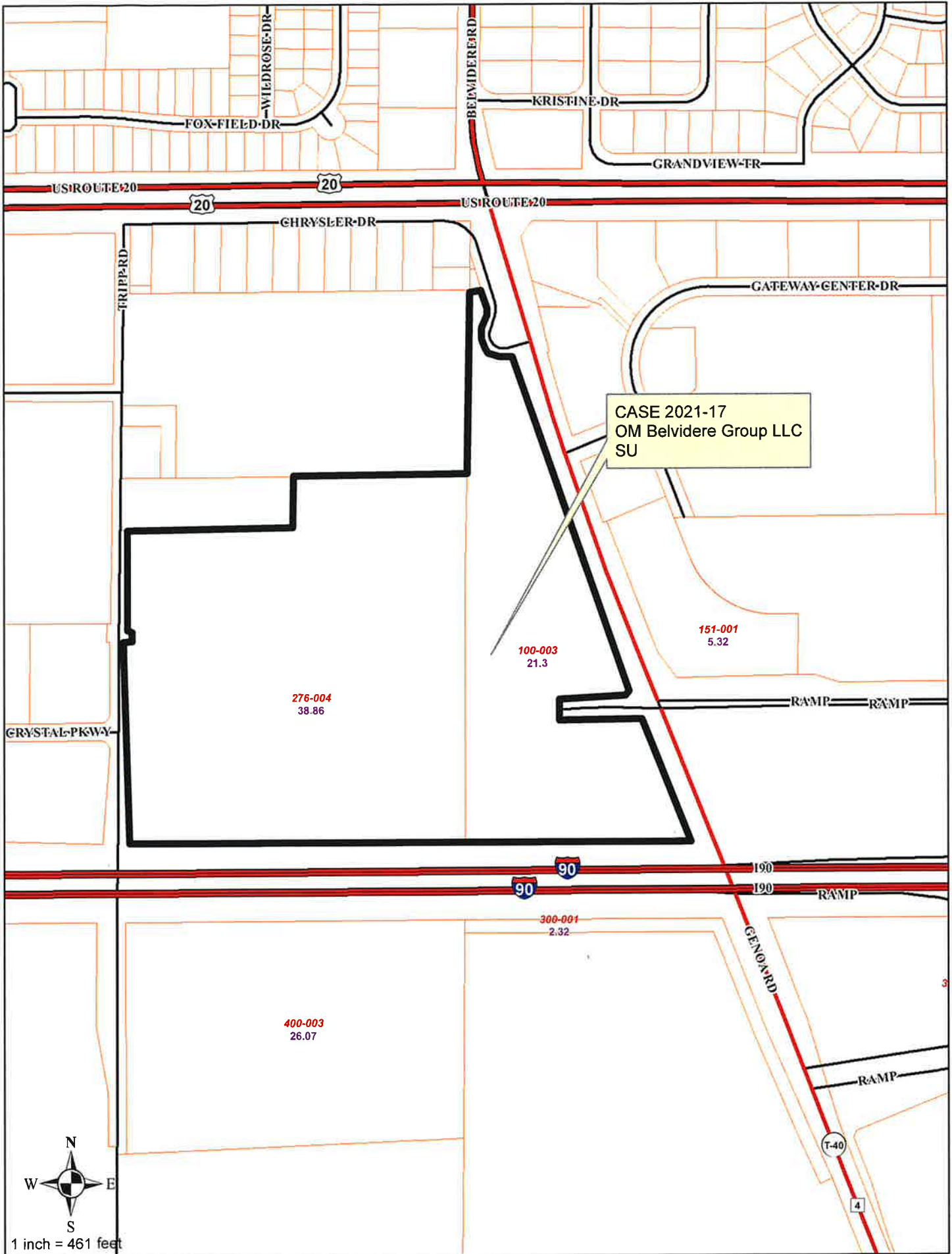
The Planning and Zoning Commission shall make and forward findings of fact as to the compliance of the proposed planned development with the standards and make a

2021-17, OM Belvidere Group, LLC, Genoa Rd/Crystal Parkway

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. Letter submitted by the Boone County Soil and Water Conservation District, Teagan Duffy, July 29, 2021.
7. Traffic Analysis Summary and Recommendation
8. Letter submitted by Hampton, Lenzini and Renwick., Inc., Amy McSwane, September 8, 2021.





CASE 2021-17
OM Belvidere Group LLC
SU

1 inch = 461 feet

**DEVELOPMENT NARRATIVE
NORTHWEST AND SOUTHWEST CORNER
GENOA ROAD AND CRYSTAL PARKWAY**

OM Belvidere Group, LLC is proposing a mixed-use redevelopment on the northwest and southwest corner of Genoa Road and Crystal Parkway, immediately adjacent to Interstate 90. The first phase of the development will include a convenience store and fueling center on the southern 10 acres of our development. The northern 10.6 acre tract 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 and subdivision of these parcels. Upon approval, OM Belvidere Group, LLC will complete its purchase of the southern property.

With this application, we are requesting the approval of a planned development for the southern parcel (Phase 1) only at this time. We will return with our application for the northern parcel (Phase 2) 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. In addition to a traditional convenience store offerings, the fuel center will include three restaurant spaces for Alfredos, Dunkin' Donuts, 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.

The fuel center will be operated by Speed Trek. Speed Trek is owned and managed by the OM Group, who is currently operating 48 fuel centers. In addition to the fuel centers, OM Group owns and operates 71 restaurant franchises. OM Group started in 2006, has its headquarters located in Burr Ridge, IL, and has facilities located in 14 different states.

As part of this application, we are requesting a few deviations from code for the development of this parcel, including, but not limited to, parking stalls smaller than 180 SF and curb cuts of 50' to efficiently allow trucks to enter and exit the site.

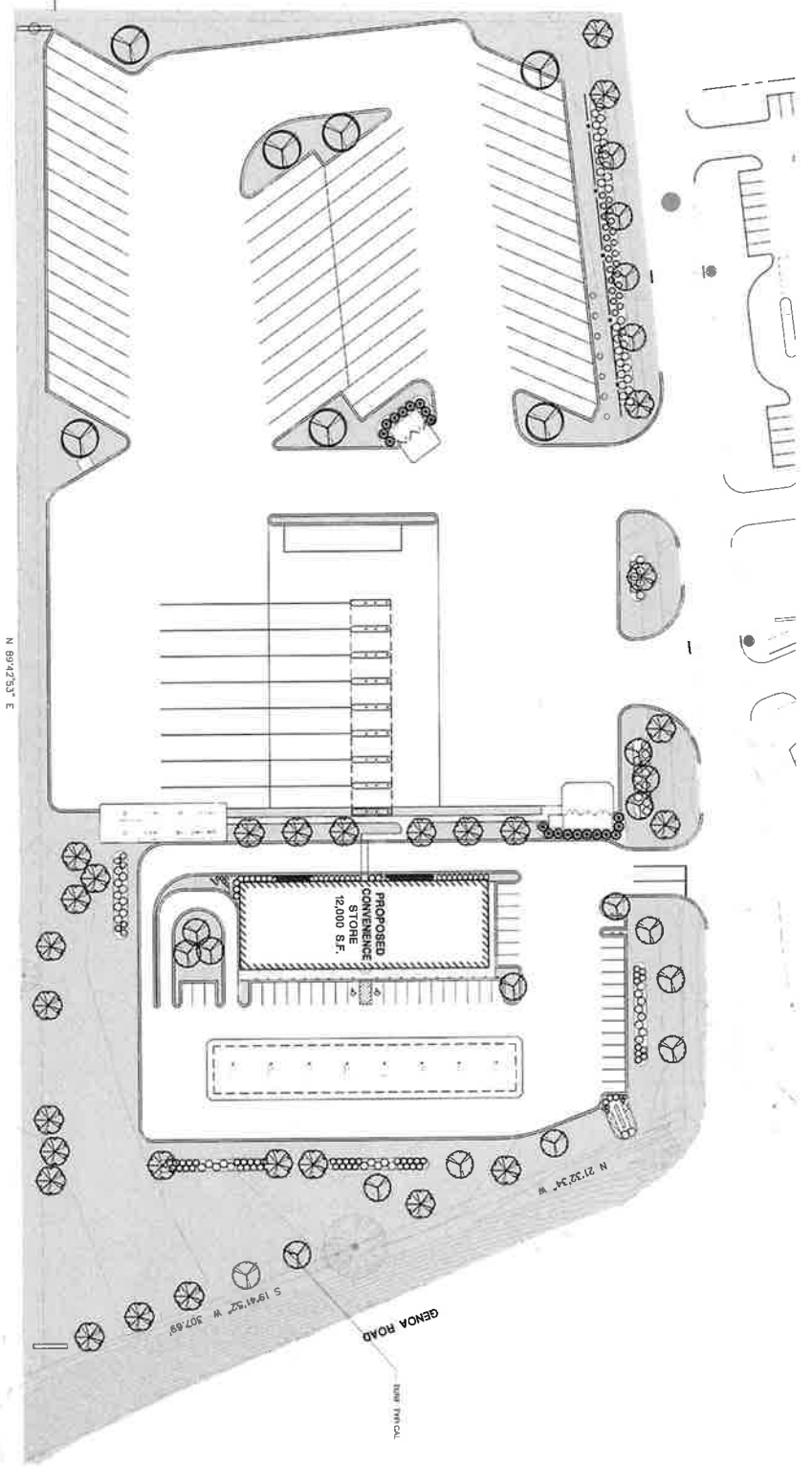
The fueling center will have two freestanding signs, including one 100' high-rise sign. The high-rise sign has been designed to be visible for westbound traffic prior to exiting the off-ramp for Genoa Road. This high-rise sign will also include signage for the future hotel to be developed during Phase 2.

Subject to approval by the City of Belvidere, construction of the fuel center will begin in Fall 2021, and the second phase would begin in Spring 2022.

CONCEPT PLANT SCHEDULE

	CLIMAX TREE	7		MEDIUM DECIDUOUS SHRUB	19
	MEDIUM DECIDUOUS TREE	20		MEDIUM EVERGREEN SHRUB	89
	TALL DECIDUOUS TREE	28		LOW ORNAMENTAL GRASSES	128
	LOW EVERGREEN TREE	20		TALL ORNAMENTAL GRASSES	11

	TALL DECIDUOUS SHRUB	79
	PERENNIALS	302 #



**will change to accommodate new layout*

LOT COVERAGE DATA

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





1. EAST ELEVATION
1/8" = 1'-0"



2. SOUTH ELEVATION
1/8" = 1'-0"



3. NORTH ELEVATION
1/8" = 1'-0"



4. WEST ELEVATION
1/8" = 1'-0"

AQUATIC \ CIVIL \ MECHANICAL \ ELECTRICAL \ PLUMBING \ TELECOMMUNICATION \ STRUCTURAL \ ACCESSIBILITY CONSULTING \ DESIGN & PROGRAM MANAGEMENT \ LAND SURVEY

A201
ARCHITECTURAL ELEVATIONS

UNION ILL.
DISBANCING
101 70000000

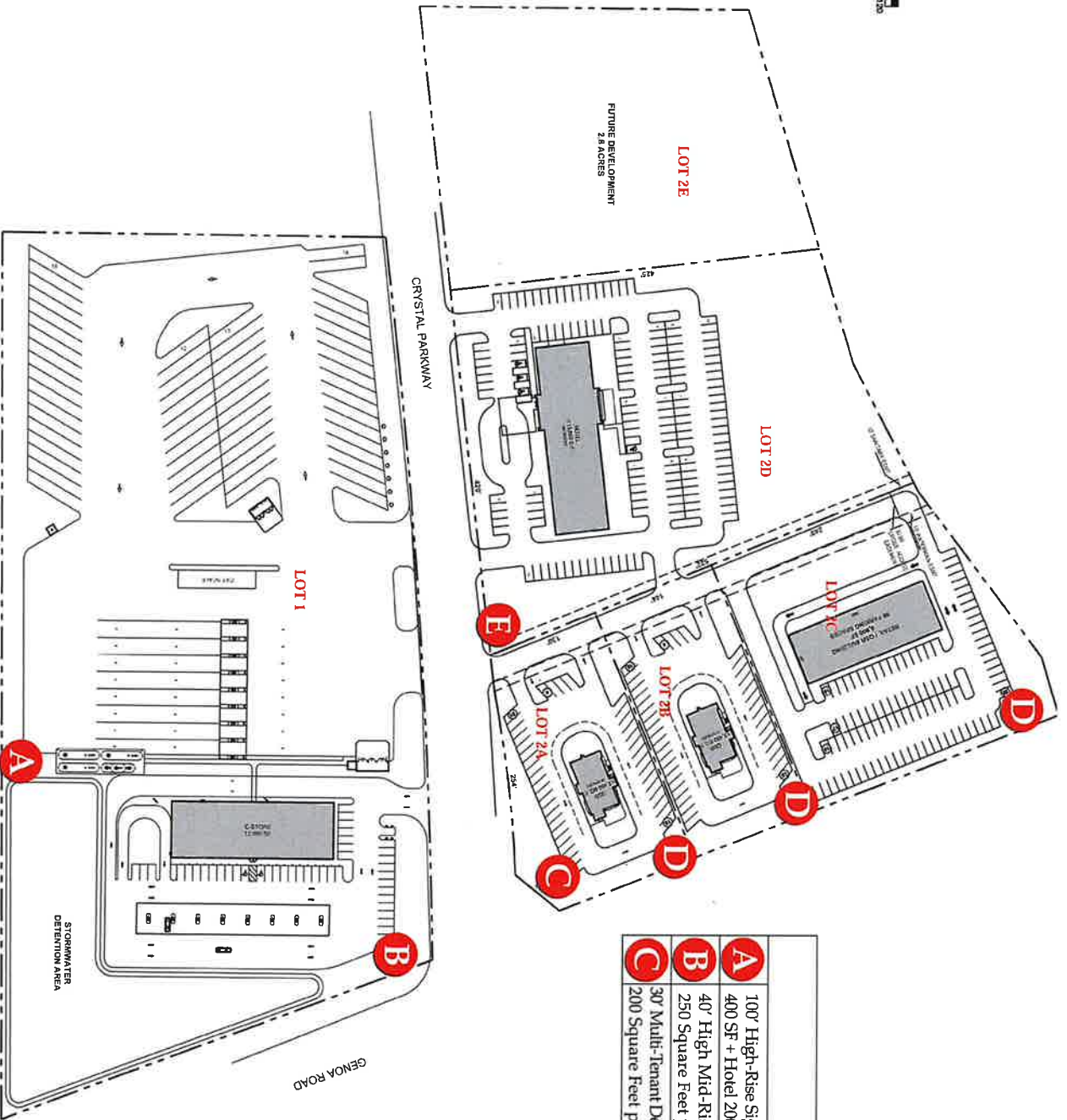
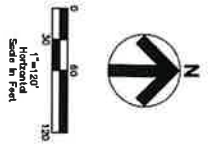


CONCEPTUAL SUBMITTAL
RETAIL PETROLEUM FACILITY
SPEED TRAX
BELVIDERE, IL 61606
OM GROUP

WT Group
Engineering and Construction. Field and Fabrication.

2019 Michigan Avenue, Suite 100, Belvidere, IL 61610
Tel: 815.293.8333 | Fax: 815.293.8666
www.wtgroup.com

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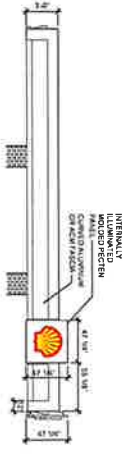


Signage Key	
A	100' High-Rise Sign, Fuel Center 400 SF + Hotel 200 SF per Face
B	40' High Mid-Rise Sign 250 Square Feet per Sign Face
C	30' Multi-Tenant Development Sign 200 Square Feet per Sign Face
D	25' High Sign 150 Square Feet per Sign Face
E	40' High Mid-Rise Sign 250 Square Feet per Sign Face

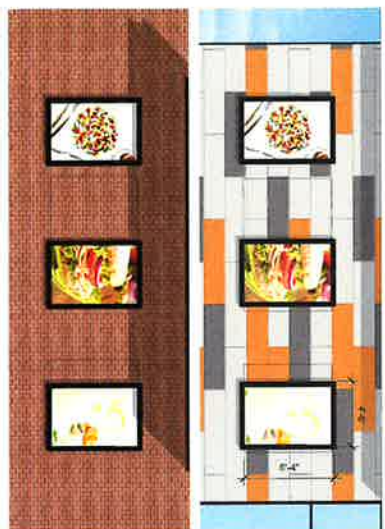
Freestanding Sign Exhibit



W1 BUILDING ID SIGN (TYP) 130 S.F.
SCALE NONE



W2 CANOPY SHELL LOGO (TYP) 16 S.F.
SCALE NONE



W3 POS SIGN (TYP) 30 S.F.
SCALE NONE



W4 TRUCK CANOPY 17.15 S.F.
SCALE NONE



W5 CAT SCALE SIGN 106.6 S.F. PER FACE
SCALE NONE



B ID SIGN (40') 250 S.F. PER FACE
SCALE NONE



A ID SIGN (100')
SCALE NONE



Boone County
Soil & Water
 Conservation District

211. N. Appleton Road
 Belvidere, IL 61008
 815-544-3465 x3

29 July 2021

SWCD NRI #: 1656

Belvidere Planning Department
 401 Whitney Blvd., Suite 300
 Belvidere, IL 61008

Dear Sir/Madam,

A request for a Natural Resource Information Report was submitted. We will supply a written reply to your office as indicated below:

Our review does not apply in this instance.
 Other (see attached)

Location of Site: Northwest and southwest corner of Genoa Road and Crystal Parkway
PIN(S): 08-06-100-003 and 07-01-276-004

Contact	Petitioner	Owner
Tom Zanck 40 Brinker Street Crystal Lake, IL 60014	OM Belvidere Group, LLC 5277 Trillium Boulevard Hoffman Estates, IL 60192	Donald K. Busch, Sr. 923 Logan Avenue Belvidere, IL 61008
815-459-8800 tzanck@zawl.com	630-894-0099 Nathan.heidner@heidnerinc.com	847-343-4924

Request: Special Use for a planned development, a retail motor fuel establishment, and a mural along the primary building

Notes, if any: Please reference NRI Report 1655 for information and board opinion on this PIN.

Sincerely,

Teagan Duffy
 Boone County Soil & Water
 Conservation District

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)*, 6th 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	
Year 2021 Base Conditions	Weekday Morning Peak Hour	D 35.3	A 2.6	A 0.2	E 76.9	B 10.4	A 0.3	D 44.5	A 0.6	D 38.6	C 28.3			A 9.6
		A - 3.4			B - 11.3			B - 16.5			C - 31.9			
Year 2021 Base Conditions	Weekday Evening Peak Hour	D 41.2	A 2.2	A 0.2	E 76.5	A 9.2	A 0.1	D 40.6	B 16.2	C 35.0	C 27.7			B 10.0
		A - 3.6			B - 11.6			C - 26.5			C - 27.8			
Year 2022 No-Build Conditions	Weekday Morning Peak Hour	C 34.9	A 2.3	A 0.1	E 77.6	A 9.4	A 0.2	D 44.8	A 0.3	D 38.5	C 28.3			A 9.0
		A - 3.1			A - 9.8			C - 21.9			C - 31.8			
Year 2022 No-Build Conditions	Weekday Evening Peak Hour	D 41.1	A 1.7	A 0.2	E 77.3	A 9.0	A 0.1	D 40.9	B 19.3	C 35.0	C 27.7			A 9.1
		A - 3.2			B - 10.2			C - 29.7			C - 27.8			
Year 2022 Projected Conditions	Weekday Morning Peak Hour	C 34.7	A 2.5	A 0.2	E 77.0	B 10.2	A 0.2	D 51.9	A 0.3	D 38.0	C 27.9			B 10.7
		A - 3.2			B - 10.5			C - 33.0			C - 31.4			
Year 2022 Projected Conditions	Weekday Evening Peak Hour	D 40.4	A 1.8	A 0.4	E 76.6	A 9.3	A 0.1	D 43.9	B 19.1	C 35.0	C 27.7			B 10.0
		A - 3.1			B - 10.5			C - 34.1			C - 27.7			
Year 2032 No-Build Conditions	Weekday Morning Peak Hour	C 34.0	A 2.6	A 0.2	E 79.5	B 10.3	A 0.4	D 51.2	A 0.3	D 38.3	C 28.1			B 10.5
		A - 3.2			B - 10.6			C - 31.2			C - 31.8			
Year 2032 No-Build Conditions	Weekday Evening Peak Hour	D 39.3	A 1.7	A 0.4	E 77.4	A 9.5	A 0.1	D 43.9	B 18.8	C 35.0	C 27.1			A 9.9
		A - 3.0			B - 10.6			C - 33.7			C - 27.2			
Year 2032 Projected Conditions	Weekday Morning Peak Hour	C 33.4	A 3.1	A 0.4	E 73.3	B 11.2	A 0.4	E 56.1	A 0.3	D 36.3	C 25.9			B 12.1
		A - 3.5			B - 11.3			C - 39.0			C - 29.6			
Year 2032 Projected Conditions	Weekday Evening Peak Hour	D 39.3	A 1.7	A 0.4	E 77.6	A 9.5	A 0.1	D 48.6	B 18.7	C 35.0	C 27.1			B 10.9
		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)

	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	
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	
		X			A - 3.1			A - 5.9			A - 2.4			
Year 2021 Base Conditions	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	
		X			A - 8.0			A - 9.3			A - 3.7			
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	
		C - 21.4			A - 10.0			A - 8.1			A - 5.9			
Year 2022 No-Build Conditions	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	
		C - 25.3			A - 8.6			B - 11.3			A - 7.2			
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	
		C - 31.9			B - 18.7			B - 11.6			B - 17.9			
Year 2022 Projected Conditions	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	
		D - 40.3			B - 15.0			B - 14.9			A - 15.1			
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	
		C - 28.8			B - 14.8			B - 11.8			B - 14.7			
Year 2032 No-Build Conditions	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	
		C - 30.8			B - 14.4			B - 15.4			A - 14.1			
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	
		C - 36.6			C - 22.1			B - 12.8			C - 21.9			
Year 2032 Projected Conditions	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	
		D - 43.2			B - 20.0			B - 15.7			A - 16.9			

Letter denotes Level of Service
 Delay is measured in seconds.

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
Genoa Road with the Eastbound I-90 Ramps				
• 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
Genoa Road with the Eastbound I-90 Ramps				
• 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
Genoa Road with the Eastbound I-90 Ramps				
• 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
Genoa Road with the Proposed South (Fuel Center) Right-In/Right-Out Access Drive				
• Eastbound Approach	B	13.4	B	11.1
Commerce Parkway with the Proposed Fuel Center Full Movement Access Drive				
• 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
Commerce Parkway with the Proposed Right-Out Only Access Drive				
• Northbound Approach	A	8.9	A	9.0
Commerce Parkway with the Inbound Only Truck Access Drive				
• Westbound Left Turns	A	8.5	A	8.5
Commerce Parkway with the Outbound Only Truck Access Drive				
• 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
Genoa Road with the Eastbound I-90 Ramps				
• 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
Genoa Road with the Proposed North (Commercial Development) Right-In/Right-Out Access Drive				
• Eastbound Approach	B	10.7	A	9.8
Commerce Parkway with the East Commercial Development Full Movement Access Drive				
• Eastbound Left Turns	A	7.3	A	7.3
• Southbound Approach	A	9.2	A	9.3
Commerce Parkway with the West Commercial Development Full Movement Access Drive				
• 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
Genoa Road with the Eastbound I-90 Ramps				
• 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
Genoa Road with the Proposed South (Fuel Center) Right-In/Right-Out Access Drive				
• Eastbound Approach	B	14.1	B	11.4
Genoa Road with the Proposed North (Commercial Development) Right-In/Right-Out Access Drive				
• Eastbound Approach	B	10.8	A	9.9
Commerce Parkway with the Proposed Fuel Center Full Movement Access Drive and the East Commercial Development Full Movement Access Drive				
• 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
Commerce Parkway with the Proposed Right-Out Only Access Drive				
• Northbound Approach	A	9.3	A	9.6
Commerce Parkway with the Inbound Only Truck Access Drive				
• Westbound Left Turns	A	8.5	A	8.5
Commerce Parkway with the Outbound Only Truck Access Drive				
• Northbound Approach	B	10.2	B	10.3
Commerce Parkway with the West Commercial Development Full Movement Access Drive				
• 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 95th 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 95th 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 95th 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 95th 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.



Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
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September 8, 2021

Mr. Brent Anderson
City of Belvidere
Director of Public Works
401 Whitney Boulevard, Suite 200
Belvidere, IL 61008

RE: Belvidere Proposed Busch Tripp Commercial Development
General Site Plan Review

Dear Mr. Anderson,

We reviewed the following documents and provide the following comments for your consideration:

- Traffic Impact Study Proposed Fuel Center dated September 1, 2021 by KLOA
- Proposed Commercial Development site plan dated August 28, 2021 by Manhard Consulting

TRAFFIC COMMENTS

1. The study states that traffic projections account for the extension of Commerce Parkway but there is no discussion of how this was calculated, just that a percentage was assumed. Please expand on this discussion and show an exhibit demonstrating the reassignment of the traffic.
2. It is likely that the remaining vacant parcels of land to the west of the site will be developed by 2032; future traffic projections should take these developments into account to determine the necessary intersection geometry and turn lane storage and tapers.
3. We concur with the decrease in pass-by traffic to account for the fueling trips generated to/from the tollway being new trips. We also think this is applicable to the fast-food restaurant and coffee/donut shop pass-by trips as well. Please explain why the assumption was made for one land use code but not the other two.
4. Figures 10 through 13 appear to be in a different order than the text, which was confusing. Also, please confirm that the Year 2032 No-Build Conditions includes the proposed commercial site but not the fueling center (that it is a no-build for just the fueling center).

LAYOUT COMMENTS

1. Please provide turning templates to ensure that trucks are able to make the necessary turning movements into the fueling stations and within the site. It appears that the parking stalls on the south side of the truck lot are facing the wrong direction. If trucks are expected to back into stalls, that should be noted on the site plan and appropriate signage included.
2. The storage and taper lengths for the right-in-right-out driveway's right turn lane on Genoa Road do not appear to be adequate for a 45-mph speed limit. Please extend both the storage and taper, moving the driveway to the south if necessary.
3. Please provide drive-thru turning templates to ensure that vehicles can maneuver through the drive-thru lanes. Also, please provide a vehicle stacking exhibit as well as an expected peak hour queue discussion for each of the drive-thru lanes to demonstrate that vehicle stacking will not interfere with the fueling station functions.
4. Please provide the underground storage tank locations on the detailed site plan as well as turning templates to ensure that the fueling truck can maneuver from the roadway to the tank locations and back out onto the roadway.

380 Shepard Drive
Elgin, Illinois 60123-7010
Tel. 847.697.6700
Fax 847.697.6753

6825 Hobson Valley Drive, Suite 302
Woodridge, Illinois 60517
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 W. Third Street, P.O. Box 160
Mt. Carmel, Illinois 62863
Tel. 618.262.8651
Fax 618.263.3327

Mr. Brent Anderson
City of Belvidere
September 8, 2021
Page 2

If you have any questions or need additional information, please call me at 847.697.6700.

Yours truly,

HAMPTON, LENZINI AND RENWICK, INC.

By: 

Amy McSwane, PE, PTOE
Traffic Engineering Manager

CITY OF BELVIDERE

Community Development



BUILDING DEPARTMENT

PLANNING DEPARTMENT

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

September 9, 2021

ADVISORY REPORT

CASE NUMBER: 2021-18

APPLICANT: Busch Business Park, Preliminary Plat

REQUEST:

The applicant is requesting preliminary plat approval of the 9-lot Busch Business Park Subdivision.

LOCATION AND DESCRIPTION OF SITE:

The subject property is north of I-90 between Tripp and Genoa Roads. It is approximately 60 acres in size and is in row crop production (see attached aerial photo). 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 Planned Business District), a special use for a planned development and a final plat for Busch Business Park. The subdivision will allow for the completion of Crystal Parkway from Tripp Road to Genoa Road as well as the potential connection of Corporate Parkway to Genoa Road. Of the nine proposed lots, eight of them would be buildable and one would be a non-buildable outlot containing wetlands and a sanitary sewer easement. Lot 9 has the potential to be further subdivided, creating additional outlots.

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. However, a traffic impact study is being conducted, the results of which may impact the existing design of that intersection. A final plat will not be recorded until all information is provided and required changes are made. The Corporate Parkway extension is lacking details because a majority of the extension will occur on a neighboring property that is under different ownership.

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.

2021-18; Busch Business Park Subdivision Preliminary Plat

SUMMARY OF FINDINGS:

Provided that the suggested conditions of approval are met, the Preliminary Plat of Busch Business Park 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 **2021-18**) subject to the following conditions:

1. Indicate the Basis of Bearings of the bearings shown.
2. Indicate the found monumentation for the section corners and the bearings and distances of the section lines shown.
3. Indicate monument record recording the information used to recover section corners.
4. Indicate found monuments used in establishing the subdivision boundary.
5. Indicate Point of Beginning from legal descriptions.
6. Tie, by bearings and distances, the exterior subdivision corners to the nearest Section line. NW corner of Lot 9 to North, northerly most corner Lot 9 to North section line, SW corner of Lot 5 to west.
7. Indicate the Deed or Platted distances for the exterior boundary of the subdivision as noted in the legal description. (Northerly and West subdivision lines.)
8. Indicate any Bounding Calls from the legal description that control the northerly line of Lot 9.
9. Indicate Right of Way widths for Tripp Road at the NW corner of Lot 9. The SW corner of Lot 6 and the SW corner of Lot 5. Note the east and west Right of Way lines for Tripp Road appear to be converging north of Lot 9.
10. Add to the Legend any abbreviation used.
11. Text shall not be smaller than 1/10".
12. 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.
13. 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.
14. 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.
15. 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.
16. All "future" labels shall be removed from the preliminary plat and included as part of the plat. That will require additional lot numbers and labeling of Corporate Parkway.
17. A traffic impact analysis will need to be completed for this development to determine the right-of-way requirements and roadway alignments for Crystal Parkway, Genoa Road and Corporate Parkway.
18. Ownership and maintenance responsibility of the detention areas must be included in the final plats.
19. Per Section 151.25(b)(1) of the Belvidere Subdivision Code, names of all adjoining property owners (including east of Genoa Road) shall be included on the plat.

2021-18; Busch Business Park Subdivision Preliminary Plat

20. Per Section 151.25(b)(4) of the Belvidere Subdivision Code, the width of Genoa Road at its widest point shall be noted.
21. Per Section 151.25(b)(10) of the Belvidere Subdivision Code, a subsurface drainage study shall be completed and submitted for review.
22. Per Section 151.25(b)(14) of the Belvidere Subdivision Code, outlots (such as Lot 8) shall be lettered, not numbered.
23. The applicant shall work with the City to address questions raised in the General Comments section of the HLR letter dated July 30, 2021.
24. The plat shall be in compliance with all applicable codes, ordinances, and agreements.

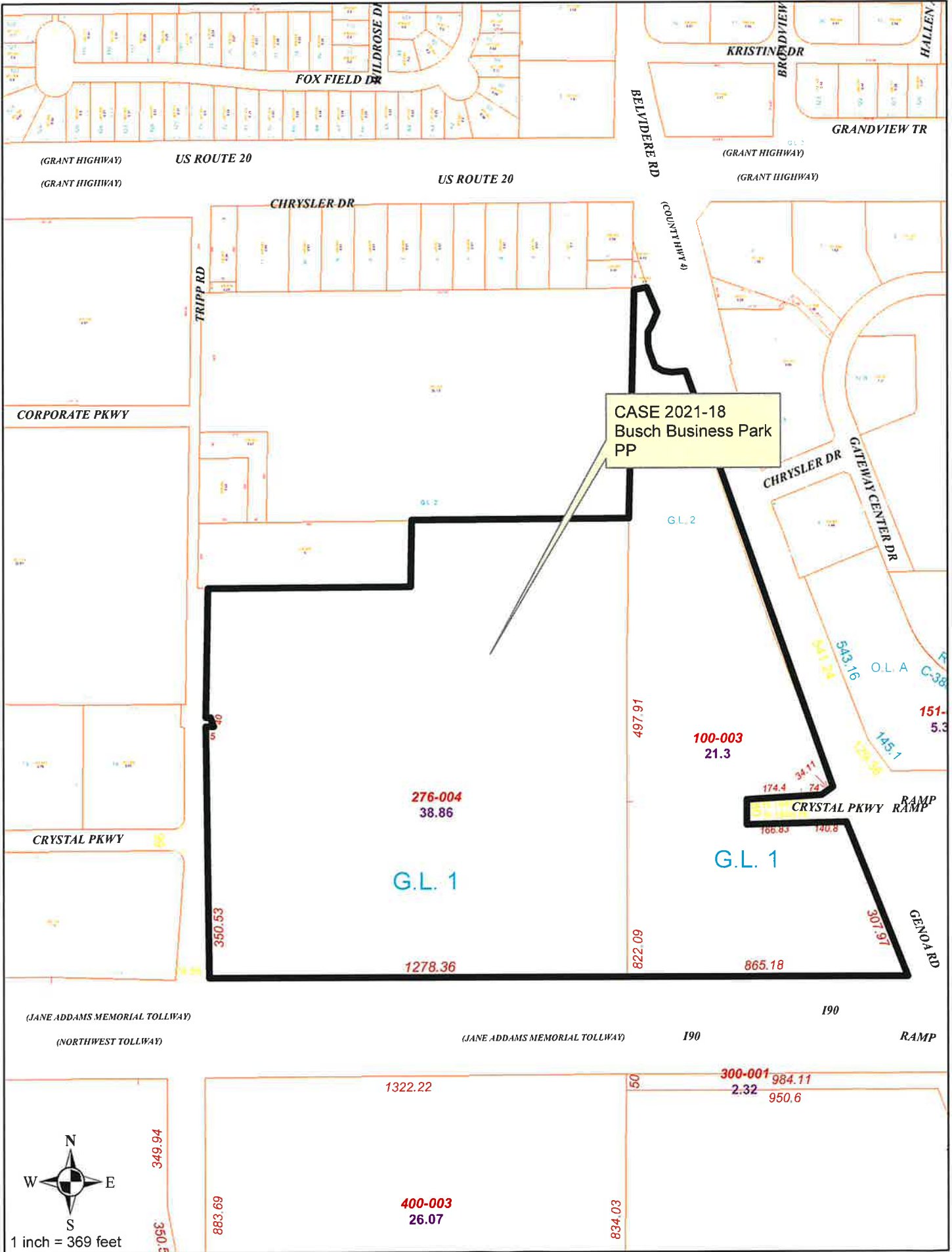
Submitted by:


Gina DeRose
Community Development Planner

2021-18; Busch Business Park Subdivision Preliminary Plat

ATTACHMENTS

1. Location Map by Planning Staff.
2. Aerial Photo with Platting by Planning Staff.
3. Memo from Belvidere Public Works Department, Brent Anderson, July 30, 2021.
4. Letter from Hamton, Lenzini and Renwick, Inc., Kent Nagel, July 30, 2021.
5. Preliminary Plat for Busch Business Park Subdivision by C.E.S. Inc. dated July 29, 2021.



Memo

To: Gina DelRose, Community Development Planner
From: Brent Anderson, Director of Public Works
Date: 7/30/2021
Re: Review of Preliminary Plat – Busch Business Park (Case No. 2021-18)

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. All "future" labels shall be removed from the preliminary plat and included as part of the plat. That will require additional lot numbers and labeling of Corporate Parkway.
6. A traffic impact analysis will need to be completed for this development to determine the right-of-way requirements and roadway alignments for Crystal Parkway, Genoa Road and Corporate Parkway.
7. 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.



Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
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July 30, 2021

Mr. Brent Anderson
City of Belvidere
Director of Public Works
401 Whitney Boulevard, Suite 200
Belvidere, IL 61008

RE: Belvidere Proposed Busch Tripp Commercial Development
Final Plat of Subdivision Review

Dear Mr. Anderson,

We reviewed the following documents and provide the following comments for your consideration:

- Final Plat of BUSCH BUSINESS PARK dated 7/23/2021 by CES Inc.
- Preliminary Plat of BUSCH BUSINESS PARK dated 7/29/2021 by CES inc. Received 7/30/21.
- All comments are pursuant to Unified Development Code for the City of Belvidere Sec. 151, cited as the subdivision code of the city. Pursuant to Illinois Statutes Survey Plat Requirements. Section d) Subdivision Surveys.

PLAT COMMENTS:

1. Indicate the Basis of Bearings of the bearings shown.
2. Indicate the found monumentation for the section corners and the bearings and distances of the section lines shown.
3. Indicate monument record recording information used to recover section corners.
4. Indicate found monuments used in establishing the subdivision boundary.
5. Indicate Point of Beginning from legal descriptions.
6. Tie, by bearings and distances, the exterior subdivision corners to the nearest Section line. NW corner of Lot 9 to North, northerly most corner lot 9 to North section line, SW corner of Lot 5 to west.
7. Indicate the Deed or Platted distances for the exterior boundary of the subdivision as noted in the legal description. (Northerly and West subdivision lines)
8. Indicate any Bounding Calls from the legal description that control the northerly line of Lot 9.
9. Indicate Right of Way widths for Tripp Road at the NW corner of Lot 9. The SW corner of Lot 6 and the SW corner of Lot 5. Note the east and west ROW lines of Tripp Road appear to be converging north of lot 9.
10. Indicate Right of Way widths for Genoa Road.
11. Indicate the ROW widths of Crystal Parkway at its intersection with Tripp and Genoa Roads.
12. Indicate record information where available for the east Right of Way line for Tripp Road.
13. The west property line of Lot 9 appears to extend $\pm 17'$ over the platted East Right of Way line of Tripp Road. Clarify if this area is already part of the Tripp Road ROW. Verify lot 9 acreage if changed.
14. Easement Lines. Label for clarity where drainage and sewer easement overlap, Lot 7.
15. Building setbacks?
16. There is a watermain easement line and a drainage easement line along the easterly subdivision line which begins at Crystal Parkway and runs north. If these are existing easements indicate the recorded document information. The Preliminary design layout plan appears to indicate a new storm line running west of and along the above easements. Will this require its own easement?
17. Indicate the existing wetlands, being a natural feature 125.25 (3),(6).
18. Add any abbreviations used to the Legend.
19. It is preferred for text to be a minimum of 1/10". Smaller text is often unreadable when digitally archived.

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Fax 217.546.8116

323 W. Third Street, P.O. Box 160
Mt. Carmel, Illinois 62863
Tel. 618.262.8651
Fax 618.263.3327

GENERAL COMMENTS:

1. Lot 9 Indicates "FUTURE UNBUILDABLE LOT (FOR WETLANDS) and "FUTURE DETENTION" and "FUTURE ROAD".
2. Do these labels need to appear on the Plat of Subdivision? On the surface of a Plat these items will be ambiguous without an explanation. These would probably end up being attached to the Title for every lot in the subdivision in perpetuity.
3. If the wetland limits have already been delineated and are to remain fixed in their extent is there any advantage to making this area a Lot in this subdivision?
4. Regarding Lot 8 being detention areas. Is there a need for language similar to easement language granting the City rights for access and maintenance?
5. What is the reason for the note on Lot 1 "DETENTION TO BE PROVIDED FOR 6.25 ACRES OF THIS LOT" ?
6. There is a proposed 25' Sanitary Sewer easement running along the north line of lot 8. It is assumed to be centered between existing manholes. Is it practical to align the northerly line of the proposed easement with the south line of Lot 9?

DEDICATION COMMENTS:

PER SECTION 125.25 application for final plat (2):

Be accompanied by all formal and irrevocable offers of dedication to the public of all streets, local government uses, utilities, parks, and easements, in a form approved by the city attorney. The applicant shall deliver a full covenant and warranty deed to all such lands in proper form for recording.

1. Crystal Parkway to be Dedicated
2. Portions of the east side of Tripp Road may need to be Dedicated. (See # 13)
3. 25' sewer easement to be dedicated.
4. Existing 20' sanitary easement to be vacated.

If you have any questions or need additional information, please call me at 847.697.6700.

Yours truly,

HAMPTON, LENZINI AND RENWICK, INC.

By:

Kent A. Nagel PLS
Survey Department Manager

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

September 9, 2021

ADVISORY REPORT

CASE NUMBER: 2021-19

APPLICANT: Busch Business Park, Final Plat

REQUEST:

The applicant is requesting final plat approval of the 9-lot Busch Business Park Subdivision.

LOCATION AND DESCRIPTION OF SITE:

The subject property is north of I-90 between Tripp and Genoa Roads. It is approximately 60 acres in size and is in row crop production (see attached aerial photo). 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 Planned Business District), a special use for a planned development and a preliminary plat for Busch Business Park. The subdivision will allow for the completion of Crystal Parkway from Tripp Road to Genoa Road as well as the potential connection of Corporate Parkway to Genoa Road. Of the nine proposed lots, eight of them would be buildable and one would be a non-buildable outlot containing wetlands and a sanitary sewer easement.

Due to current development limitations associated with Lot 9 and the extension of Corporate Parkway, staff recommends that Lot 9 is removed from the final plat and platted as a second phase at a more appropriate date in the future.

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 analysis was conducted for Lots 1 and 2 that indicates the property right-of-way configuration is adequate. However, a study for the entire subdivision is being conducted, the results of which may impact the existing design of that intersection.

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.

2021-19; Busch Business Park Subdivision Final Plat

SUMMARY OF FINDINGS:

Provided that the suggested conditions of approval are met, the Final Plat of Busch Business Park 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 **2021-19**) subject to the following conditions:

1. Tie, by bearings and distances, the exterior subdivision corners to the nearest Section line. NW corner of Lot 9 to North, northerly most corner Lot 9 to North section line, SW corner of Lot 5 to west.
2. Indicate all right-of-way widths for Genoa Road.
3. Indicate the right-of-way widths of Crystal Parkway at its intersection with Tripp and Genoa Roads.
4. Indicate record information where available for the east right-of-way line for Tripp Road.
5. The west property line of Lot 9 appears to extend +/- 17 feet over the platted east right-of-way line of Tripp Road. Clarify if this area is already part of the Tripp Road right-of-way. If not, the additional right-of-way shall be dedicated. If boundaries of Lot 9 change due to this, Lot 9 stated acreage shall be updated to reflect the boundary changes.
6. Label where the drainage and sewer easements overlap on Lot 7.
7. If the watermain easement line and a drainage easement line along the easterly subdivision line which begins at Crystal Parkway and runs north is existing, indicate the recorded document information. A new easement will be required for the new storm line running west of and along the above easements as indicated on the preliminary design layout plan.
8. Indicate the existing wetlands.
9. All wetlands and easements shall be shown for Lot 9 instead of referencing future restrictions.
10. Per Section 125.25 of the Belvidere Subdivision Code, the final plat shall be accompanied by all formal and irrevocable offers of dedication to all streets, local government uses, utilities, parks and easements, in a form approved by the city attorney. The applicant shall deliver a full covenant and warranty deed to all such lands in proper form for recording.
11. Crystal Parkway shall be dedicated.
12. The 25-foot sewer easement shall be dedicated.
13. The 20-foot sanitary easement shall be vacated.
14. 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.
15. 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.
16. 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.
17. Sidewalks will be required to be installed along all public right-of-ways adjacent to the plat.

2021-19; Busch Business Park Subdivision Final Plat

18. A drainage overlay shall be submitted.
19. Corporate Parkway right-of-way needs to be shown across Lot 9.
20. Lot 8 shall be renamed outlot A. A note stating the ownership and maintenance responsibility for Outlot A needs to be included.
21. An exclusive easement shall be shown for the existing watermain along Crystal Parkway.
22. Additional right-of-way shall be provided for Crystal Parkway and Genoa Road if the traffic impact analysts determines it is needed.
23. An easement will need to be provided to account for the note on Lot 1 requiring detention to be provided for 6.25 acres of Lot 1.
24. If Lot 9 is removed from the final plat then the plat name shall be changed to Final Plat #1 of Busch Business Park.
25. If Lot 9 is removed then the legal description of the subdivision shall be updated accordingly.
26. The surveyor's certificate shall be corrected to read one or the other "Part" or "No Part" but not both in terms of proximity to a surface drain area or watercourse.
27. The duplicate Public Works Department Certificate shall be removed.
28. The Utility Companies' Certificate shall be corrected to read "Comcast" instead of "Windstream".
29. The plat shall be in compliance with all applicable codes, ordinances, and agreements.

Submitted by:

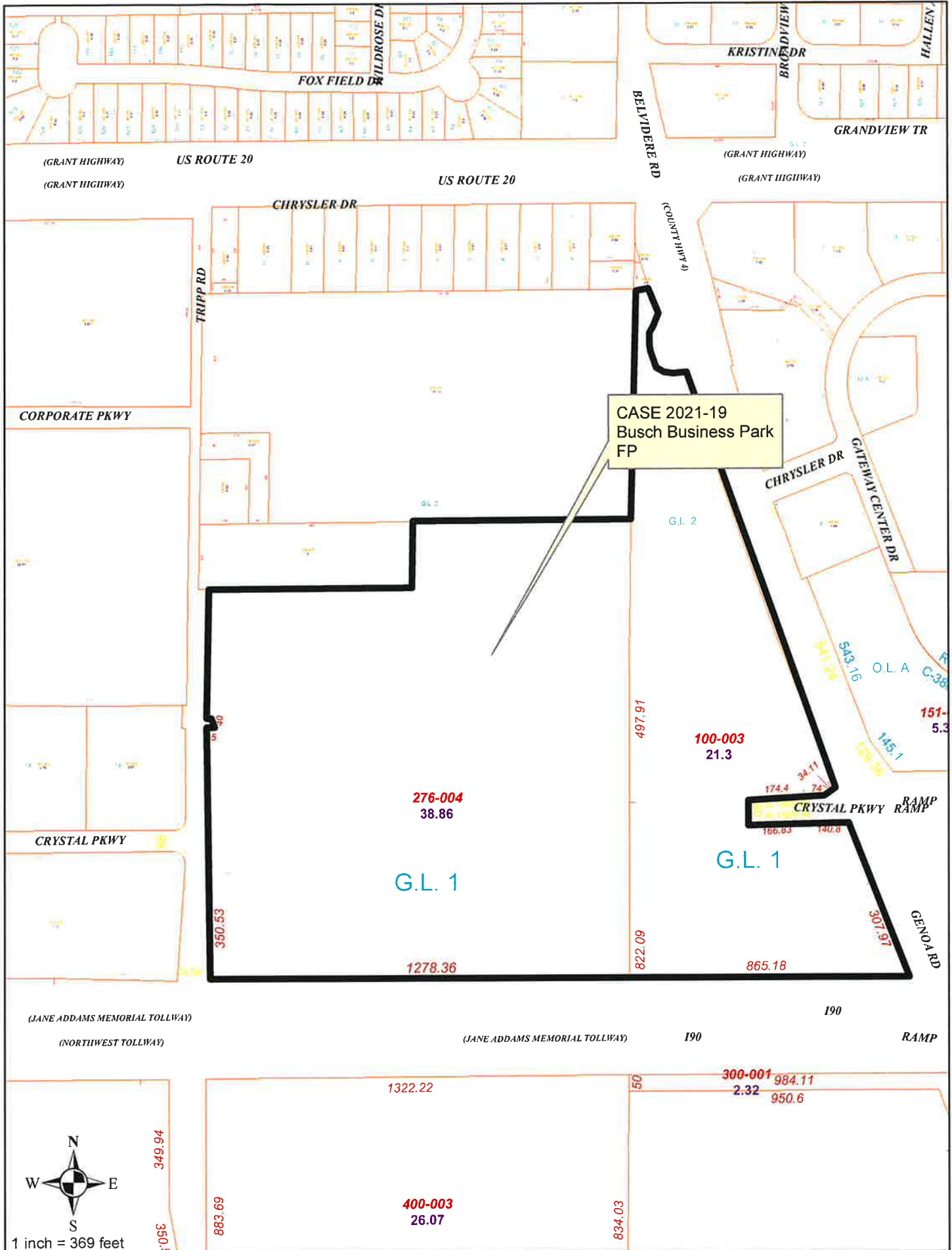


Gina DelRose
Community Development Planner

2021-19; Busch Business Park Subdivision Final Plat

ATTACHMENTS

1. Location Map by Planning Staff.
2. Aerial Photo with Platting by Planning Staff.
3. Memo from Belvidere Public Works Department, Brent Anderson, July 29, 2021.
4. Letter from Hamton, Lenzini and Renwick, Inc., Kent Nagel, July 30, 2021.
5. Final Plat for Busch Business Park Subdivision by C.E.S. Inc. dated July 23, 2021.



CASE 2021-19
 Busch Business Park
 FP

276-004
 38.86

100-003
 21.3

G.L. 1

G.L. 1

400-003
 26.07

300-001
 984.11
 2.32
 950.6



1 inch = 369 feet



CASE 2021-19
Busch Business Park
FP

276-004
38.86

100-003
21.3

GL 1

GL 1

1278.36

190

JANE ADDAMS MEMORIAL TOLLWAY

190

RAMP

400-003
26.07

300-001
384.11
2.32
540.6



1 inch = 369 feet

Memo

To: Gina DelRose, Associate Planner
From: Brent Anderson, Director of Public Works
Date: 7/29/2021
Re: Review of Final Plat – Busch Business Park

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 this plat.
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. Sidewalks will be required to be installed along all public right-of-way adjacent to this plat.
5. A drainage overlay needs to be submitted along with this plat.
6. Corporate Parkway right-of-way needs to be shown across Lot #9 on the plat.
7. Ownership and maintenance responsibility for Lot #8 needs to be included on the plat.
8. No exclusive easement is shown for the existing watermain along Crystal Parkway.
9. Additional right-of-way may be required for Crystal Parkway and Genoa Road based on the results of the traffic impact analysis for this development.
10. An easement will need to be provided to account for the note on Lot #1 requiring detention to be provided for 6.25 acres of this lot.
11. All other provisions of the subdivision control ordinance will be required unless specifically waived by the City Council.



Hampton, Lenzini and Renwick, Inc.

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

July 30, 2021

Mr. Brent Anderson
City of Belvidere
Director of Public Works
401 Whitney Boulevard, Suite 200
Belvidere, IL 61008

RE: Belvidere Proposed Busch Tripp Commercial Development
Final Plat of Subdivision Review

Dear Mr. Anderson,

We reviewed the following documents and provide the following comments for your consideration:

- Final Plat of BUSCH BUSINESS PARK dated 7/23/2021 by CES Inc.
- Preliminary Plat of BUSCH BUSINESS PARK dated 7/29/2021 by CES inc. Received 7/30/21.
- All comments are pursuant to Unified Development Code for the City of Belvidere Sec. 151, cited as the subdivision code of the city. Pursuant to Illinois Statutes Survey Plat Requirements. Section d) Subdivision Surveys.

PLAT COMMENTS:

1. Indicate the Basis of Bearings of the bearings shown.
2. Indicate the found monumentation for the section corners and the bearings and distances of the section lines shown.
3. Indicate monument record recording information used to recover section corners.
4. Indicate found monuments used in establishing the subdivision boundary.
5. Indicate Point of Beginning from legal descriptions.
6. Tie, by bearings and distances, the exterior subdivision corners to the nearest Section line. NW corner of Lot 9 to North, northerly most corner lot 9 to North section line, SW corner of Lot 5 to west.
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If you have any questions or need additional information, please call me at 847.697.6700.

Yours truly,

HAMPTON, LENZINI AND RENWICK, INC.

By:

Kent A. Nagel PLS
Survey Department Manager

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

September 7, 2021

ADVISORY REPORT

CASE NO: 2021-20

APPLICANT: Boone County Arts Council

REQUEST AND LOCATION:

The Boone County Arts Council, PO Box 311, Belvidere, IL 61008 on behalf of the property owner Wolf Bros Family LLC, PO Box 560, Belvidere, IL 61008 for a special use to install a mural at 216 South State Street within the CB, Central Business District (Belvidere Zoning Ordinance Sections 150.1012(A)(1) and 150.904 Special Use Review and Approval Procedures). The mural will be located on the south side of the building and depicts the Eldredge automobile. The subject property is 25,096 square feet, rectangular in shape and developed with a single-story commercial building and parking area. PIN: 05-25-351-005.

EXISTING LAND USE:

Subject property: commercial building and parking area

North: Ollman Ernest Martin Architects & Engineers and the Steam Plant Family Restaurant

South: Boone County Museum of History and Frontier Communications

East: Residential

West: Mixed-used Commercial

CURRENT ZONING:

Subject property: CB, Central Business District

All Adjacent Properties: CB, Central Business District

COMPREHENSIVE PLAN:

Subject property: Central Business

North, West and East: Central Business

South: Central Business and Institutional

BACKGROUND:

In 1998, the City Council approved a special use per Resolution 643-1998 for three different murals, one being the Women's Club-sponsored mural that was previously on the south wall of the subject property. A condition of approval placed on this special use was that "Each individual mural shall be approved by the City Council". There was no condition or discussion preventing the replacement of that mural with a new one, only the need for City Council approval of any mural on the property.

During the 2021 Belvidere Heritage Days festival, the Boone County Arts Council organized the showcasing of a new mural for the downtown area, replacing the previous mural on the subject property. The mural depicts the Eldredge Runabout automobile, which was a product of the National Sewing Machine Company between 1903-1906.

The mural encompasses the entire southern wall of the O'Brien & Dobbins store which measures approximately 130 feet by 15 feet. Unlike recent murals that are painted on panels, this mural is painted directly onto the brick.

TREND OF DEVELOPMENT:

The subject property is located downtown in an area of established central business commercial and institutional uses.

COMPREHENSIVE PLAN:

The subject property is designated as "Central Mixed Use" by the City of Belvidere Comprehensive Plan. The Central Mixed Use category encourages pedestrian-orientated indoor commercial, office, institutional and residential uses with streetscaping and low-key signage.

FINDINGS OF FACT:

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

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

The subject property is located downtown at the northeast corner of Locust and South State Streets. The southern wall of the property has had a smaller mural painted on it since 1998 and staff is not aware of any negative impacts it created. There are numerous murals located throughout the city's downtown area; the larger mural on the building will not be out of character. Like the other downtown murals, this one depicts a part of Belvidere's history.

- B. **Findings: The proposed special use, 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, Section 150.904 of the Belvidere Zoning Ordinance and any other plan, program, or ordinance adopted, or under consideration pursuant to Notice of Public Hearing by the City.**

The Comprehensive Plan shows the property and the surrounding areas as Central Mixed Use. The building's actual use as commercial falls under this land use category; the mural is not changing the use in any way. The mural will not permanently alter the building or surrounding area, but will allow for another downtown building to be 'showcased' in Belvidere's mural collection.

- C. **Findings: The special use will not in its proposed location and as depicted on the required site plan, 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.

The subject property is located in downtown Belvidere. The location is surrounded by institutional uses, residential, commercial and mixed-use buildings along with several murals nearby. The City of Belvidere's Comprehensive Plan designates this property as central business, which calls for pedestrian-orientated indoor land uses with streetscaping and low-key signage. Public art can be pedestrian-orientated and part of the streetscape. The requested special use for a mural does not lessen the property's level of compliance with the Comprehensive Plan; the site will be required to be in conformance with the requirements of the City of Belvidere's Zoning Ordinance.

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

The mural does not alter the commercial, institutional or residential land uses permitted Downtown. The mural not only helps to tie the property with the rest of the downtown area, but it depicts a part of the City's industrial past as well as highlighting the museum that is located downtown.

- E. Findings: The proposed Special Use 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.**

The subject property is served with proper facilities and utilities.

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

The mural was showcased during the 2021 Belvidere Heritage Days festival; the Eldredge Runabout automobile was produced in Belvidere from 1903-1906 is depicted. In addition to the requirements of this Special Use, compliance with the City of Belvidere's Zoning Ordinance is required.

SUMMARY OF FINDINGS:

The subject property is located downtown at the northeast corner of Locust and South State Streets. The southern wall of the property has had a smaller mural painted on it since 1998 and staff is not aware of any negative impacts it created. There are numerous murals located throughout the city's downtown area; the larger mural on the building will not be out of character. Like the other downtown murals, this one depicts a part of Belvidere's history.

The mural does not alter the commercial, institutional or residential land uses permitted Downtown. The mural not only helps to tie the property with the rest of the downtown area, but it depicts a part of the City's industrial past as well as highlighting the museum that is located downtown.

2021-20; Boone County Arts Council, 216 South State Street (Mural)


The mural was showcased during the 2021 Belvidere Heritage Days festival; the Eldredge Runabout automobile which was produced in Belvidere from 1903-1906 is depicted. In addition to the requirements of this Special Use, compliance with the City of Belvidere's Zoning Ordinance is required.

RECOMMENDATION:

Planning staff recommends the **approval** of case number **2021-20**; Boone County Arts Council (Mural) special use subject to the following conditions:

1. The mural shall be maintained by the Boone County Arts Council and property owner according to Belvidere's Zoning Ordinance requirements. If the mural shall fall into disrepair, then it shall be removed from the subject property.
2. The mural shall be in substantial conformance with the image provided by the applicant.

Submitted by:

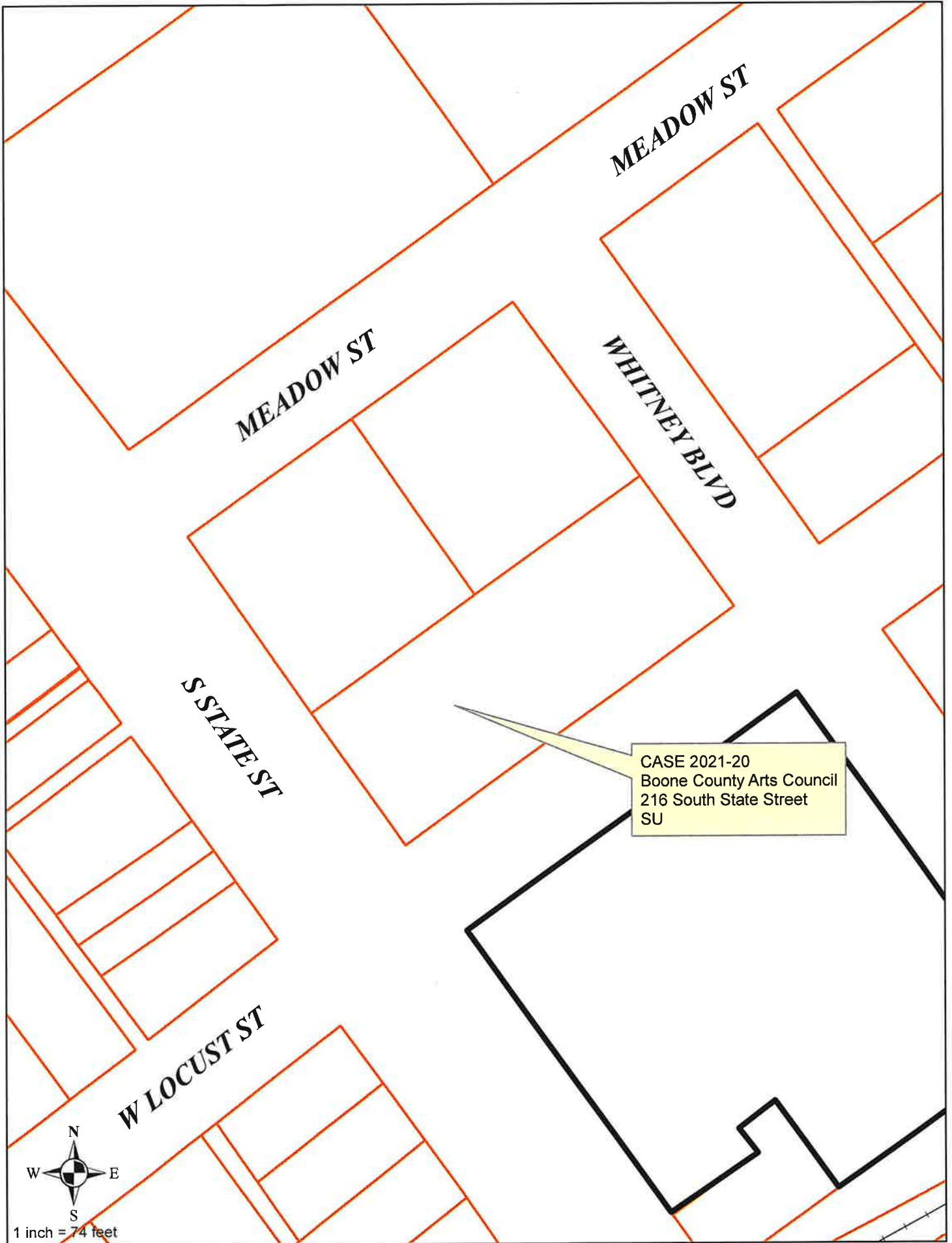

Gina DelRose
Community Development Planner

Review and Recommendation by the Planning and Zoning Commission. The Planning and Zoning Commission shall review the application, adopt findings of fact, and make a recommendation to the City Council.

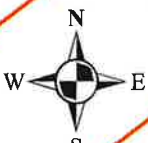
Review and Action by the City Council. The City Council shall consider the Planning and Zoning Commission's recommendation regarding the proposed special use. The City Council may approve or deny the special use as originally proposed, may approve the proposed special use with modifications or may remand the matter back to the Planning and Zoning Commission for further discussion or hearing. The City Council's approval of the requested special use shall be considered the approval of a unique request, and shall not be construed as precedent for any other proposed special use.

ATTACHMENTS

1. Location Map by Planning Staff.
2. Aerial photo by Planning Staff.
3. Depiction and Placement of the Mural.



CASE 2021-20
Boone County Arts Council
216 South State Street
SU



1 inch = 74 feet

CASE 2021-20
Boone County Arts Council
216 South State Street
SU

E LOCUST ST



1 inch = 33 feet



**PERMIT REQUESTED FOR PAINTING OF A MURAL FEATURING
THE ELDREDGE AUTOMOBILE FEATURED IN THE
BOONE COUNTY MUSEUM OF HISTORY
BUILDING LENGTH - 130 FEET
BUILDING HEIGHT - 15'-6" AT REAR OF BUILDING**



CITY OF BELVIDERE

Community Development



BUILDING DEPARTMENT

PLANNING DEPARTMENT

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September 7, 2021

ADVISORY REPORT

CASE NO: 2021-21

APPLICANT: Moscato, 1746 South State Street

REQUEST AND LOCATION:

The applicant, of Rosa Moscato (Belvrag LLC), 2670 Huntington Drive, Belvidere, IL 61008 on behalf of the property owner, 2nd Franklin Development Company, 6801 Spring Creek Road, Rockford, IL 61114 is requesting a special use to permit indoor commercial entertainment. Specifically, a bar with video gaming at 1746 South State Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105(C)(3)(B)(2) Indoor Commercial Entertainment and 150.904 Special Use Review and Approval Procedures) in the NB, Neighborhood Business District. PINs: 05-36-353-029; 05-36-353-032. The subject property is irregular in shape, approximately 1.0 acres and is comprised of a multi-tenant commercial building and parking area.

EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:

Subject property: Multi-tenant commercial building

Adjacent property:

North: Revolinski Automotive and Single-family residential

South: Grant Highway and Residential (County)

East: Single-family residential

West: First National Bank

ZONING ON SUBJECT PROPERTY AND ADJACENT PROPERTY:

Subject property: NB, Neighborhood Business District

Adjacent Property:

North: PB, Planned Business District and SR-6, Single family Residential-6 District

South: Unincorporated Boone County

East: SR-6, Single family Residential-6 District

West: PB, Planned Business District

COMPREHENSIVE PLAN:

Subject property: General Business

Adjacent Property:

North and East: Single family

South: Planned Industrial

West: General Business

BACKGROUND:

The property was annexed in 1994 and developed with an approximately 13,000 square-foot strip mall 2007. In 2011, a variance was granted allowing for the height of the monument sign to be increased to 30 feet. The strip mall's main tenants are the Rock River Valley Blood Center and the Dollar Tree store. The applicant is requesting to occupy the approximately 1,400 square-foot tenant space left vacant when Advance America (Cash Advance) closed. There is a total of 62 parking spaces on-site, exceeding the number of parking spaces required by the zoning ordinance.

The six video gaming machines will be located in the front of the tenant space and limited seating will be located towards the rear. Due to requirements of the neighborhood business district, businesses in the strip mall, including the requested special use cannot operate past 11:00pm.

The Zoning Ordinance was updated in 2006 requiring a special use for Indoor Commercial Entertainment. Bars and taverns that were in existence prior to that date have been considered "grandfathered" for the bar use. In 2013, Illinois State Law allowed municipalities to determine that video gaming would be permitted within their jurisdiction. The State limits the number of machines to six per establishment and every establishment must have a liquor license that allows for the pouring of alcohol (except for those that qualify as a truck stop). In 2013, Belvidere voted to allow video gaming and in 2020, the City Council voted to increase the limit on the number of gaming establishments from 30 to 40. The applicant is aware that granting the special use does not guarantee them a license.

TREND OF DEVELOPMENT:

The subject property is located at the northeast corner of Grant Highway and South State Street. Although there are areas along Grant Highway available for redevelopment, the subject property is surrounded by an established residential neighborhood with limited commercial and institutional land uses nearby.

COMPREHENSIVE PLAN:

The subject property is designated as "General Business" by the City of Belvidere Comprehensive Plan, adopted July 15, 1999. The General Business map category encourages indoor commercial, office, institutional, and controlled outdoor display land uses, with moderate landscaping and signage.

FINDINGS OF FACT:

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

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

The existing video gaming machines in Belvidere have not been shown to be unreasonably detrimental. Due to the restrictions placed on the hours of operation and the size of the tenant space, potential negative impacts to the nearby residences are greatly reduced.

- B. **Findings: The proposed special use, 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, Section 150.904**

of the Belvidere Zoning Ordinance and any other plan, program, or ordinance adopted, or under consideration pursuant to Notice of Public Hearing by the City.

The Comprehensive Plan shows the property as general business. Food establishments, bars/taverns and arcades are considered appropriate uses in the general business category. The general business district encourages indoor commercial, office, institutional, and controlled outdoor display land uses, with moderate landscaping and signage.

- C. **Findings:** The special use will not in its proposed location and as depicted on the required site plan, 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.

The subject property is located at the northeast corner of South State Street and Grant Highway which is a controlled intersection. Although the property abuts a residential neighborhood, properties fronting along Grant Highway are oftentimes developed with more intense commercial land uses. The special use will not lessen the property's level of compliance with the Comprehensive Plan; the site will be required to be in conformance with the requirements of the City of Belvidere's Zoning Ordinance.

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

The planning staff is not aware of any circumstances created by the installation of video gaming machines that would impede development and/or improvements to surrounding properties. The machines will add to the mix of land uses within the area; the use is not expected to generate a high volume of traffic or be noticed by those driving past the property.

- E. **Findings:** The proposed Special Use 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.

The subject property is developed and served with proper utilities.

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

There do not appear to be any public benefits or adverse impacts related to the special use request. Although the special use allows for more than just video gaming machines, code requirements such as occupancy levels and parking requirements will limit the kind of land uses that can successfully occupy the tenant space.

SUMMARY OF FINDINGS:

The existing video gaming machines in Belvidere have not been shown to be unreasonably detrimental. Due to the restrictions placed on the hours of operation and the size of the tenant space, potential negative impacts to the nearby residences are greatly reduced.

The subject property is located at the northeast corner of South State Street and Grant Highway which is a controlled intersection. Although the property abuts a residential neighborhood, properties fronting along Grant Highway are oftentimes developed with more intense commercial land uses. The special use will not lessen the property's level of compliance with the Comprehensive Plan; the site will be required to be in conformance with the requirements of the City of Belvidere's Zoning Ordinance.


There do not appear to be any public benefits or adverse impacts related to the special use request. Although the special use allows for more than just video gaming machines, code requirements such as occupancy levels and parking requirements will limit the kind of land uses that can successfully occupy the tenant space.

RECOMMENDATION:

The planning staff recommends the **approval** of case number **2021-21** for a special use at 1746 South State Street subject to the following conditions:

1. Open alcohol is prohibited outside the premises unless otherwise permitted.
2. The video gaming shall be in substantial compliance with the site plan submitted.
3. The special use is only for the tenant space commonly known as 1746 South State Street.

Submitted by:


Gina DelRose
Community Development Planner

Review and Recommendation by the Planning and Zoning Commission. The Planning and Zoning Commission shall review the application, adopt findings of fact, and make a recommendation to the City Council.

Review and Action by the City Council. The City Council shall consider the Planning and Zoning Commission's recommendation regarding the proposed special use. The City Council may approve or deny the special use as originally proposed, may approve the proposed special use with modifications or may remand the matter back to the Planning and Zoning Commission for further discussion or hearing. The City Council's approval of the requested special use shall be considered the approval of a unique request, and shall not be construed as precedent for any other proposed special use.

ATTACHMENTS

1. Location Map by Planning Staff.
2. Aerial Photo with by Planning Staff.
3. Narrative submitted by Applicant.
4. Site plans submitted by Applicant.
5. Letter submitted by the Boone County Soil and Water Conservation District, Teagan Duffy, August 9, 2021.

S STATE ST

WHITNEY BLVD

GLEN ELMS DR

CASE 2021-21
1746 South State Street
Rosa Moscato
SU

S STATE ST

US ROUTE 20

US ROUTE 20

CHRYSLER DR



1 inch = 74 feet



CASE 2021-21
1746 South State Street
Rosa Moscato
SU

US ROUTE 20

US ROUTE 20

N
W E
S
1 inch = 46 feet

July 22,

To whom it may concern,

Rosa Moscato: BELVRAG, LLC is applying for a Special Use Permit for indoor entertainment to acquire a gaming and liquor license for the 1746 S State St location in Belvidere.

Thank you,
Rosa Moscato
BELVRAG, LLC.

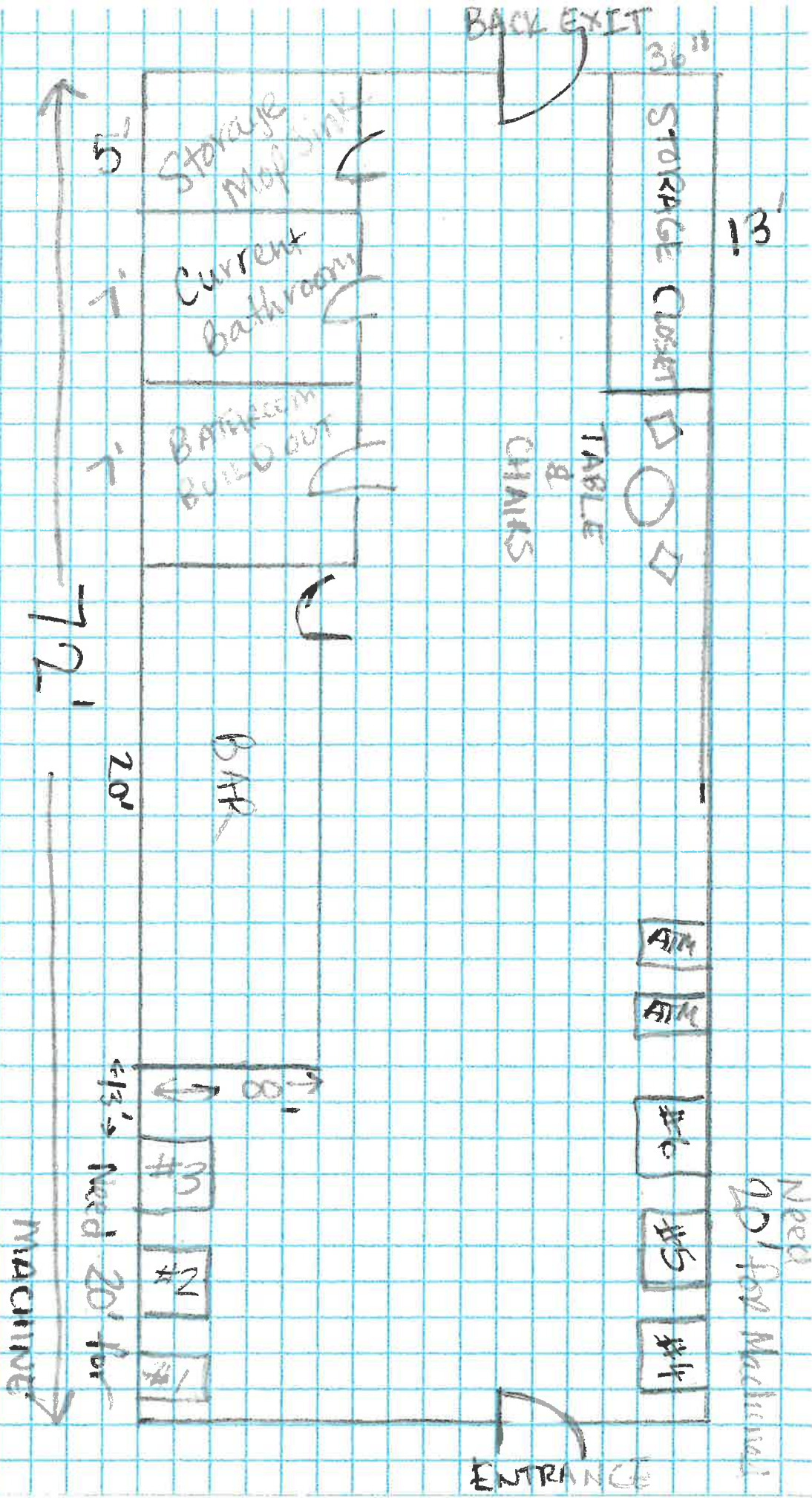
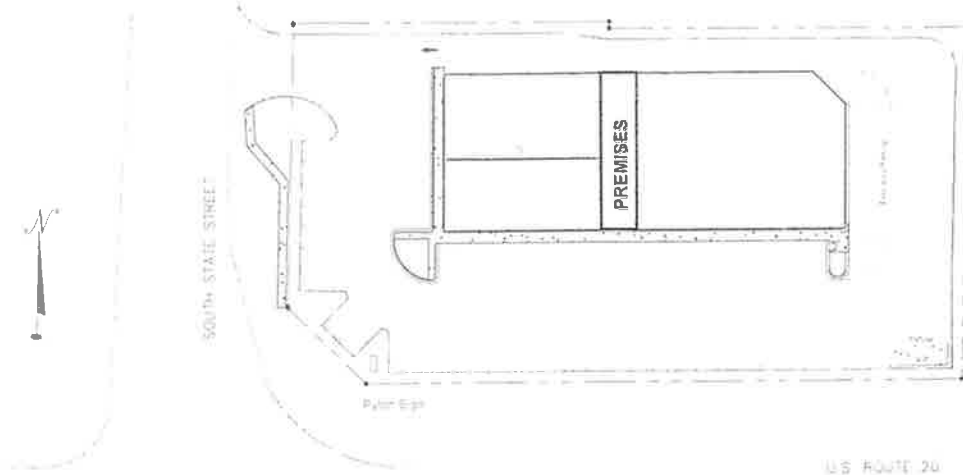


Exhibit A
Site Plan



FOR REFERENCE ONLY
May not be to scale and does not
constitute a representation or warranty.

US ROUTE 20



Boone County
Soil & Water
 Conservation District

211. N. Appleton Road
 Belvidere, IL 61008
 815-544-3465 x3

9 August 2021

SWCD NRI #: 1660

Belvidere Planning Department
 401 Whitney Blvd., Suite 300
 Belvidere, IL 61008

Dear Sir/Madam,

A request for a Natural Resource Information Report was submitted. We will supply a written reply to your office as indicated below:

Our review does not apply in this instance.
 Other (see attached)

Location of Site: 1746 S. State St. Belvidere, IL 61008
PIN(S): 05-36-353-032

Contact	Petitioner	Owner
Rosa Moscato 1746 S. State St. Belvidere IL, 61008	Same as Contact	2 nd Franklin Development Company 1746 S. State St. Belvidere, IL 61008
(608) 295-0966 Rmoscato78@gmail.com		

Request: Special Use – gaming and liquor license

Notes, if any: Our review does not apply in this instance.

Sincerely,

Teagan Duffy
 Boone County Soil & Water
 Conservation District

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

September 7, 2021

ADVISORY REPORT

CASE NUMBER: 2021-22

APPLICANT: Meyers, 916 E. 2nd Street

REQUEST AND LOCATION:

The applicants and property owners, Donald and Andrea Meyers, 916 East 2nd Street, Belvidere, IL 61008 are requesting a variance at 916 East 2nd Street within the SR-6, Single-family Residential-6 District (Belvidere Zoning Ordinance Sections 150.105(B)(3)(F)(2)(D) Minimum Setbacks: Minimum Paved Surface Setback: 3 feet 150.909 Variance Review) on 8,673 square feet, PIN: 05-36-206-032. The variance will allow for the required pavement setback to be reduced from 3 feet to zero feet along the western property line to allow for the paving and expansion of the existing driveway. The property is developed with a single-family residence and detached garage.

EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:

Subject property: Single-family residence

Adjacent property:

North: Vacant

South, East and West: Single-family residences

CURRENT ZONING ON SUBJECT PROPERTY AND ADJACENT PROPERTY:

Subject property: SR-6, Single-family Residential-6 District

Adjacent property:

North: GB, General Business District

South, East and West: SR-6, Single-family Residential-6 District

COMPREHENSIVE PLAN:

Subject properties: Single-family Residential

Adjacent property:

North: Neighborhood Business

South, West and East: Single-family Residential

BACKGROUND:

The property is located within the A.D. Turners Subdivision located between East Avenue and Prospect Street. The plat was recorded in 1891 and does not depict any easements on the property. The property is 8,673 square feet, rectangular in shape and has 66 feet of road frontage. The minimum lot size requirements for the SR-6 District are 40 feet of road frontage with a minimum lot size of 7,000 square feet.

The Zoning Ordinance requires that single-family detached residences have a minimum of three off-street parking spaces. This requirement can be met by the use of garages and driveways. Currently the detached garage is a two-car garage with an approximately 20'x20' concrete pad in front for vehicles to park. However, the driveway accessing the garage and concrete pad is gravel and located along the property line creating a shared driveway with the neighbor to the west. This shared access was developed prior to the adoption of the existing Zoning Ordinance and most likely influenced by the slope of the property and the utility pole constructed in the right-of-way.

The utility pole is approximately 14 feet from the western property line. The recommended setback for driveways and approaches is two feet from a utility pole. The two-foot setback plus the required three-foot property line setback would allow for a maximum driveway width of nine feet. The Zoning Ordinance requires a minimum width of 10 feet for driveways. Relocating the existing gravel driveway so that it can be paved while meeting setbacks would create a substandard driveway in terms of width. Utilizing the existing shared approach would also require the driveway to be constructed with a zero-foot setback near the approach. The applicant is wishing to pave the existing gravel driveway plus widen the driveway four feet which would create an 11-foot wide driveway that is three feet from the utility pole.

TREND OF DEVELOPMENT:

The property is within an established residential neighborhood south of Logan Avenue. There are nearby commercial land uses along Logan Avenue and Immanuel Lutheran Church is to the east.

COMPREHENSIVE PLAN:

The subject property is designated residential by the City of Belvidere's Comprehensive Plan, adopted November 10, 1999. The single-family residential land use category encourages sewerer single-family residential development at densities up to five (5) dwelling units per acre.

FINDINGS OF FACT:

Per Section 150.909 (E) of the City of Belvidere Zoning Ordinance, the criteria for granting a Variance are as follows:

- A. **Findings: The requested variance is needed due to special conditions and circumstances existing that are peculiar to the land, structure or building involved and is not applicable to other lands, structures or buildings in the same district.**

The variance is being requested because the property currently has an existing shared gravel driveway and approach. Part of the reason for the shared driveway and approach is the presence of a utility pole located 14 feet from the western property line. The applicant wishes to pave the existing gravel areas but needs a variance due to their placement.

- B. **Findings: The requested variance is not needed due to a particular hardship or difficulty arisen because of the unusual shape of the original acreage parcel; unusual topography or elevation; or because the lot was platted/created before the passage of the current, applicable zoning regulations and is not economically suitable for a permitted use or will not accommodate a structure of reasonable design for a permitted use if all area, yard, green space, and setback requirements are observed.**

The property meets the minimum lot size requirement (7,000 square feet) and has adequate road frontage. The property meets all minimum requirements of the zoning ordinance and the residence is setback enough to permit a driveway. The variance is needed due to a utility pole being located where the approach should be located, forcing a shared approach with the neighbor to the west. Any driveway connecting to a shared approach will need to be on the property line for at least a portion of the length.

- C. **Findings: The requested variance is not due to hardships or difficulties created from the actions of the Applicant.**

It is staff's understanding that the applicant did not create the hardship.

- D. **Findings: The requested variance will not confer on the Applicant a special privilege that is denied by this subsection to the owners of other lands, structures or buildings in the same district.**

Many properties within the SR-6 District were developed under previous zoning ordinances and have either gravel driveways or driveways paved closer than three feet to the property line. The reason for the variance is to be able to be safely setback from the utility pole and allow enough room so that the pitch of the driveway can redirect water onto the subject property versus neighboring properties.

- E. **Findings: The requested variation is not the minimum variation that will make possible the reasonable use of land, structure or building.**

The driveway could be angled so that it begins with a zero-foot setback at the shared approach and ends with a three-foot setback at the garage.

- F. **Findings: The subject property may yield a reasonable return if permitted to be used only under the regulations allowed in the applicable zoning district.**

The property can continue operating as single-family residential, however the driveway would be narrower than current standards permit. As trends lean towards larger vehicles, having an undersized driveway would create negative impacts on the return of the property in addition to potential unsightly conditions in the front yard due to tire ruts.

- G. **Findings: The granting of the variation will be in harmony with the general purpose and intent of the Zoning Ordinance, will not be injurious to the neighborhood, will not impair the adequate supply of light and air to adjacent property, will not unreasonably increase the congestion in public streets, will not unreasonably diminish property values within the surrounding area, or otherwise be detrimental to the public interest.**

No evidence has been submitted to show that the variance would be detrimental to the neighborhood. The existing driveway and approach are shared between the two properties, creating a zero-foot setback on both sides. The driveway will be widened by four feet so that the applicant does not need to utilize the neighboring property for access anymore.

SUMMARY OF FINDINGS:

The variance is being requested because the property currently has an existing shared gravel driveway and approach. Part of the reason for the shared driveway and approach is the presence of a utility pole being located 14 feet from the western property line. The applicant wishes to pave the existing gravel areas but needs a variance due to their placement.

The property meets the minimum lot size requirement (7,000 square feet) and has adequate road frontage. The property meets all minimum requirements of the zoning ordinance and the residence is setback enough to permit a driveway. The driveway could be angled so that it begins with a zero-foot setback at the shared approach and ends with a three-foot setback at the garage.

Many properties within the SR-6 District were developed under previous zoning ordinances and have either gravel driveways or driveways paved closer than three feet to the property line. The reason for the variance is to be able to be safely setback from the utility pole and allow enough room so that the pitch of the driveway can redirect water onto the subject property versus neighboring properties.

The property can continue operating as single-family residential, however the driveway would be narrower than current standards permit. As trends lean towards larger vehicles, having an undersized driveway would create negative impacts on the return of the property in addition to potential unsightly conditions in the front yard due to tire ruts.

No evidence has been submitted to show that the variance would be detrimental to the neighborhood. The existing driveway and approach are shared between the two properties, creating a zero-foot setback on both sides. The driveway will be widened by four feet so that the applicant does not need to utilize the neighboring property for access anymore.

RECOMMENDATION:

The planning staff recommends the **approval** of case number **2021-22**; Meyers, 916 E. 2nd Street.

Submitted by:



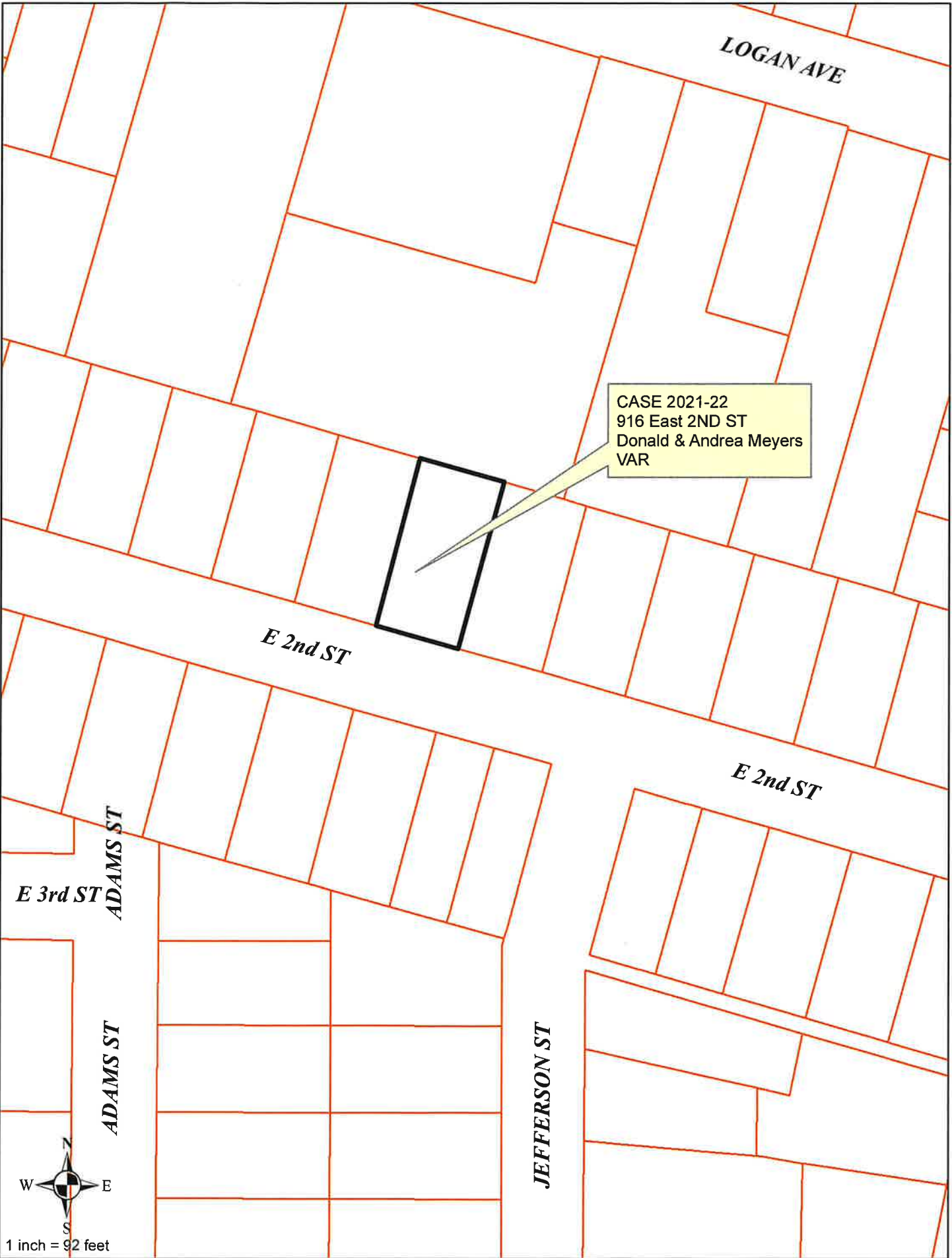
Gina DelRose,
Community Development Planner

PLANNING AND ZONING COMMISSION ACTION

After the holding of the public hearing, the Planning and Zoning Commission shall make and adopt findings of fact and make its determination regarding the application as a whole. The Planning and Zoning Commission may request further information and/or additional reports from the Zoning Administrator and/or the Applicant. The Planning and Zoning Commission may take final action on the request for approval of the proposed variance at the time of its initial meeting or the proceedings may be continued for further consideration. Granting of a variance shall be considered as unique to the variance granted and shall not be construed as precedent for any other proposed variance.

ATTACHMENTS

1. Location Map by the Planning Staff.
2. Aerial Photo by the Planning Staff.
3. Narrative submitted by the applicant.
4. Site plans submitted by the applicant.
5. Pictures of the subject property.
6. Letter from Teagan Duffy, Boone County Soil and Water Conservation District dated August 9, 2021.



CASE 2021-22
916 East 2ND ST
Donald & Andrea Meyers
VAR

E 3rd ST

ADAMS ST

ADAMS ST

E 2nd ST

E 2nd ST

JEFFERSON ST

LOGAN AVE



1 inch = 92 feet

CASE 2021-22
916 East 2ND ST
Donald & Andrea Meyers
VAR

E 2nd ST



To Whom it May Concern:

I am requesting a variance for a driveway. We would like to blacktop the existing driveway.

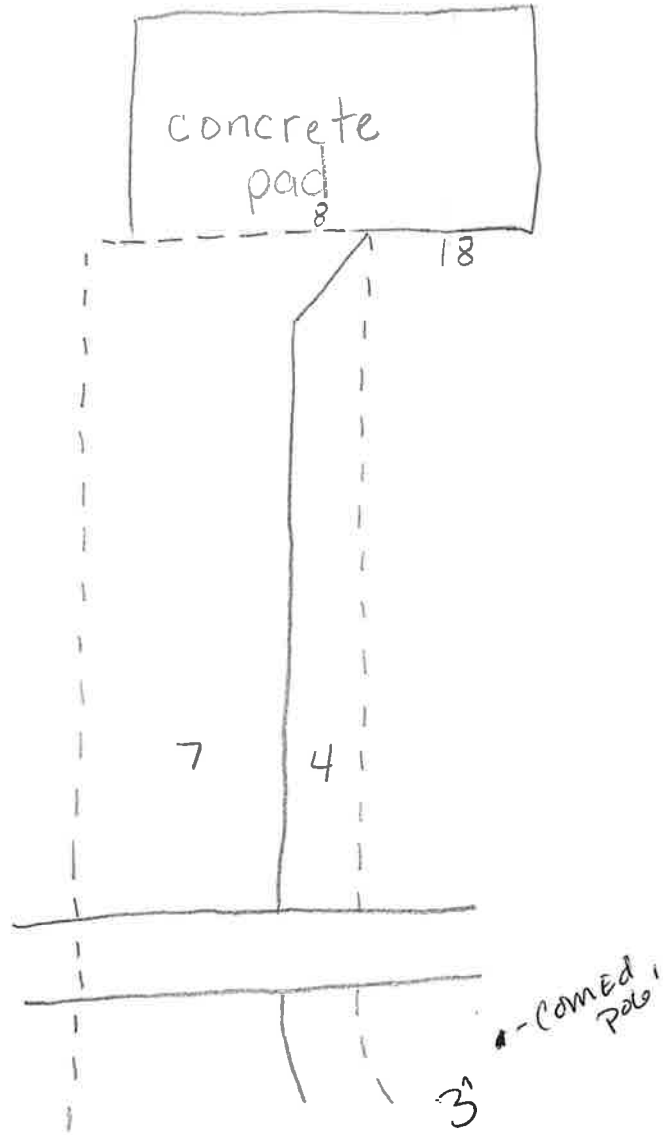
There is a ComEd pole on the property that does not allow me to do the 3 foot pavement setback. As I understand it, I need to be 2 feet away from the ComEd pole and 3 feet away from the property line for pavement setback. With the pole where it is, I would only have 12 feet, which would not allow me to have 10 feet for the driveway and 3 feet for the setback. I have forwarded pictures.

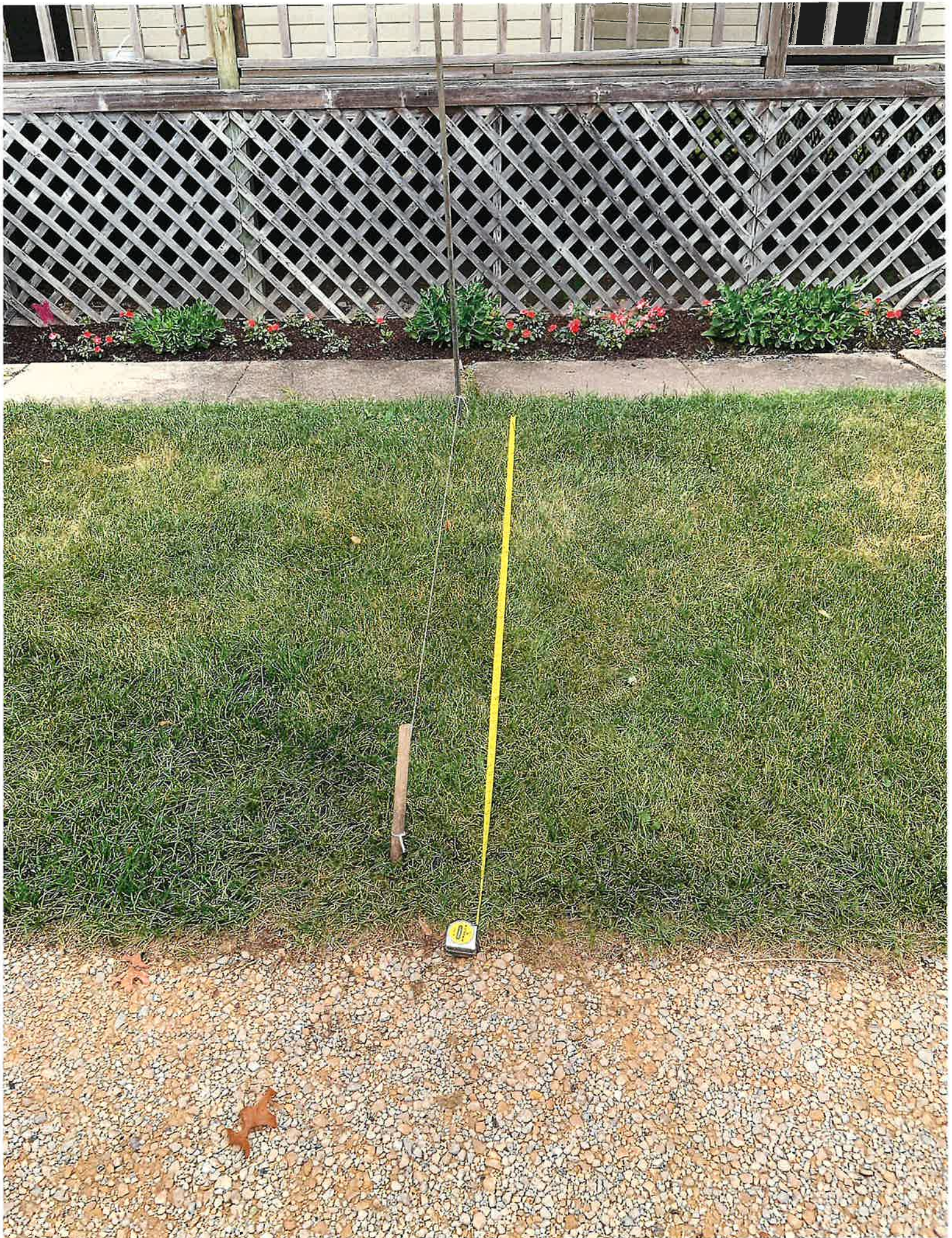
I also have a slope on the property that I believe would disrupt the natural water flow to the street if I have to do the 3 foot setback.

We have lived in our home for 39 years and I am simply trying to cover the existing infrastructure. Our home was built in 1891 before existing parameters.

Please consider my request.

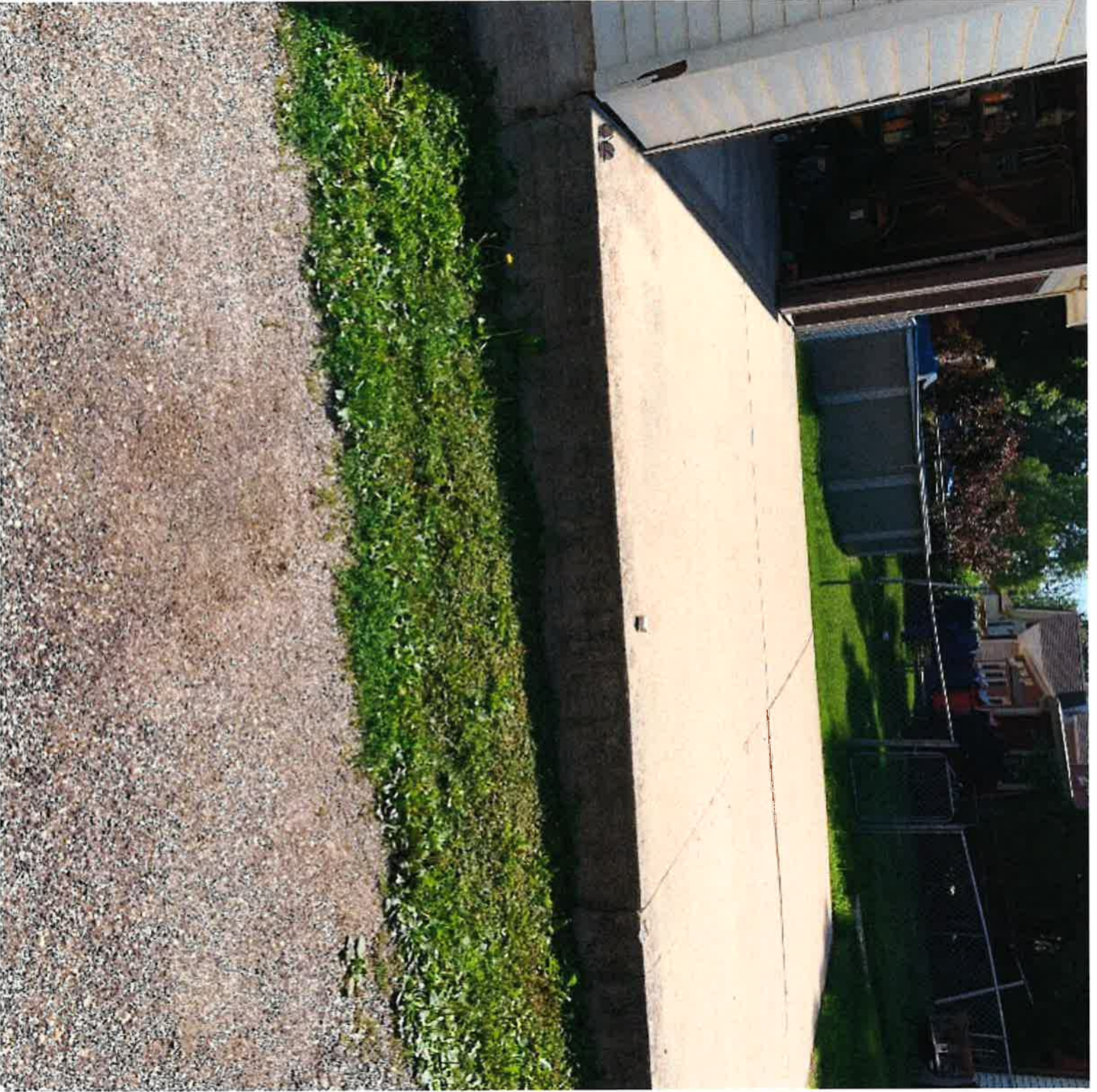
Thank you,
Don Meyers

















Boone County
Soil & Water
Conservation District

211. N. Appleton Road
Belvidere, IL 61008
815-544-3465 x3

9 August 2021

SWCD NRI #: 1659

Belvidere Planning Department
401 Whitney Blvd., Suite 300
Belvidere, IL 61008

Dear Sir/Madam,

A request for a Natural Resource Information Report was submitted. We will supply a written reply to your office as indicated below:

Our review does not apply in this instance.
 Other (see attached)

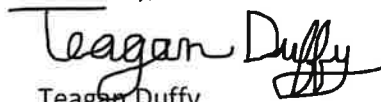
Location of Site: 916 E. 2nd Street Belvidere, IL 61008
PIN(S): 05-36-206-032

Contact	Petitioner	Owner
Donald & Andrea Meyers 916 E. 2 nd Street Belvidere, IL 61008	Same as Contact	Same as Contact
(815) 979-1106 itrak2@aol.com		

Request: Variance for driveway

Notes, if any: There are no soil properties that would prevent the intended land use change. Please see the attached document for SWCD concerns.

Sincerely,



Teagan Duffy
Boone County Soil & Water
Conservation District

According to the USDA Natural Resource Conservation Service Soil Survey of Boone County, the site consists of the following:

Map unit: 221C2—Parr silt loam, 5 to 10 percent slopes, eroded on the east half of the property

The Parr component makes up 90 percent of the map unit. Slopes are 5 to 10 percent. This component is on ground moraines, end moraines. The parent material consists of Thin mantle of loess or other silty material and in the underlying till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 3 percent. This component is in the R108AY006IL Loess Upland Prairie ecological site. Nonirrigated land capability classification is 3e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Map unit: 512B—Danabrook silt loam, 2 to 5 percent slopes on Western half of property

The Danabrook component makes up 92 percent of the map unit. Slopes are 2 to 5 percent. This component is on ground moraines on till plains. The parent material consists of loess over till. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches (or restricted depth) is high. Shrink-swell potential is moderate. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during February, March, April. Organic matter content in the surface horizon is about 5 percent. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. There are no saline horizons within 30 inches of the soil surface.

Soil Conditions and Degree of Limitations for Proposed Use:

Soil Map Unit	Soil Name and Slope	Small Commercial Buildings	Shallow Excavations	Hydric Soil	Erosion & Sediment Hazard
221C2	Parr silt loam, 5-10% slopes	Moderate	Moderate	NO	Restrictive
512B	Danabrook silt loam, 2-5% slopes	Moderate	Moderate	NO	Moderate

Soil Interpretations Explanation:

These interpretative ratings help engineers, planners, and others to understand how soil properties influence behavior when used for nonagricultural uses such as building site development or construction materials. This report gives ratings for proposed uses in terms of limitations and restrictive features. Ratings come from the soils "natural" state, that is, no unusual modification of the site or soil material is made other than that which is considered normal practice for the rated use. Even though soils may have limitations, an engineer may be able to alter soil features or adjust building plans for a structure to compensate for most degrees of limitations. Most of these practices, however, are costly.

The final decision in selecting a site for a particular use generally involves weighing the costs for site preparation and maintenance. Soil properties influence development of building sites, including the selection of the site, the design of the structure, construction, performance after construction, and maintenance. Soils are rated for the uses expected to be important or potentially important to users of soil survey information. The rating system of slight, moderate, severe, very severe, and restrictive, are given for the types of proposed improvements that are listed or inferred by the petitioner as entered on the report application and/or zoning petition. They are defined as follows:

Slight: This soil has favorable properties for the use. The degree of limitation is minor and can be overcome easily. Good performance and low maintenance can be expected.

Moderate: This soil has moderately favorable properties for the use. Special planning, design, or maintenance can overcome this degree of limitation. During some part of the year, the expected performance is less desirable than for soils rated slight.

Restrictive: This soil has restrictive properties for the use. This rating is given to soils that have rapid or very rapid permeability's. These soils are sandy or have sand and/or gravel within a depth which makes them poor filters of septic effluent.

Severe: This soil has one or more properties that are unfavorable for the rated use. These may include the following: steep slopes, bedrock near the surface, flooding, high shrink-swell potential, a seasonal high water table, or low strength. This degree of limitation generally requires major soil reclamation, special design, or intensive maintenance, which in most situations is difficult and costly.

Very Severe: This soil rating is given to soils that have properties that are difficult or impossible to overcome or modify for the intended use.

Land Use Explanations:Shallow Excavations

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. Onsite investigation may be needed to validate these interpretations and to confirm the identity of the soil on a given site.

Erosion and Sediment Control

Based on the percent slope and the erodibility of the soil-mapping unit. Length of slope and vegetative cover are equally important in determining erosion losses and should be determined by on-site investigations. Under most conditions, establishment and maintenance of good vegetative cover is required to prevent excessive erosion and sedimentation.

Small Commercial Buildings

Limitation ratings are given for undisturbed soil on which small commercial buildings of less than three stories without basements are built. The foundation is assumed to be spread footings of reinforced concrete at a depth of 2 feet or the depth of maximum frost penetration, whichever is deeper. The ratings are based on properties affecting soil strength and settlement under a load and those that affect excavation and construction costs. The properties affecting soil strength and settlement are the presence of a high water table, flooding, the shrink-swell behavior and compressibility of the soil. Compressibility is inferred from unified classification. Properties influencing the ease and amount of excavation are flooding, high water table, slope, depth to bedrock or cemented pan, and the amount of coarse fragments.

Hydric soils

Hydric soils are defined by the National Technical Committee for Hydric Soils (NTCHS) as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (Federal Register, 1994). Under natural conditions, these soils are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation.

The NTCHS definition identifies general soil properties that are associated with wetness. To determine whether a specific soil is a hydric soil or nonhydric soil, however, more specific information, such as information about the depth and duration of the water table, is needed. Thus, criteria that identify those estimated soil properties unique to hydric soils have been established (Federal Register, 2002). These criteria are used to identify map unit components that normally are associated with wetlands. The criteria used are selected estimated soil properties that are described in "Soil Taxonomy" (Soil Survey Staff, 1999) and "Keys to Soil Taxonomy" (Soil Survey Staff, 2006) and in the "Soil Survey Manual" (Soil Survey Division Staff, 1993). According to the U.S. Corps of Engineers and the Natural Resource Conservation Service (NRCS), the presence of hydric soils is one third of the requirements needed to meet a jurisdictional wetland. The two other requirements include wetland hydrology and hydrophytic vegetation.

Permeability/Groundwater

Groundwater is water that exists in the pore spaces and fractures in rock and sediment beneath the Earth's surface. It originates as rainfall or snow, and then moves through the soil into the groundwater system. The soil types present near the surface, and their permeability, can have a direct correlation to water quality of shallow groundwater systems. Water quality refers to such things as the temperature, the amount of dissolved solids (hardness), and the presence of pollutants.

Most pollution of groundwater is the result of biological activity, much of it human. Among the sources of contamination are: failing or inadequate on-site septic systems, broken sewer lines, waste dumps (both industrial and residential), spills, biological waste products, agricultural pollutants such as fertilizers and pesticides, and salt contamination from excess salt applications in the winter. Groundwater contamination can result from a point source where the contaminant plume emanates from one spot, or from a widespread source where the pollution is introduced over a wide area and diffused throughout the groundwater over a broad region. Nonpoint source contaminants are difficult to identify and address. Groundwater contaminant plumes change over time. They grow in length with groundwater flow. They grow in width by diffusion and dispersion. Large plumes pollute large areas and affect many people.

Comments from SWCD: Soil type 221C2 has properties that make it erodible. Any soil disturbance can create erosion which should be properly managed to prevent adverse environmental impacts. Some simple and effective controls include preserving existing trees and grass where possible, using a silt fence to trap sediment on down slope sides of an area of disturbance, and reseeding or sodding disturbed site as soon as possible.

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

BELVIDERE

Community Development Department Planning Department

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

August 2021 Monthly Report

Number	Project	Description	Processed
	Belvidere Projects		
6	Cases: August	2061 N. State Street, SU	6/21/2021
		1855 N. State Street, SU	6/23/2021
		Genoa/Tripp/I-90, RZ (Postponed)	7/16/2021
		Busch Business Park PP (Postponed)	7/20/2021
		Busch Business Park FP (Postponed)	7/26/2021
		Genoa/Crystal Parkway, SU (Postponed)	7/16/2021
7	Cases: September	Genoa/Tripp/I-90, RZ	7/16/2021
		Busch Business Park PP	7/20/2021
		Busch Business Park FP	7/26/2021
		Genoa/Crystal Parkway, SU	7/16/2021
		216 S. State Street, SU	7/27/2021
		1746 S. State Street, SU	8/9/2021
		916 E. 2nd Street, VAR	8/12/2021
	Cases: October		
1	Annexation	Busch Farms LTD	7/16/2021
0	Temporary Uses	None	
2	Site Plans (New/Revised)	1225 E 2nd Street	8/4/2021
		1427 Fairgrounds Road	8/6/2021
0	Final Inspection	None	
1	Downtown Overlay Review	101 North State Street	8/9/2021
4	Prepared Zoning Verification Letters	624 Riverview Lane	8/3/2021
		632 Riverview Lane	8/3/2021
		113 W. Locust Street	8/9/2021
		520 Pearl Street	8/10/2021
0	Issued Address Letters		
	Belvidere Historic Preservation Commission	Staff finalized the invitation list and solicitation letters for the 2021 awards program. The Commission discussed possible fundraisers to hold in October, November and December.	
	Heritage Days	None	
	Hometown Christmas	None	

Planning Monthly Report Cont.

Buchanan Street Strolls

There was a Strolls on August 21 and fundraising coozies were sold. Staff continues to reach out to vendors and respond to questions from the public and potential sponsors.

Poplar Grove Projects

0	Cases: August	None	
3	Cases: September	105 E. Grove Street, MA 105 E. Grove Street, SU Carports, TA	8/27/2021 8/27/2021
1	Site Plans (new/revised)	4431 IL Route 173	8/4/2021
0	Issued Address Letters	None	
1	Prepared Zoning Verification Letters	1016 Beech Bay	8/30/2021

Scanned Plats: E-mail, Print and/or Burn

2	Recorder's Office
0	Other Department
0	General Public

Initial data showed a small decline in population. The GIS Department is awaiting data for potential redistricting.

Census

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 sent out special use extension letters

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

Preservation Commission and the Planning and Zoning Commission

*** Staff worked the City Hall tent at the Boone County Fair Thursday, Friday, Saturday and Sunday

CITY 2021

Date	Planner	Case	Request	Petitioner/ Address	PZC	CC1	CC2
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September

7/16/2021	GD	2021-15	ANNEX	Busch Farms, Ltd.		9/20	10/4
7/16/2021	GD	2021-16	MA	Busch Farms, Ltd.	9/14/2021	9/20	10/4
7/16/2021	GD	2021-17	SU	OMBelvidere Group, LLC	9/14/2021	9/20	10/4
7/19/2021	GD	2021-18	PP	Busch Business Park	9/14/2021	9/20	10/4
7/19/2021	GD	2021-19	FP	Busch Business park	9/14/2021	9/20	10/4
7/27/2021	GD	2021-20	SU	BCAC	9/14/2021	9/20	10/4
8/9/2021	GD	2021-21	SU	Rosa Moscato, 1746 S State St	9/14/2021	9/20	10/4
8/12/2021	GD	2021-22	VAR	Meyers, 916 East 2nd Street	9/14/2021	9/20	10/4

October

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November

December

Variation	2
Map Amendment	2
Subdivision	2
Special Use	14
Annexation	1
Text Amendment	1
Temporary Use	
Appeals	
Total	22