

PLANNING AND ZONING COMMISSION MINUTES
City of Geneva
109 James Street - City Council Chambers

September 9, 2021 – Meeting #31

Chairman Stocking called the meeting of the Geneva Planning and Zoning Commission to order at 7:00 p.m. and read a statement explaining the proceedings for the remote and in-person meeting.

Roll Call:

Present: Chairman Stocking, Commissioners Mead, Holoman, Matyskiel, Moran, Slifka

Absent: Commissioner Evans

Staff Present: Community Development Director David DeGroot and City Planner Chayton True

Also Present: Matt Cruz and Jack Raymond with Crow Industrial; Sara Disney-Haufe, traffic engineer with Sam Schwartz; Lee Ovington, real estate appraiser; Rene Hanlon, land use planner; and Jason Subowski, civil engineer with Jacob and Hefner; Matt Baldwin*, Gus Apostowpoulos; City of Geneva traffic engineer; Planet Depos Court Reporter Court Petros and Recording Secretary Celeste Weilandt

Residents: Karl Batschke, 538 Lexington Dr., Michelle Rathman, 538 Lexington Dr., Howsler Bullman for Reed Road; John Baumgartner, 1594 Wesley Ct., Greg Knipp, 1865 Chandler, Patrick Dickinson, 619 Chandler Ave., John Dashner, 733 Lexington Dr., Mary Tripp, 438 Division St., David Walendziak, 578 Lexington Dr., Jim Alabastino 129 Commercial, Austin Dempsey, 140 1st Street, Batavia, Pat Bugner, 581 Green Meadow, Rene Har, West Dundee, Maric Sartell, 548 Lexington Dr.

(*Remote)

Approval of the Agenda

Motion by Commissioner Mead, second by Commissioner Slifka to switch Agenda Item Nos. 5A and 5B. Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Approval of August 26, 2021 Minutes

Motion by Commissioner Moran, second by Commissioner Mead to approve the August 26, 2021 minutes as presented. Motion carried unanimously by voice vote of 6-0.

Public Hearing

B. **Dara Properties/USA Transport Group** – A request for Annexation, Zoning Map Amendment from the RR District to the I1 District, Comprehensive Plan Amendment from Commercial, Mixed-Use to Industrial, Special Use, and Site Plan Review to allow the construction of a semi-truck repair facility. *Location:* Northwest corner of Old Kirk Road and Reed Road. *Applicant:* Rares “Ray” Bagiu of Dara Properties.

Planner True read the contents of the planning file into the record.

On behalf of the applicant, Mr. Gus Apostowpoulos introduced the development team for Dara Properties. His client was requesting that the northwest corner of Reed Road and Old Kirk Road (2.9 acres) be annexed today. His client operates a truck repair facility for 53 fleet trucks under the name of US Transport Group, Inc. His client's company has outgrown its former location and is seeking to construct a trucking repair facility comprising of an industrial building with 1,800 sq. feet of office space and 9,000 sq. feet of garage space with 8 drive-through bays. Owner, Mr. Bagiu, will be servicing only his fleet trucks and semi-trailers with an estimated 10 to 15 vehicles at one time. The applicant was also seeking a special use for 9 parking spaces for the office square footage use and 45 parking spaces based on the garage square footage. The 45 parking spaces will be land-banked for future use, if necessary. The land-banking will also allow for truck maneuvering on the parcel. Mr. Bagiu plans to employ 4 to 5 employees. The site plan and lighting plan were referenced in the packet.

Commissioner Mead confirmed with Mr. Gus Apostowpoulos that the proposed parking lot will be constructed and not striped or landscaped for land-banking. Per staff, striping and landscaping the parking lot would depend on the future use if the business were to leave. Per Commissioner Matyskiel's question about including the stormwater provisions and the backup SSA as conditions to the motion, Director DeGroot indicated it was not necessary and the backup SSA was a requirement of the county's stormwater ordinance. Mr. Bajiu confirmed that only tractors and trailers would be serviced inside the bays.

Chairman Stocking invited public comment. No comments were received.

Motion by Commissioner Mead to close the public hearing. Second by Commissioner Slifka. Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Commissioner Mead stated the proposal was consistent with the surrounding uses as well as the anticipated uses on the undeveloped properties.

Motion by Commissioner Mead to approve a Comprehensive Plan Amendment from Commercial Mixed-Use to Industrial Use upon annexation of the property located at the northwest corner of Old Kirk Road and Reed Road, subject to staff's findings of fact. Second by Commissioner Moran. Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Motion by Commissioner Mead, second by Commissioner Slifka to approve a zoning map amendment upon annexation from RR Rural Residential to the I1 District (Light Industrial) for the property located at the northwest corner of Old Kirk Road and Reed Road, subject to staff's findings of fact: Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Motion by Commissioner Mead, second by Commissioner Matyskiel to approve a special use for the land-banking of 45 parking spaces for the property located at the northwest corner of Old Kirk Road and Reed Road, subject to staff's findings of fact. Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Motion by Commissioner Mead, second by Commissioner Slifka to approve the site plan for the property located at the northwest corner of Old Kirk Road and Reed Road, subject to staff's finding of fact. Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Planner True stated the above case will be considered by City Council on September 20, 2021, 7:00 PM in City Hall Chambers.

A. Geneva Farms North – A request for Annexation, Zoning Map Amendment from the RR District to the I1 District, Preliminary / Final Planned Unit Development (PUD), Preliminary / Final Plat of Subdivision, and Site Plan Review to allow the construction of a warehouse distribution center. Location: Southeast corner of Division Street and Kirk Road. Applicant: CHI / Acquisitions, L.P.

City Planner True read the contents of the planning file into the record and verbalized some corrections to the staff report: 1) regarding Standard No. 2 of the zoning map amendment and the potential use for the land if not rezoned: upon annexation, new annexed land has the automatic designation of Rural Residential with a single-family home per lot but that lot can be subdivided to allow an additional single-family home; 2) Regarding parking for the warehouse development: the proposed use, based on the square footage, requires 243 passenger parking spaces which is a surplus of 93 spaces. The city does not require trucking parking spaces for the use (per PUD Standards No. 3 and 7).

On behalf of the applicant, Attorney Mr. Peter Bazos, Elgin, Illinois, representing CHI Acquisitions LLP, an affiliate of Crow Holdings Industrial, a national developer of industrial office and multi-family projects with a regional office in Chicago, reviewed the location of the current incorporated 54-acre site located along the east side of Kirk Road and its north intersection of Division Street, explaining it was currently being farmed. The applicant was requesting to 1) annex the parcel into the City per an annexation agreement; 2) upon annexation, the City approve a map amendment changing the parcel from RR Single-family Residential District to I-1 Industrial; 3) recommend approval of a special use for preliminary and final planned unit development to allow the site to be developed for a warehouse and distribution center; 4) approval a preliminary and final plat of subdivision creating a 2-lot subdivision, where the north lot will be developed while the south lot will be for detention.

Dividing the two lots would be an extension of Geneva Drive extending it westerly and to intersect with Kirk Road. The developer will be paying for and installing a four-way traffic signal at that intersection. The property to the north of this site sits in the corporate limits of the City of St. Charles. Tonight's proposal sits in the City of Geneva's planning jurisdiction and is identified as Light Industrial Office Research in the City's 2003 Comprehensive Plan, which calls for the extension of Geneva Drive. The proposed use will meet all of the City standards for the rezoning and PUD and is consistent with the City's Comprehensive Plan. The site will be landscaped very well along Kirk Road.

Mr. Matt Cruz with Crow Holdings Industrial, addressed the commission and explained the background of his company which deals with real estate holdings throughout the United States. The company builds on a speculative basis. Per Mr. Cruz, the proposed building will bring 500 jobs, \$15.00 an hour jobs with benefits, 250 construction jobs, and will bring \$600,000 in tax benefits to the community and school district per year. A noise study/diagram was referenced on the overhead with Mr. Cruz explaining that an 8-foot berm will run along Kirk Road. Decibel levels for the facility will range from 50 to 53 during peak hours, as compared to the City's ordinance of 65 decibels during day and 60 or below at night. A short video of the site followed.

Traffic consultant, Sarah Disney Haufe, with Sam Schwartz, reviewed the findings of her traffic evaluation, explaining how the traffic analysis was conducted and shared the current and future traffic numbers for the surrounding roads during peak and off-peak hours. Traffic recommendations included adding a new traffic signal at Kirk and Geneva Drive with appropriate turn lane. Adding the recommended signal will meet industry standards.

Mr. Lee Ovington, real estate appraiser, provided a brief summary of his professional background. For this project, he was hired to evaluate the impact of property values of the nearby homes adjacent to the subject parcel. He reviewed his four studies and concluded the view of either commercial or industrial properties along Kirk Road would not negatively impact the value of the nearby residential properties. This conclusion met Special Use Standard No. 2.

Land Use Planner, Ms. Rene Hanlon, shared her professional background and summarized the rezoning that was being requested by the applicant. She reviewed the trend of the development, the compatibility of the nearby properties and explained that a proposed 8-foot berm was being proposed for the site. The plans for the area, trend of development, and existing land uses in the area were consistent and compatible of what was being proposed by the applicant.

Mr. Jason Sabulski, civil engineer with Jacob Hefner, 1442 Joshua Court, Geneva summarized the site had adequate utilities, drainage, stormwater, and parking and providing such would not adversely affect the surrounding properties.

In closing, Mr. Bazos summarized how the proposal met the City's zoning standards.

Chairman Stocking opened up the discussion to the commission. Commissioner Holoman inquired about the user of the property and the work shifts at the facility, wherein Mr. Cruz explained that the company is a Fortune 100 company with sorting and distribution. Per Commissioner Mead's question, Mr. Sabulski stated he did not have a lighting plan but indicated a lighting study would be done in the future. He confirmed that the illumination would be zero at the lot line meeting code compliance and directed downward. Commissioner Mead further inquired about the detention pond which would include a wetland-style (web bottom) design. Mr. Sabulski explained the proposal will meet the required landscaping requirements but will add another layer of buffering with the goal to not necessarily hide the entire building, but to hide the loading docks and parking lot.

Regarding the signaled intersection, Ms. Disney Haufe explained the federal standards that must be followed for signal installation and traffic volume on Kirk Road, since it is a regional arterial roadway. After reviewing and submitting the traffic criteria, she expects the roadway plan to be approved by KDOT. Per Commissioner Mead's question, the owner/operator of the site will not locate to the site unless a signal existed. Commissioner Mead pointed out some traffic flow issues on Geneva Road with trucks idling/parking wherein Director DeGroot indicated the City was aware of the issue. Lastly, Mr. Cruz confirmed that the proposed facility's main vehicles will be the 53-foot trucks and not box trucks or vans.

Per Commissioner Moran's questions about the impact of increased truck traffic on property values, Mr. Ovington (real estate appraiser) indicated that truck traffic was not part of his study, but that there was a significant amount of traffic already on Kirk Road which would be included in his overall analysis. As for a question about LEED certification for the development, Mr. Cruz stated it was not required and the facility would not be cold storage. No TIF district was being requested. Mr. Bazos handed City Planner Chayton True copies of Mr. Ovington's report and copies of Rene Hanlon's land use report. Responding to Commissioner Holoman's question, traffic engineer Ms. Disney Haufe returned and explained the minimum spacing requirements that were needed for the signaled intersections, noting an interconnected system (for traffic flow) will be created between the existing

traffic signals (Division Street and at Averill Road) with the proposed traffic signal on Kirk Road in order to keep a smooth flow of traffic. There was no objection to the PUD.

Discussion followed on whether the proposed traffic signal was needed to which Ms. Disney Haufe indicated with the increase in traffic volume and the difficulty to turn onto Kirk Road, she recommended the installation and Mr. Cruz pointed out the owner of the property would not site his business unless there was a traffic signal installed. Mr. Bazos stated he will be working with Ms. Disney Haufe to get KDOT approval for the traffic signal. Regarding the updated traffic study that was submitted today to the City's traffic consultant, Mr. Matt Baldwin, the City's traffic consultant, relayed that after reviewing the updated study, the increase in vehicles were marginal compared to the overall anticipated volumes and he had no objections to what was being presented. The upkeep of the berm was then discussed with staff explaining there was a responsibility by the owner to maintain it and a City ordinance existed which required that landscaping be maintained, otherwise the owner could be cited either by the City or the County.

Commissioner Matyskiel inquired how long the site was for sale and why was it not pursued for residential use, wherein Rene Hanlon, land use planner for the project pointed out the City's land use plan and County's 2040 Plan designated the land for industrial. Director DeGroot indicated some home developers did review the site but found it to be cost prohibitive. Asked if there was any consideration for using solar panels, Mr. Cruz said it would be an owner/occupier decision. Lastly, in response to Commissioner Matyskiel's question about the water main connection, Mr. Jason Sabulski indicated the two connections would connect to the public water main, which would be connected from Geneva Drive to Kirk Road.

Per questions, the civil engineer provided an overview of the existing drainage patterns for the site, explaining the goal was to have one detention pond on-site which would discharge and connect into Geneva Drive, heading east. Commissioner Mead suggested adding a signal intersection as a condition to the motion subject to KDOT approval at Geneva Drive and Kirk Road which he believed was a reasonable request. However, staff pointed it out that it was subject to KDOT approval.

Chairman Stocking opened up the meeting to public comment.

Mr. Karl Batschke, 538 Lexington Drive, resides in the Geneva East Subdivision. He asked if there was consideration to extend Geneva Drive from Kautz to the subject site recalling that Kautz Road will be expanded and eventually connect to Fabyan Parkway. He stated it would be less disruptive to the Geneva East residents. He further voiced concern about the noise generated from trucks starting and stopping, trucks parking on Geneva Drive, and the economic impact of \$15.00 an hour jobs when homes average \$400,000 in Geneva.

Ms. Michelle Rathman, 538 Lexington Drive, inquired when the traffic studies were done – commenting about the COVID pandemic – and the study not being a fair representation of traffic. She inquired about the secondary economic impact to the community and what the community gets in return, concern about the community supporting the energy needs of a large development, water, and how will the development be enforced, i.e., more police, etc. Ms. Rathman pointed out the owner was from Texas. She did not support the proposal.

Mr. John Baumgartner, 1594 Wesley Court, read a statement and thanked staff for their report and time put into this project. He opposed the proposal due to the type and number of trucks being used, amount of noise, diesel, increased traffic, and trucks sitting on the street. He asked for an explanation of a vehicle "trip." He asked how the city would regulate the owner's ability to limit its operating hours, said the proposal diminishes the character of the area, and the development does not include the Chesapeake Commons homes. After referring to Section 11.7.b.1 of the ordinance as it pertains to light industrial, Mr. Baumgartner explained that the proposed development will create a

nuisance for the residential area. In reviewing the special use categories allowed for such facilities, he questioned the category it fit and believed the proposed facility fit the description of a truck terminal; not light industrial. He believed more suitable uses existed for the property and asked the commissioners to not support the proposal.

Mr. Greg Knipp, resides at 1865 Chandler, on the St. Charles side of Division Street, stated the first traffic study reflected that 350 trucks were being generated by the facility per day but today's report indicated it was 510 trucks. He inquired how many of those trucks would be traveling west through the cities of Geneva and St. Charles. He further asked for the actual height of the berm and the height of the proposed building above the top of the berm.

Mr. Todd Ellenberger*, 1864 Chandler, St. Charles, inquired about the landscaping and the length of time for the trees to mature, voiced concern about the loss of property values, hoped the City of Geneva would not approve the building with the hopes that once the facility is constructed the businesses will come. He believed the site was better suited for residential use. Mr. Ellenberger voiced concern about truck traffic, smog, the health conditions of the residents from trucks idling, chemical/diesel run-off to streams and the public's safety due to the nearby bike path (Illinois Prairie Path). He expressed concern for the nearby Kensington Daycare Center.

Ms. Vicky Bergo*, 688 Parker Court, Geneva, agreed with the above speaker and voiced concern about bike riders' and their children's safety due to the nearby bike path because not all vehicles followed the signs. Since the building was not LEED-certified, she hoped the City would have new buildings be base-line LEED certified.

Mr. Patrick Dickenson*, 619 Chandler, Geneva did not receive a notice but inquired about the off-peak traffic percentage increase and wanted to know the off-peak numbers especially during the evening hours. He felt the \$600,000 in tax revenue was small in comparison to what could develop. He asked for a study to show what a 10%, 20%, or 30% real estate property tax loss for Geneva East would look like to see if those numbers were greater than \$600,000 per year. He encouraged the commissioners to drive east on Geneva Drive to Kirk Road during the evening and to consider the lighting heading onto Kirk Road, especially when attempting to turn right or left.

Mr. John Dashner, 733 Lexington Drive, Geneva, had three concerns: 1) during the off-peak hours, a shift change will occur where 89% of the truck traffic will be arriving from 9:00 p.m. to 4:00 a.m.; 2) the 500 jobs at \$15.00/hour being created is not conducive to Geneva's developments nor will the jobs be held by Geneva residents; and 3) how many part-time vs. full-time jobs will really be created. Mr. Dashner stated the commissioners have a responsibility to the citizens of the east side of Geneva to have meaningful and thoughtful development, specifically the rendering of the building.

Mr. David Walendziak, 578 Lexington Drive, Geneva, supported the jobs the project would provide. However, noise, truck traffic, and children's safety were a concern especially through the subdivision. He pointed out in addition to the proposal's truck traffic, additional truck traffic would be traveling the extended Geneva Drive.

Mr. Austin Dempsey, a Batavia resident, relayed that his company BEI Properties has represented the property for over 50 years, and he took pride that BEI has been a positive and impactful community and real estate developer in the Fox Valley area for many years. He explained the property had been on the market for 51 years and the reason for that was due to the right project coming along. Mr. Dempsey emphasized the project was within the City's Comprehensive Plan and in the County's 2040 Plan; it created 500 jobs, fit with the zoning, and created millions of dollars of revenue. He supported the development and spoke of the positive developments his company has been involved with in the Fox Valley.

Ms. Pat Bugner, 5881 Greenmeadow, looks directly across Kirk Road to this property. She voiced concern about the impact of the proposal to the area. She suggested placing the truck bays on the opposite side facing Kautz Road versus Kirk Road where a residential neighborhood existed. Ms. Bubner voiced concern about truck noise at night and opposed the project.

Mr. Mark Sartell, 528 Lexington Drive, Geneva had the same concerns as the residents who previously spoke. He and other residents only heard about this proposal in the past couple of weeks and if it would have been publicized in the papers, he believed more Geneva East residents would have been present. He indicated that if the proposal is approved he will be placing his home on the market sooner before home values are impacted.

Chairman Stocking invited virtual public comment. No comments were received.

Mr. Bazos returned to the podium to address the questions that were raised during public comment. Traffic engineer, Ms. Disney Haufe addressed how the traffic numbers were measured during the COVID pandemic, explained the definition of a "trip", and explained the additional traffic that would utilize the Geneva Drive extension. She shared the number of estimated trucks that would travel east and west on Routes 38 and 64 and south on Kirk Road. For dusk, or off-peak hours impact, she confirmed the potential for truck activity is forecasted, based on the end users information, to increase during the late evening/early morning hours when the quantity of traffic on Kirk Road is less. Vehicles traveling west or east on Geneva Drive to and from the facility were accounted for in the traffic study. The operation of the west leg of Geneva Drive will improve with the traffic signal versus the stop sign. The street weight limit will also limit trucks from that roadway.

Responding to the truck terminal use comment, Ms. Rene Hanlon explained the difference between warehouse and distribution and a truck terminal.

Regarding the landscaped trees, Mr. Subowski responded that the landscaped trees will be somewhat mature when they are planted and he could not confirm a date of when they would reach full maturity. Mr. Cruz explained the \$600,000 in tax revenue will bring in money to the school district but without the number of children that a residential development brings to schools. Mr. Bazos also added that not only will real estate taxes be generated, but employees of the facility will travel through the town and eat at local restaurants and purchase gas, etc.

Mr. Bazos closed his discussion and asked if the commission could vote on this matter tonight.

However, Chairman Stocking took a few more comments from the public.

Mr. Patrick Dickenson, 619 Chandler Avenue, returned and ask if staff could get a report for the increase of traffic during the hours of darkness in a percentage format, on Kirk Road, as compared to normal traffic during those same hours.

Mr. Karl Batschke, 538 Lexington Drive, Geneva, voiced concern about the speculative traffic on the west leg of Geneva Drive and asked for a better study of its impact.

Ms. Pat Bugner, 581 Greenmeadow, Geneva asked the applicant to relocate the truck bays and lights to the east side of the building away from the residential homes. She voiced her offense at comments made that the proposal would not affect property values.

Mr. Cruz came forward and explained, from his speculative experience, the difference between warehouse buildings (single load on one side and office on the other; or cross docks with loading on both sides). This facility had cross docks on both the east and west sides of the building and it

depended upon how the internal building operates. Details were explained as well as how the topography was considered to locate the building further away from Kirk Road.

Commissioner Holoman inquired if there was consideration to relocate the entrance/exit of the facility to Kautz Road versus Kirk Road, wherein Mr. Cruz explained the proposal was responsive to the City's comprehensive plan and Geneva Drive was chosen to be extended at this point in time.

Ms. Bugner, returned and said that if the proposal is approved would the applicant consider adding noise walls to the back of residents' homes that back up to the facility because landscaping alone would not buffer enough.

Mr. Rick _____, inquired whether the continuous backing-up of beeping noise will be a continuous sound that residents will hear on the west side of Kirk Road.

Chairman Stocking invited the virtual public to comment.

Mr. Todd Ellenberger*, stated studies were great but given the amount of comments, it was clear that residents were against the proposal. Being a truck driver himself, he explained the difference between a truck terminal and a distribution center and the drivers that work for either, some of which are hired contracted drivers. He believed the facility would turn into a terminal.

Ms. Disney Haufe returned and explained she could not provide the calculations for the overnight traffic counts but could provide them at the next meeting. However, she explained that during peak hours vehicles traveling east on Geneva Road to Kirk, once the intersection is improved, were an estimated 10 cars per hour. Per Mr. Cruz, trucks would not use local streets to move product.

[Commissioners agreed to continue the discussion beyond 10:00 p.m. per its Bylaws.]

Chairman Stocking inquired about the estimated number of trucks that would be traveling through the nearby downtown areas. Ms. Disney-Haufe explained that Kirk Road would be the best way trucks coming from this facility would connect to Interstate 90 or Interstate 88. Mr. Cruz proceeded to explain his understanding of how the facility would operate.

Mr. Karl Batschke, 538 Lexington Drive, Geneva voiced concern that the commissioners did not know the name of the company moving in and very little information was being provided to the City. He stated it was an issue with the homeowners and good and bad Fortune 500 companies existed.

Mr. Bazos returned and summarized that the traffic engineer did not know how many trucks were traveling at night but indicated that a large amount of the facility's trucks would be delivering in the evening hours and that is what the community would hear. Should the meeting be continued he anticipated that the traffic engineer would have more information but hoped the commission could make a decision tonight.

Commissioner Holoman inquired if the noise could be muffled more since it was a significant concern, wherein Mr. Cruz explained the current conditions pointing out that a noise wall would require the consent of the neighbors located on the west side of Kirk Road and the approval of KDOT due to it being in the right-of-way. However, on the berm side, he could consult with his team and discuss the idea if that was what the commission wanted him to do. Mr. Jason Subowski, the site engineer indicated that if another two feet was added to the berm it would have a positive effect on the project but it was already at its maximum. Mr. Cruz shared that he was open to creating a more denser landscaped berm but he would have to speak to the city's landscape designer.

Resident, John Baumgartner, 1594 Wesley Court, Geneva, returned to point out the that the height of the building was 40 feet versus the height of the berm and it was his assumption that noise deflects off the building. However, Mr. Cruz explained that because the property sat low (15 feet below Kirk Road), there would be noise below echoing up and the landscaped berm would be directing the noise further up. Commissioner Mead pointed out that most of the noise level would be at the dock level, being the first 15 to 20 feet of the building anyway which was either at or just below the top of the berm, which Mr. Cruz indicated was the intent. Per Commissioner Mead's questions, Planner True confirmed the allowable height for the I-1 Light Industrial District was 50 feet, wherein Mead pointed out the City's master plan identifies the site as industrial and that over time these same issues will arise with future developments both on the current site and the site to the east. Again, Chairman Stocking voiced that the concern was constructing a very large building next to residential.

Mr. David Walendziak, 578 Lexington Drive, Geneva, asked what percentage of the landscaping was regular trees, noting trees lose their leaves in the fall and winter. Mr. Cruz indicated that for screening purposes he plants evergreens in order to use year-round. Mead also notes in the landscaping plan the variety of trees, some of which could be changed to evergreens. Mr. Cruz concurred.

Mr. John Dashner, Lexington Drive, was wondering whether the traffic studies included the Weber Farm, wherein Ms. Disney Haufe stated the property was considered and KDOT reminds developers to look 20 years into the future. Details followed. Per staff, the City's traffic consultant, Matt Baldwin, also reviewed the two submitted traffic studies and had no further comments.

Mr. Scott Dickenson, 619 Chandler Drive, was not contesting that industry existed across from Geneva East, acknowledged Kirk Road was a truck route, and stated that when it becomes dark the residents get to sleep. Approving this project would not allow that.

To provide some perspective, Ms. Disney Haufe added that the total daily traffic volume for Kirk Road was 29,000 vehicles, while 500 daily truck trips would be generated from the facility. However, Commissioner Mead pointed out the concern was the number of trips from 10:00 p.m. until 6:00 p.m. He believed receiving those figures would be helpful to this commission and to the residents and the numbers were available because other similar facilities existed with the information. (Commissioner Mead steps away 10:33 p.m.)

Ms. Pat Bugner, 581 Green Meadow, stated it was not only the traffic level, but the noise level between 9:00 p.m. and 4:00 a.m., pointing out that noise travels and there will be no time to relax/sleep. (Commissioner Mead returns 10: 36 a.m.)

Mr. Don Ellenberger* 1854 Chandler, stated he can view Kirk Road from the back of his home, and between the hours of 9:00 p.m. and 4:00 a.m. there is little to no truck traffic, and, if the facility opens, it will change with 500 truck trips. Regarding pedestrian safety on Division Street, if traffic is increasing, he asked what was the City going to do to protect the residents, especially children. He does drive a truck and states that truckers will travel through a restricted area if it is the straightest route. They do not care if the load is over the limit or the area is residential. A ticket is cheaper than arriving late. Unless cameras were positioned in the location, he envisioned such violations occurring. With the increase in truck traffic, he relayed there are no scales on the Illinois toll way system, that 99% of the trucks on Illinois roads are overweight, which causes more issues with roadway infrastructure, sewers, and safety.

Commissioner Moran voiced that more information was obviously needed by the applicant and the hour was late.

Mr. David Hermes*, a truck driver himself, agreed trucks are overweight but half of them return. The closest scale is either Bolingbrook or in Rochelle, Illinois. He noted he has seen weight limits being enforced by Batavia police. As for using the “jake” breaks, various cities have ordinances against them. Truck drivers also do not have log books because they are now electronic.

Motion by Commissioner Moran to continue the public hearing to a date certain, that date being September 23, 2021. Second by Commissioner Holoman. Roll call:

Aye: Mead, Holoman, Matyskiel, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 6-0

Public Comment – None.

Other Business

Planner True relayed that the above public hearing will be on the September 23rd agenda, which will be the only public hearing. However, he is expecting more applications to arrive in the future. Director DeGroot reported that last month’s variation on Illinois Street was approved as well as the map amendment for the Walrus room for 19 W. State Street. The land cash text amendment was also approved. Commissioner Mead noted the site for Emma’s Landing was underway.

Adjournment

Motion by Commissioner Mead, second by Commissioner Holoman to adjourn the meeting at 10:52 p.m. Motion carried unanimously by voice vote of 6-0.