

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

**September 23, 2021 – Meeting #32**

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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 Evans\*, Holoman, Matyskiel, Mead, Slifka

Absent: Commissioner Moran

Staff Present: Community Development Director David DeGroot and City Planner Chayton True, City Atty. Ron Sandack

Also Present: Matt Kurucz with Crow Industrial; Sara Disney-Haufe, traffic engineer with Sam Schwartz; Tod Hardy with Kimley Horn; Lee Ovington, real estate appraiser; Rene Hanlon, land use planner; and Jason Cebulski, civil engineer with Jacob and Hefner Associates; Matt Baldwin\*, City of Geneva traffic engineer; Planet Depos Court Reporter Court Petros and Recording Secretary Celeste Weilandt

Residents: See attached Sign-In Sheets

(\*Remote)

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**Approval of the Agenda**

**Motion by Commissioner Slifka, second by Commissioner Matyskiel to approve the Agenda. Motion carried unanimously by voice vote of 6-0.**

**Approval of September 9, 2021 Minutes**

**Motion by Commissioner Slifka, second by Commissioner Mead to approve the September 9, 2021 minutes as presented. Motion carried unanimously by voice vote of 6-0.**

**Public Hearing**

**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 into the record the additional documents that were received from the applicant and referenced the public comments that were added to the planning file.

On behalf of the applicant, Mr. Matt Kurucz, with Crow Holdings Industrial, the fee developer for the undisclosed owner/occupant for the site, summarized the updated items that his team would address tonight and reran the video from the last meeting for those who were in attendance. He described how the site was set aside for commercial/industrial use and met the planning goals of the City's Comprehensive Plan which was adopted in April 2003. A number of benefits, including employment, financial benefits, tax revenue to school district without bringing in students, etc. for the project were voiced. Similar industrial uses located nearby were also referenced. A review of how the proposal met the City's Strategic Plan also followed.

Mr. Kurucz stated the projected property taxes for the project were updated to reflect an amount between \$750,000 and \$900,000 per year. The company for this site will be the owner of the building; not a tenant. Breakouts of the company's management and warehouse staff salaries followed.

Traffic engineer Sara Disney Haufe with Sam Schwartz, relayed her report responds to questions raised during the last meeting. Two traffic periods were taken on September 14, 2021: one during the day and one in the evening at the intersection of Kirk Road and Geneva Drive. With the additional trucks to be added, the estimated overnight traffic added onto Kirk Road, north of Geneva Road, was 39% while trucks heading south on Kirk Road toward Interstate 88 would be 52%. She reminded the commissioners that Kirk Road is considered a strategic regional arterial road by CMAP and a county highway by the County. Mr. Kurucz closed by referring to a list of privately funded infrastructure, worth \$2.4M dollars, which will include extending Geneva Drive, adding a new traffic signal at Kirk Road and Geneva Drive, connecting bike and walking path along the east side of Kirk Road, and extending water/sewer mains along Geneva Drive. No financial incentives are being requested by the owner. A brief comment about the future widening of Kirk Road was also mentioned by Mr. Kurucz.

Mr. Kurucz reviewed the sound study, pointing out the noise decibels for the site will be under the City's code. He noted the new sound study did not include the landscaped berm, which berm will mitigate the sound. Adding a sound wall only decreased the decibels by 1 or 2 decibels. The noise study reflected that the 24 hour noise level averaged 76.1 decibels while overnight averaged 73.1 decibels with the quietest hour being 1:00 to 2:00 a.m. at 66 decibels and the proposed project will project 50 or 55 decibels. He reviewed the various sounds that make noise in the area which included roadway concrete expansion joints, transverse lines, air conditioning, nature, and DuPage Airport.

A review of the landscaping plans followed and will include a wall of 8-foot evergreens mixed with ornamental and deciduous trees: 241 new shade trees, 72 shrubs, 31 ornamentals and 56 evergreens. For the photometric plan, any lights for the site will be 0 feet spill-over at the Kirk Road property lot line, meeting the City's lighting code.

He reviewed appraisal information for similar neighborhoods in the area, noting the homes did not drop in value, but increased in value, even located near industrial uses.

Commissioner Mead inquired when the future Kirk Road widening would take place, wherein Ms. Disney-Haufe stated it was in KDOT's long range plan with no definite date. She recalled the widening will travel from Route 64 south to Mesa Lane (near Butterfield Road) in Aurora.

Commissioner Matyskiel asked the petitioner to explain the operational process that would take place at the facility. He further understood that nothing was keeping the petitioner from going to the City of St. Charles and annexing the property. Lastly, Matyskiel asked if a condition could be added to restrict the truckers from using Kirk Road during the evening hours and instead use Kautz Road, wherein DeGroot recalled the client would not relocate to the facility without the traffic signal on Kirk Road access.

Commissioners Evans and Mead inquired about air quality studies done, whether the noise study included the idling of the trucks (it did), and the sustainable steps being taken by the petitioner. Per Chairman Stocking's question, trucks traveling on Routes 38 and 64 -- through downtown Geneva and St. Charles -- would be very limited.

Chairman Stocking opened up the meeting to public comment, reminding the public to keep comments pertinent to the discussion. He swore in those individuals that would be providing testimony.

Ms. Michelle Rathman, 538 Lexington Dr., voiced concern that the site, after development, will change the neighborhood. She explained the neighborhood organization that took place in recent days and said the commission will be asked questions that it has not heard on a number of issues. She further asked commissioners if they have already made their decision or promised the applicant an approval. Lastly, she asked the applicant why should the community trust an owner that it does not know. Ms. Rathman asked that the project be delayed to allow the community to obtain its own experts.

Mr. David Walendziah, 578 Lexington Drive, noted the inconsistencies between tonight's agenda -- listing the application as a map amendment from RR District to the I1 District to allow the construction of a warehouse distribution center -- to what was written under the City's code (on website; dtd. April 20, 2021). He read the definition of I-1 Light Industrial under Chapter 7, Article. B-1 and Permitted Uses under B-2 and how it pertained to this proposal. Mr. Walenziak stated the designation of the warehouse distribution center classification and I-1 zoning classification were inaccurate and the proposal, he believed, was a truck terminal distribution center and did not fall under the I-1 zoning. He proceeded to provide his reasons why the facility was a truck terminal distribution center. In summary, he believed the correct classification for the building was an I-2 Light Industrial zoning, and asked that the commissioners not support the proposal.

Ms. Pamela Decker-Nelson, 760 Chandler, loves her house, neighborhood and her job and in a couple of years her husband plans to retire and sell the house. However, they will now have to sell sooner because she believes her home will be negatively affected by the proposed facility. She voiced the health and environmental impacts of diesel trucks idling across the street, as she has also been a Geneva (diesel) bus driver for over 13 years. She cited her findings from Public Act 094-0845. Ms. Decker-Nelson stated there were many semi-trucks idling this past Sunday on Geneva Drive, east of Kirk Road and she asked whether the same would be allowed with the new facility. Because 500+ diesel trucks will be utilizing the facility 24/7, along with the trucks from the Lineage Logistics company, she stated this will not protect the public's health or the environment from the Geneva East residents.

Ms. Karen Ambler\*, 1554 Geneva Drive, expressed concern about the number of traffic signals along Kirk Road prior to Route 38, suggested extending Division Street to Kautz Road, and the safety of the nearby bike path. She also voiced concern about hazardous materials being stored at the proposed warehouse, recalling the recent warehouse fire in Morris, Illinois.

Mr. Jason Jenkins\*, a Kirkwood Drive resident and new to the area, expressed concern about the current truck traffic and noise on Kirk Road as well as future concerns. He is in the truck industry in the office portion, and disagrees with the applicant stating the noise and lighting will not affect the neighborhood. He stated the trucks should be rerouted to Kautz Road.

Mr. Todd Ellenberger\*, 1854 Chandler, St. Charles resident, surmised that when the City's comprehensive plan was created, no one envisioned such a facility to be constructed next to a residential area. He inquired about the future widening of Kirk Road and should the facility cease operation, who would maintain the sound wall or would it be removed. As for trucks at the dock buffering the sound, Mr. Ellenberger stated the Amazon facility in West Chicago is never full and if they are, the business is not occurring and nothing is leaving the facility.

Mr. David Zilliak\*, asked the commissioners what the community's course of action was if the applicant does not fulfill its promises that there will not be a negative impact on the community.

Mr. Karl Batschke, 538 Lexington, asked if the City did a cost impact study of what it would cost to maintain the roads and servicing the new addition over time, policing, snow removal, etc.

Mr. John Baumgartner, 1594 Wesley Court, shared some appraisal inaccuracies in the petitioner's updated appraisal study as it pertained to a comparison of a trucking facility (a moving company) located in West Chicago, across from the Preston Field subdivision. Differences were listed by Mr. Baumgartner. He further addressed the City of Geneva's noise ordinance and its standards as it pertained to trucks, including the volume/intensity of the noise, its proximity to residential sleeping facilities, the time of day/night it occurs, etc. Examples of maximum truck noise limits listed in the code followed. Mr. Baumgartner presented a chart that states that diesel trucks produce 90 decibels at a distance of 150 feet, which far exceeds the City's code, and the information contained in that chart was compiled by Kimley Horn & Associates -- the same company that was being used by the applicant for its noise study. He stated this is why the commission should not support the proposal. (Mr. Baumgartner provided the information to Chairman Stocking.)

Mr. Baumgartner reminded those present that the commissioners and the City Council do not represent the school district; they represent the City of Geneva. The school board is separate and is responsible for how the residents' taxes are used. Mr. Baumgartner stated the petitioner believes money from property taxes should be a good reason to approve the proposal; however, he explained, the City of Geneva's portion of the property tax bill is \$48,000 and was not worth the city to provide services to such "trucking terminal" when only \$48,000 is collected. He recommended denying the applicant's request.

Mr. Patrick Dickenson, 619 Chandler Avenue, referred to the applicant's updated documents and asked what the maximum truck trips in/out of the facility in a 24-hour period. He voiced concern about the health affects from diesel; can the northbound trucks use Kautz Road, can an appraisal be done with a more true comparison; can the meeting be continued in order for the residents to research such information. To Mr. Bazos's statement that the proposal is consistent with the land use, Mr. Dickenson state there is no such type of trucking facility in the immediate area. He asked that the commissioners consider that statement. He supported light industrial but not the amount of trucks for the facility and to consider the residents' concerns versus the general estimates of the applicant.

Ms. Valerie Sicliano\*, 750 Chandler, asked what will be the net true jobs that the facility will create for Geneva.

Mr. David Hermes\*, 936 Manchester Course, has driven a truck for the past 20 years and spoke about the California's strict laws regarding idling. He commented that earlier statements made sounded like residents do not want trucks in Geneva at all. He has delivered to the Lineage company and indicated the shipping clerk there has said they receive over 500 trucks per day with 91 doors. The area is crowded yet he has not heard the neighbors complaining. Lastly, Mr. Hermes stated that other communities have trucks across from residential areas, people have to accept change, and everything gets delivered by a truck.

Ms. Sandra Smith, 1558 Kirkwood Drive, voiced concern about the home values used in the Kirkwood subdivision study, stating home values were much higher currently, and the fact that she was grateful that the residents brought this matter to her attention because many around her did not hear about the proposal.

Mr. Henrick Rieck, 674 Green Meadow Lane, referenced his email he sent to commissioners this morning. He believed the proposal was not right for the area and read language from the City's Land Use Plan; discussed the lack of real estate information; expressed concern about noise and air pollution when the City had a green initiative on its web site but there was no environmental impact study done for the proposal. Such facilities should face away from residential areas. It was also pointed out that city's Comprehensive Plan was written in 2003, which discusses distribution facilities but e-commerce businesses like Amazon did not exist at that time. He mentioned the fact that nearby DuPage Airport may be the driving force behind the facility's location, from an operational perspective.

Mr. Rieck voiced concern for the precedent-setting for other facilities and that the petitioner's attorney has other proposals to come before this commission. No cost of living comparisons were made. He noted that an error was made for the \$660,000 tax revenue number but was now increased to \$650,000 to \$800,000 which was a significant error. Police presence will need to be increased. He asked the commissioners to consider the resident turnout and that no arguments have been raised to support the facility. He asked the commissioners to do their due diligence.

Mr. Mark Sartell, 548 Lexington Drive, referenced the number of residents in the room, acknowledging that they were concerned. Mr. Sartell discussed the close knit community of the Geneva East residents which was why questions were being raised. Mr. Sartell stated no environmental impact study was submitted by the applicant. He shared articles written by certain environmental groups with similar warehouse situations and their negative affects on the residents, the environment, and the fact that jurisdictions will fast-track warehouse projects without residents being able to comment publicly on them. Mr. Sartell spoke to the adverse affects of diesel pollution to nearby residents. He asked the commissioners to conduct an air impact study before making a decision.

Mr. Kevin Rochano\*, 558 Lexington Drive, commented on the applicant's statement about the difference between a truck terminal and a truck distribution center and the applicant's misstatement of the number of truck going to the facility, and the difference in noise where certain noise can cause sleep disturbances. Mr. Rochano noted the City's decibel requirements as compared to the applicant's noise study, which will exceed the City's requirements. He stated the noise study does not take into account the additional traffic from Lineage or Hillbrook, trucks accelerating at the light signal, and the further revisions the applicant made as it relates to truck trips. He believed the proposed facility was an Amazon facility, since the applicant was using information within its preliminary design study. He would like a holistic traffic study done to give residents the time to review it. He discussed safety concerns about students walking or riding bikes along Geneva Drive during the shift changes of the proposed facility as well as cut-through traffic.

Ms. Rebecca Mitsdafer, 668 Nicole Lane, loves her neighbors and community and appreciated her community coming together but expressed her lack of understanding of the traffic study. She did not believe the proposal met the I-1 zoning district but did meet the I-2 district with a special use. But she stated that nowhere in the city's Comprehensive Plan does it list an I-2 zoning district. She reiterated that noise was an issue and the City had its requirements. Concerns included air pollution, interrupted sleep, parking, and that the commissioners needed to consider the residents' concerns. Trucks did not belong near a residential neighborhood with many children.

Mr. John Dashner, 733 Lexington Drive, stated the commissioners had a difficult task. He added that the applicant needs to clarify the operations of the facility and he did not believe the applicant has done that.

Mr. Mike Craig, 568 Lexington Drive, asked the commissioners to not rush to judgment even though a deadline exists by the applicant. He suggested speaking to the fire department to get their input. He asked the commissioners to ask the same questions of the applicant and bring their response back to the residents.

Mr. James Rose, 661, Green Meadow Lane, knew that the industrial use was only a matter a time but the building was not right. He cautioned the commissioners about the unintended consequences of the Kirk and Geneva Road intersection and if the intersection could handle the future traffic of not only the proposed facility but future facilities that are being planned. An independent traffic study was needed and not from the applicant.

Mr. Rick Orlowski, 1595 Wesley Court, explained that the carbon footprint of a truck is 23 tons of carbon while the average yearly footprint for a person is only 16 tons. He opposed the project due to the impact on the quality of life, health, and the devaluation of his property.

[Due to the 10:00 p.m. hour, Commissioners agreed to continue the discussion.]

Mr. Chuck Lawrence, agreed with many of the issues raised and believed the matter should not be rushed.

Ms. Tami Lawrence, 675 Chandler, stated that the applicant's application was nice but the residents did not have enough answers about the facility. She stated the City did not need it.

Mr. Jerome Lietza, 669 Nicole Lane, voiced frustration that the public hearing signage was small. He asked about the ownership of the southern drainage area, the building's height and said the berm was not able to muffle the sound. He stated the building was not the right project for the location.

Ms. Sara Reek\* (phonetic) mentioned recently there was sewage in her neighbors' basement and would the facility exacerbate the situation.

Mr. James Crowley, Geneva Drive mentioning the cross-dock facility, states the applicant refers to OXD – an Amazon term used for "Outbound Cross Dock." As for the noise level, it is already loud on Kirk Road. He believed the noise will be bouncing off the tree berm. He queried if the facility had its own sound policy. He asked if the residents can call the City to report high levels of sound.

Mr. Brad Birkhead, 1103 Geneva Drive, liked his neighbors, neighborhood, and mentioned that the residents and commissioners have been asked to trust the applicant. He opposed the rezoning request due to the noise, light and air pollution generated, and traffic increase to Kirk Road and stated the distribution facility has been inaccurately represented. The real estate property values are also inaccurately reflected and the facility will affect the quality of life. He asked the commissioners to not be deceived by the applicant and to not support the proposal.

Ms. Eileen Crowley, 620 Green Meadow Lane, believed she and her neighbors will be impacted more than the neighborhood. The documentation provided by the developer was inaccurate and there was no documentation to address water, air, historic area or wildlife. She voiced concern about the field mice coming into the residents' homes once the facility begins construction, the need for an accurate property value study, given that the view from the Kirkwood subdivision will be much different than the view from Green Meadow Lane. Ms. Crowley stated that language in the City's Comprehensive Plan states for the industrial development area east of Kirk Road that adequate screening and landscaping should be required; however, it also states that "the area should be developed in a manner which encourages offices and similar facilities be located along the street frontage with warehousing, distribution and other non-public facilities to the rear of the properties and well-setback from the street and adjacent uses." She asked the commissioners to consider this before approving.

Ms. Jamie Brayton, 631 Green Meadow Lane, voiced concerns about safety, noise, traffic, and the impact of home values. She would like additional information on flooding, water management, and how the facility will impact small businesses in Geneva that are already impacted by COVID-19. She read a quote.

Ms. Azure Thill, 623 Lexington Drive, voiced appreciation to Chayton True for responding to the residents' emails. She expressed her appreciation to her fellow neighbors and their resourcefulness but asked for more time for the residents to do better research and table the matter.

Mr. Syed Mehdi, 645 Green Meadow Lane, and whose home backs up to the site, said he already knows about traffic but asked what it will do to the property with trucks passing through in the night. He agreed the commissioners should not rush their decision and that the applicant is speaking as a third-party for the owner.

Hearing no further comments, Chairman Stocking invited the applicant to speak.

Mr. Peter Bazos, attorney for the applicant, asked Mr. Kurucz about the differentiation of a truck terminal and a warehouse distribution center, what is meant by cross-docking, and the nature of the products being stored, wherein Mr. Kurucz explained no hazardous materials will be stored at the facility and a large fire suppression system will exist. Responses followed regarding the number of trucks in/out of the facility during a 24-hour period and whether trucks traveling northbound could use Kautz Road. Mr. Kurucz indicated that the products at the facility will not be hazardous. Also, Kautz Road will be expanded and will be able to offer many options for truckers.

Addressing the projected 506 truck trips, Disney Haufe explained how the figures were calculated. Civil engineer Jason Cebulski addressed sewage backup which will not travel west near the residents. The stormwater will travel east to Kress Creek near the airport. A stormwater pond will exist on the south side of the proposed site.

Commissioner Holoman inquired about the concerns that an environmental impact study was not done, wherein Mr. Kurucz explained that some LEED certification was discussed at the last meeting but there was no direction from the owner to seek LEED certification. However, he explained that certain aspects of the proposed building would be energy-efficient. Mr. Kurucz stated that the trucks were only increasing heavy truck vehicles by 6% heading north and 8% heading south. Per an earlier question regarding wildlife, Mr. Kurucz explained that there were necessary permits required by the Illinois Department of Natural Resources for the proposed facility.

Commissioner Evans inquired that if the project was turned down by Geneva, could the applicant go to the City of St. Charles seeking the same request wherein Community Development Director DeGroot explained that a boundary agreement existed with the City of St. Charles and that anything south of Division Street would be annexed to the City of Geneva, otherwise it would remain unincorporated.

A resident inquired if the commission could seek its own independent environmental study or financial study and why was it not being sought.

Mr. Bazos stated his client has put forth all of the information it had and had no further information to add at this time.

**Motion by Commissioner Mead, second by Commissioner Slifka to close the public hearing. Roll call:**

**Aye: Evans, Mead, Holoman, Matyskiel, Slifka, Stocking**

**Nay: None**

**MOTION PASSED. VOTE: 6-0**

Commissioner Mead voiced the major concerns: noise, overnight traffic, landscaping, lighting and valuation. For zoning, he believed the parcel qualified as an I-1 light industrial parcel. Furthermore, he stated that industrial growth will eventually be coming between Kautz and Kirk Roads along with the expansion of Kautz and Kirk Roads with an increase in noise and traffic, which are valid concerns for the residents to the west. Lighting and landscaping were fine. Commissioner Slifka agreed with the zoning aspect of the project. He believed with modern lighting and the increased landscaping, it would improve the building to the east. The value to the infrastructure and tax base was

not insignificant. He agreed the overnight noise and traffic were significant issues but they were inevitable but dealt with the best way it can. Regarding the current parking of trucks on the east side of Geneva Drive at night, he believes the proposal has more parking spaces to take offset the problem. Commissioner Holoman voiced concern about the environment, overnight noise, and setting a precedent with future development.

In reviewing the city's Comprehensive Plan, Commissioner Evans relayed that this area of the city will be developed as industrial, traffic on Kirk Road will increase significantly due to the development of the parcels and the expansion of the roadway, and environmental degradation is inevitable. However, she believed there were too many questions and uncertainly but acknowledged the site would eventually be developed appropriately, rather than a worse case scenario and hoping the project works out. Her main issue was the noise. Commissioner Matyskiel also had concerns of truck noise and traffic and the fact that traffic will only increase especially if KDOT plans to expand Kirk Road. He understands the City's plan for the area and to draw developers to build on the site. However, an applicant is before the commission and if the project gets voted down, he is getting mixed signals.

Chairman Stocking emphasized the importance of the City's Comprehensive Plan, the commission's charge to implement the plan, and the fact that this proposal is the most intense of the I-1 zoning, but not next to residential. Adding to the traffic and noise comments, Commissioner Mead pointed out the site has 478 surplus parking spaces and is acting like a property that is multiple its size. He agreed the area will be industrial and it will be a challenge to manage the effects on properties next to Kirk Road, especially truck traffic traveling north and south.

For purposes of voting, Director DeGroot clarified that there may be revisions to the findings of fact in staff's report, which will have to be voiced, based on tonight's discussion. A review of the staff findings followed along with Commissioner Mead recalling the commission was going to add a seventh condition where there would need to be KDOT approval for a full signalized intersection. Further review of the standards followed:

- Standard No. 1 - No issues with regard to the zoning map amendment;
- Standard No. 2 - Diminished values - concerns about noise, traffic, impact on property values. Mead voiced that any property that backs up to Kirk Road today probably has a value adjustment due to the current noise factor but he was not sure if the proposed building would further diminish the property value. Greater impact will be on Kirk Road since it is already loud and not necessarily the building. Slifka inquired whether it was the property or Kirk Road. Mead believed the traffic on Kirk Road today is an issue. Standard No. 2 is satisfactory, as stated in the findings of fact.
- Standard No. 3 – The issue is the noise from increased traffic, especially the starting/stopping of the trucks. Holoman did not believe this standard was met. Commissioner agreed to address this to Standard No. 5.
- Standard No. 4 – adequate ingress/egress as long as the traffic light is installed.
- Standard No. 5 – proposed use will not adversely affect or change the character of the area in which is located – Discussion followed that by adding the traffic signal, a new dynamic is created by the accelerating/decelerating of vehicles closed to the residents. On the other hand, the light signal could be a positive for the residents as more parcels get developed. Mead pointed out, "it may adversely affect" the neighborhood. Commissioners pointed out the overnight noise from the trucks would adversely affect the character of the area, due to the

increased traffic, added diesel, the number of trucks and the building functioning as a 24/7 facility. Commissioners agreed that Standard No. was not met.

- Standard No. 6 - Commissioners agreed Standard No. 6 was met.
- Standard No. 7 - Commissioners agreed Standard No. 7 was met.
- Standard No. 8 - Commissioners agreed Standard No. 8 was met.
- Standard No. 9 - Commissioners agreed Standard No. 9 was met.

**Motion by Commissioner Mead, second by Commissioner Slifka to approve the findings of fact, as amended, noting that Standard No. 5, the proposal will adversely affect or change the character of the area. Roll call:**

**Aye: Evans, Holoman, Matyskiel, Mead, Slifka, Stocking**  
**Nay: None** **MOTION PASSED. VOTE: 6-0**

Commissioner Evans voiced concern that if the commission votes in the affirmative on the zoning change upon annexation it could create a barrier to annex by other developers, wherein Director DeGroot explained that it would not and provided examples.

**Motion by Commissioner Mead, second by Commissioner Slifka, to approve a zoning map amendment upon annexation of the proposed property located at Geneva Road and Kirk Road in Geneva, from RR Rural Single Family Residential to I1 Light Industrial, subject to staff’s findings of fact. Roll call:**

**Aye: Evans, Holoman, Matyskiel, Mead, Slifka, Stocking**  
**Nay: None** **MOTION PASSED. VOTE: 6-0**

**Motion by Commissioner Mead, second by Commissioner Slifka to approve a request for a preliminary final planned unit development approval for a 278,084 sq. foot warehouse distribution center with the following tailored development standards: a) interior parking lot landscaping requirements shall not apply to truck courts, truck parking and/or trailer parking areas and shall only apply to passenger vehicle parking lot; b) stormwater basin shall include native plantings, prairie grasses on the slopes of the proposed basins and may also adhere to Section 11-10-6a2 of the Geneva Zoning Ordinance; c) each required parking space shall be 9 feet in width and at least 18 feet in length; d) multiple driveways shall be permitted for each lot meeting the satisfaction of the City; e) maximum allowable widths shall not apply to driveways on each lot; f) the street parking lot setback shall be at least 15 feet; g) KDOT approval to be received for a fully signalized intersection at Kirk Road and Geneva Drive; all subject to the findings of fact as amended above. Roll call:**

**Aye: None**  
**Nay: Evans, Holoman, Matyskiel, Mead, Slifka, Stocking**  
**MOTION FAILED. VOTE: 0-6**

**Motion by Commissioner Mead, second by Commissioner Matyskiel to approve the preliminary final plat of subdivision for a warehouse distribution center at the location of Geneva Road and Kirk Road, subject to findings of fact. Roll call:**

**Aye: None**

**Nay: Evans, Holoman, Matyskiel, Mead, Slifka, Stocking**

**MOTION FAILED. VOTE: 0-6**

Per staff, the above recommendations would be sent to the City Council meeting on October 4, 2021, 7:00 p.m.

**Public Comment** – None.

**Other Business**

Planner True announced that a number of projects were in the pipeline. Also, the Dara annexation/project was approved by City Council on September 20th.

**Adjournment**

**Motion by Commissioner Mead, second by Commissioner Holoman to adjourn the meeting at 11:41 p.m. Motion carried unanimously by voice vote of 6-0.**