



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

MEMORANDUM

TO: Bruce K. Walden, Chief Administrative Officer

FROM: Elizabeth H. Tyler, Director, City Planner

DATE: March 11, 2004

SUBJECT: Plan Case No. 1881-S-04, Combination Preliminary and Final Subdivision Plat of The Ridge Subdivision. Located at the southwest corner of Amber Lane and Myra Ridge Drive.

Introduction and Background

The Atkins Group is requesting both preliminary and final subdivision plat approval for The Ridge Subdivision. The Ridge is proposed to be a Common-Lot Line Development with five triplex buildings and five duplex buildings. All of the units will be on separate, subdivided lots as allowed under the provisions of Common-Lot Line development in the Urbana Zoning Ordinance and Urbana Subdivision and Land Development Code. The development will be similar to the neighboring Common-Lot Line development to the east called "The Vistas". The Vistas, also developed by The Atkins Group, are exclusively two-unit Common-Lot Line developments. The Ridge will contain a mix of two-unit and three-unit models.

On March 4, 2004 the Urbana Plan Commission held a meeting to consider the proposal and recommended approval of the request to the Urbana City Council. Additional background information is provided in the Plan Commission Memorandum, dated February 26, 2004.

Discussion

Land Use and Zoning

The site was annexed into the City of Urbana in 1995 as part of the Meijer-Douglas Annexation Agreement. That agreement included a total of 108.75 acres and includes the property approved for a Meijer store. Upon annexation the site was zoned R-4, Multi-Family Residential. Subsequent to

the annexation the tract was subdivided into various parcels. This site was platted as Lots 103 and 104 of the Eastgate Subdivision.

Immediately adjacent to the site to the west and south is B-3, General Business zoning. The property to the west is the Meijer tract and is approved for a retail use. The property to the south is currently undeveloped and owned by The Atkins Group. Property to the north and east is zoned R-4, Multi-Family Residential. The lot across Amber Lane to the north is the Caterbury Ridge Assisted Living facility. The property to the east across Myra Ridge Drive is The Vistas Subdivision which is a common-lot line development constructed by The Atkins Group.

Access

The developer will dedicate right-of-way and construct a new local level public street to be called Lydia Court West. The street will extend from Myra Ridge Drive and end in a cul-de-sac within the development. Many of the units in the development will actually front on either Amber Lane or Myra Ridge Drive so it is not anticipated that Lydia Court West will generate any significant amount of traffic. For this reason the developer has requested a waiver to allow a reduction in the required right-of-way width from 60 feet to 50 feet and a waiver to allow a reduction in the required street pavement width from 31 feet to 25 feet. These waivers are justified considering the layout of the development and the expected low level of traffic. Narrow streets often help slow traffic and can allow for more greenspace. The City Engineer is in agreement with these waiver requests.

Pedestrian access will be accommodated with sidewalks within the development along with the existing sidewalks on Myra Ridge Drive and Amber Lane. The developer has requested a waiver from the full requirements of the Subdivision Code which requires a full sidewalk along both sides of the cul-de-sac. The majority of the bulb of the cul-de-sac will not have homes fronting on it so a sidewalk in this area would not be necessary. Staff has worked with the developer to layout an alternative sidewalk plan that would best serve the units in the development. This alternative layout included a mid-block walk to connect the sidewalk along Lydia Court West to Myra Ridge Drive. The Plan Commission recommended an alternative to this design. Their alternative layout eliminated the mid-block walk in favor of an extended sidewalk along the east side of Lydia Court West. At this time staff still prefers the sidewalk layout alternative that contains the mid-block walk to Myra Ridge Drive. Both layout proposals are attached to this memorandum.

Drainage

Stormwater runoff for the development will be directed to the regional detention provided for the Eastgate Subdivision. An existing drainage basin is located behind the developing common-lot line units on Amber Lane and Lydia Court directly east of this site (see attached map). Runoff will be collected in storm sewers and directed across Myra Ridge Drive at two locations. The

storm sewers continue east and outlet into the basin. As with all preliminary and final subdivision plats, final stormwater management plans must be approved by the City Engineer prior to any construction on the site. At this point the preliminary drainage concepts have been reviewed and are considered to be adequate.

Utilities

As is customary with proposed subdivisions, copies of the plat have been sent to the various utility agencies for their review and comment. At this point there are no concerns with providing utilities to the site. The site is located in an area that is easily served by sanitary sewer, water, power, phone, cable, etc. The final plat indicates easement lines where utilities will be provided.

Waivers

The developer is requesting the following waivers from the Subdivision and Land Development Code:

1. Waiver from Table A to allow the reduction of the right-of-way width for Lydia Court West. Request to reduce the required right-of-way width from 60 feet to 50 feet.
2. Waiver from Table A to allow the reduction of the pavement width for Lydia Court West. Request to reduce the required street width from 31 feet to 25 feet.

Today's consensus is that streets should be narrower in residential subdivisions because this leads to slower traffic speeds and safer pedestrian conditions. This waiver request is consistent with the request granted for newer subdivisions. In this case the waiver is justified because the development will be a low traffic generator and will not connect to other development that could increase traffic on the street.

3. Waiver from Section 21-37(A)1 requiring sidewalks on both sides of the street. The developer is proposing a sidewalk entirely on the west side of Lydia Court West and partially on the east side.

This waiver is proposed considering the fact that the development will be a low impact residential development that will not connect to existing residential developments. Also, many of the units will take access from Myra Ridge Drive and Amber Lane which both currently contain sidewalks. An alternative sidewalk network that anticipates pedestrian needs within the development would serve the development better than providing sidewalks as required by the code.

Summary

1. The proposed Preliminary and Final Plat would be consistent with Comprehensive Plan land use and roadway designations for the site.
2. The proposed Preliminary and Final Plats would be consistent with existing zoning designations for the site.
3. The proposed Preliminary and Final Plat would allow for the establishment of a residential development that is consistent with the established development to the east and consistent with the land uses planned for in the area.
4. With the exception of the proposed waivers as discussed above, the proposed plat meets the requirements of the Urbana Subdivision and Land Development Code.
5. The requested waivers to allow a 50-foot wide right-of-way and a 25-foot wide street should not pose a negative impact to the neighborhood.
6. The requested waiver from the requirements of providing a sidewalk on both sides of the street is justified with the alternative sidewalk layout best serving the anticipated pedestrian needs of the development.

Options

The City Council has the following options in this case:

- a. The City Council may approve the Preliminary and Final Plats of The Ridge Subdivision, along with the requested waivers; or
- b. The City Council may deny approval of the Preliminary and Final Plats of The Ridge Subdivision, along with the requested waivers.

Recommendation

At its meeting on March 4, 2004, the Urbana Plan Commission voted to recommend approval of the Preliminary and Final Plats of The Ridge Subdivision, along with the three requested waivers but with the alternative sidewalk layout attached to this memorandum entitled "*Alternative Sidewalk Plan "B"; Recommended by Plan Commission on March 4, 2004*". The Plan Commission also made a general recommendation to the developer to consider installing a mid-block sidewalk from Lydia Court West to Myra Ridge recognizing that such a walk is not required by the Subdivision Code.

Staff recommends approval of the Preliminary and Final Subdivision Plat for The Ridge Subdivision along with the three requested waivers but with the alternative sidewalk layout attached to this memorandum entitled “Alternative Sidewalk Plan “A”; Proposed by Developer and Staff”

Prepared by:

Rob Kowalski, Planning Manager

c: Mike Martin, The Atkins Group
Bill Sheridan, HDC

Attachments:

Ordinance

Proposed Preliminary and Final Plats for The Ridge Subdivision

Location and Zoning Map

Alternative Sidewalk Plan “A”; Proposed by Developer and Staff

Alternative Sidewalk Plan “B”; Recommended by Plan Commission on March 4, 2004

**An Ordinance Approving A Preliminary and Final Plat
(The Ridge Subdivision - Plan Case No. 1881-S-04)**

WHEREAS, The Atkins Group has submitted Preliminary and Final Subdivision Plats for The Ridge Subdivision in general conformance with the pertinent ordinances of the City of Urbana, Illinois: and,

WHEREAS, The Preliminary and Final Plats of The Ridge Subdivision complies with the Urbana Comprehensive Plan, as amended; and,

WHEREAS, the Preliminary and Final Plats of The Ridge Subdivision meets the requirements of the Urbana Subdivision and Land Development Code with the exception of three waivers from the requirements requested by the Petitioners, including: waiver to allow a 50-foot right-of-way as opposed to a required 60-foot right-of-way; waiver to allow a 25-foot wide road from back-of-curb to back-of-curb as opposed to the required 31-foot width of roadway; and a waiver from the full requirement to provide sidewalks on both sides of the street and to instead provide a sidewalk as depicted in the sidewalk connection plan attached hereto; and

WHEREAS, The City Engineer has reviewed and approved the Preliminary and Final Plats of The Ridge Subdivision along with the requested waivers; and,

WHEREAS, in Plan Case 1881-S-04, the Urbana Plan Commission, on March 4, 2004, recommended approval of the Preliminary and Final Plats of The Ridge Subdivision along with the requested waivers from the requirements of the Subdivision and Land Development Code.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1. The Preliminary and Final Plats of The Ridge Subdivision attached hereto is hereby approved as platted.

Section 2. This Ordinance is hereby passed by the affirmative vote of the members of the corporate authorities then holding office, the "ayes" and "nays" being called at a regular meeting of said Council.

PASSED by the City Council this _____ day of _____, 2004.
AYES:

NAYS:

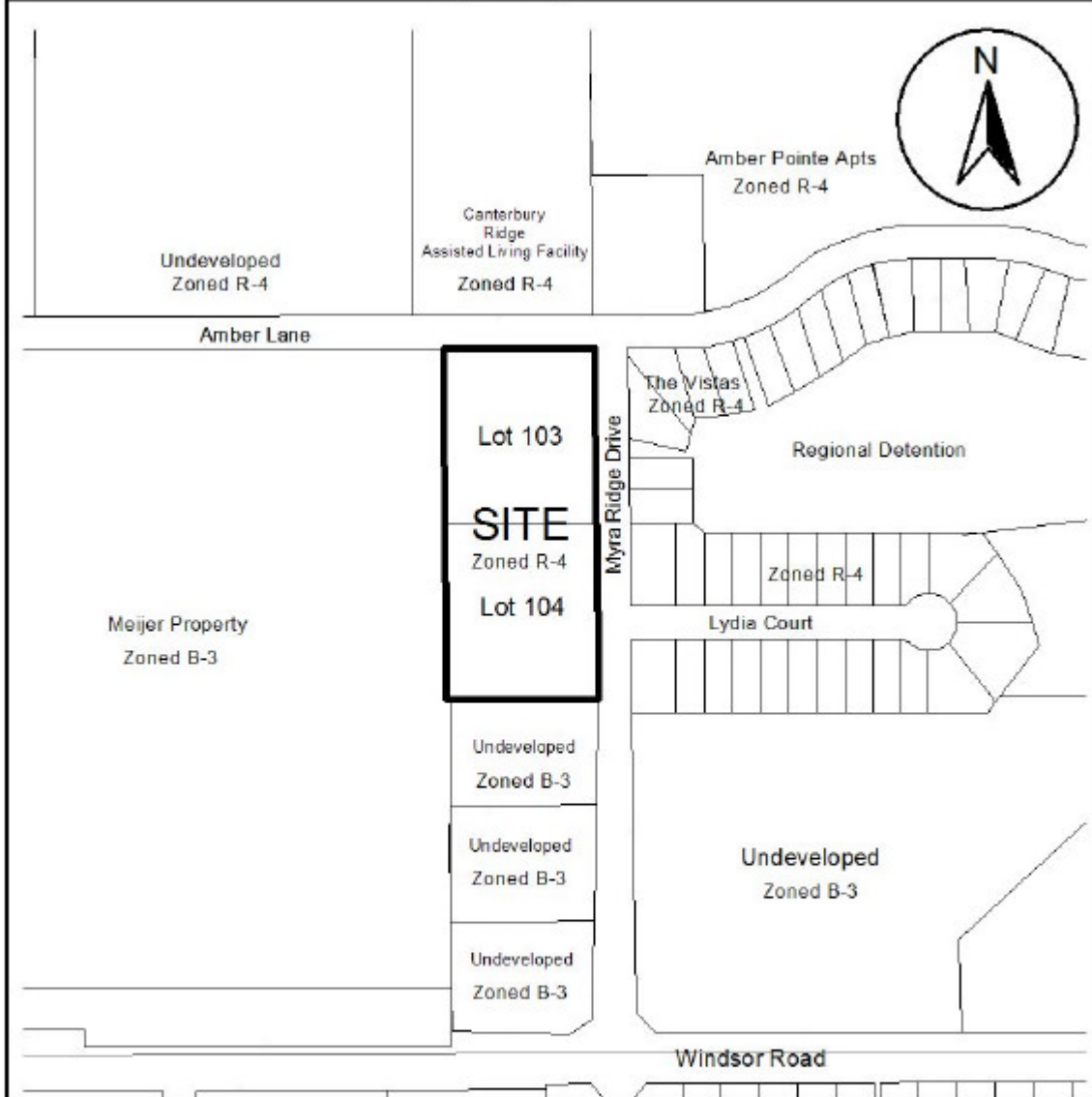
ABSTAINED:

Phyllis D. Clark, City Clerk

APPROVED by the Mayor this _____ day of _____, 2004.

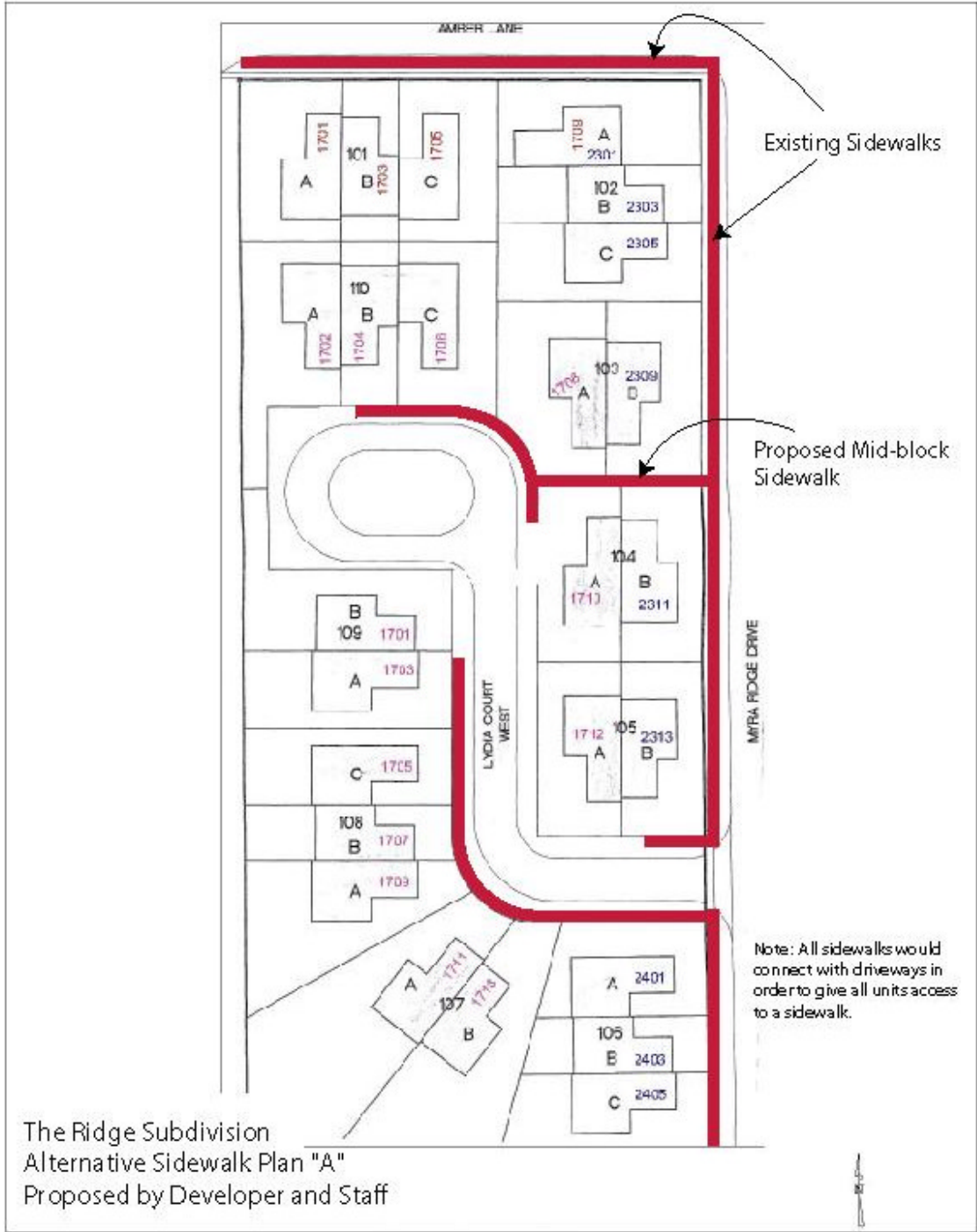
Tod Satterthwaite, Mayor

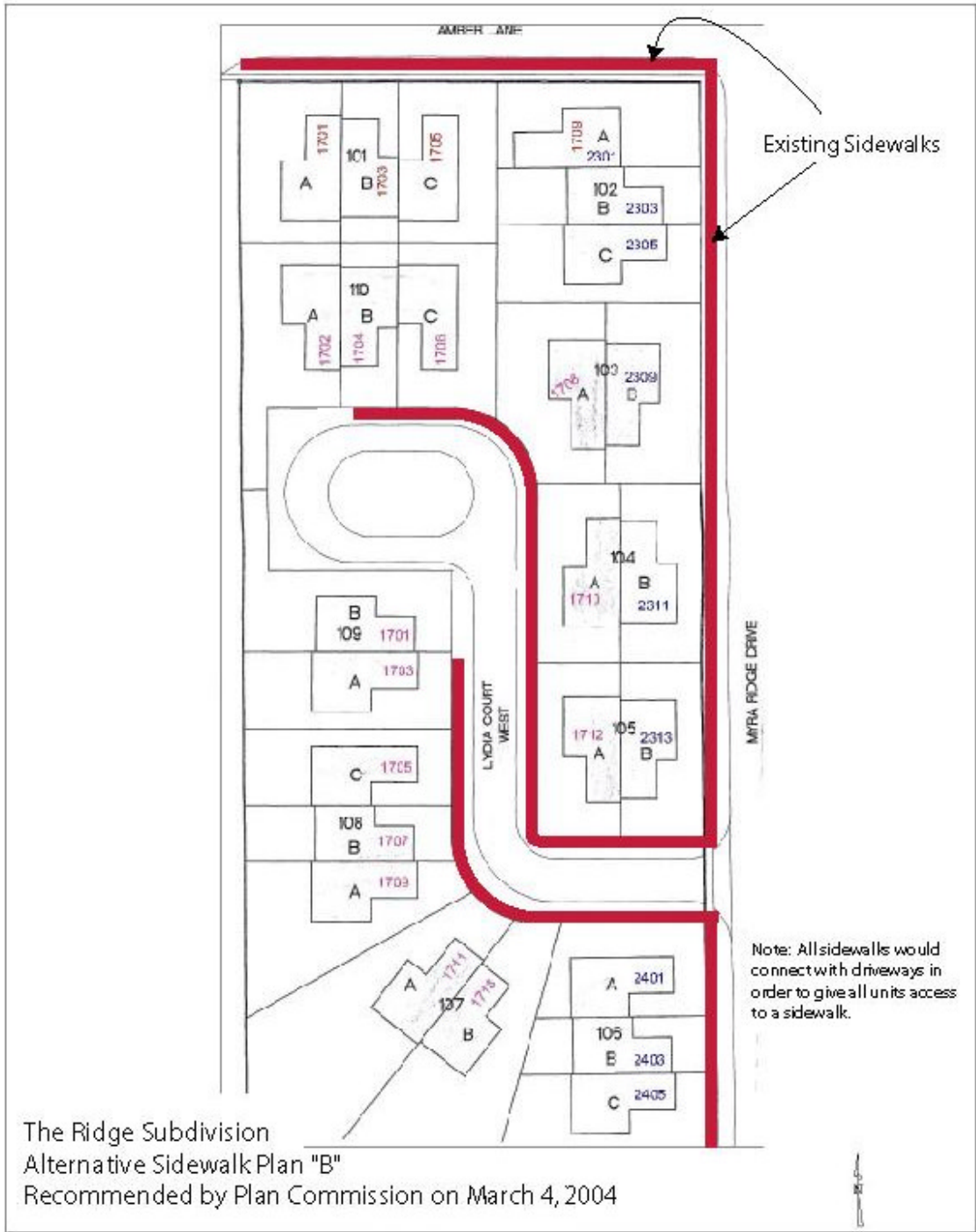
Location and Zoning Map



Petitioner: The Atkins Group
Southwest corner of Amber Lane
and Myra Ridge Drive
1881-S-04 The Ridge Subdivision Preliminary and Final Plat

Prepared February 13, 2004 by Community Development Services





MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

DRAFT

DATE: March 4, 2004

TIME: 7:30 P.M.

PLACE: Urbana City Building
400 South Vine Street
Urbana, IL 61801

MEMBERS PRESENT: Christopher Alix, Alan Douglas, Laurie Goscha, Michael Pollock, Bernadine Stake, Marilyn Upah-Bant, Don White

MEMBERS EXCUSED: Lew Hopkins, Randy Kangas

STAFF PRESENT: Rob Kowalski, Planning Manager; Paul Lindahl, Planner; Teri Andel, Secretary

OTHERS PRESENT: Mike Martin, Esther Patt

8. NEW BUSINESS

Plan Case # 1881-S-04: Combination Preliminary and Final Plat of The Ridge Subdivision at the southwest corner of Amber Lane and Myra Ridge Drive.

Mr. Kowalski introduced the case to the Plan Commission by describing the proposal and the proposed site. He talked about the surrounding properties. He explained the two requests for waivers, which were as follows:

1. Waiver from Table A to allow the reduction of the right-of-way and pavement width for Lydia Court. Request to reduce the required right-of-way width from 60 feet to 50 feet. Request to reduce the required street width from 31 feet to 25 feet.
2. Waiver from Section 21-37(A)1 requiring sidewalks on both sides of the street. The developer is proposing a sidewalk entirely on the west side of Lydia Court West and partially on the east side.

Mr. Kowalski discussed the drainage and utilities for the proposed site. He read the options of the Plan Commission. He stated that staff's recommendation was as follows:

Staff recommended that the Plan Commission forward this case to the City Council with a recommendation to approve the Preliminary and Final Plats of The Ridge Subdivision along with the requested waivers.

Mr. Alix inquired if there was a preliminary plat or site plan for the Meijer tract? Mr. Kowalski replied that there was not any subdivision plat; however, there was a site plan when the development was approved back in 1997.

Mr. Alix asked what aspects of the Meijer development would be fronting on the back of the proposed development? Mr. Kowalski believed that the Meijer store had been approved to front on Windsor Road, and the curb cuts on Amber Lane would feed to the back of the Meijer building and to a side entrance that would go around to the front of the building. It would be the side of the end of the Meijer building that would be facing the proposed development.

Mr. Alix questioned what buffering issues would arise if Meijer were to develop their tract? He assumed that Meijer would be responsible for providing buffering. Would the proposed development not have to provide any buffering since it would be a lower intensity development? Mr. Kowalski stated that there were some existing pine trees that had been planted on the west side of the proposed site that would act as a buffer.

Mr. Alix noticed that the proposal showed the fire hydrant to be at the west end of the development. He asked if the turnaround met requirements for turning around fire equipment? Mr. Kowalski stated that the Fire Department had already looked the preliminary and final plats for the Ridge Subdivision, and they were satisfied with the ability to turnaround. It would have to meet the required pavement width for fire equipment to be able to turnaround.

Ms. Stake wondered if staff had taken into consideration the request by the MTD, Mass Transit District. Mr. Kowalski replied that staff had spoke with MTD quite a bit about their needs for the area. The letter that MTD had written was based on the original sidewalk proposal, which was different than the current proposal. MTD was familiar with the new layout and believed it served their needs. MTD's primary goal was a mid-block walk to help people get to either Myra Ridge Drive or Amber Lane for bus service. It was not projected that a MTD would have a bus stop on Lydia Court West.

Ms. Upah-Bant did not see where Lots 104A and 105A would have access to a sidewalk? Mr. Kowalski mentioned that the developers were planning to extend the mid-block sidewalk down to connect to the driveway for Lot 104A, so people could walk up to the mid-block walk without having to walk through the grass. Lot 105A residents would walk across their driveway to the sidewalk to the east leading to Myra Ridge Drive. Mr. Alix inquired if it was the developer's intent to have a sidewalk connection to every driveway? Mr. Kowalski said yes. It was a request that staff had made.

Ms. Goscha asked if staff anticipated people parking on the street? Mr. Kowalski stated that parking would be allowed on one side of the street. Which side of the street that parking would be allowed on would be determined at the time of construction.

Mr. White expressed concern for small children and riding toys. He was concerned about children walking on the street to go visit other children down the street in the subdivision. Even though he understood the developers not wanting to put more sidewalks in because of the

expense and the fact that they would take up green space, he believed if parking was going to be allowed on one side of the street, then there should be a sidewalk running from Lot 105A along the west to the mid-block walk. Ms. Goscha stated her concern was for the children as well, but also for accessibility.

Mike Martin, of the Atkins Group, commented that they believed that there would be very little traffic in this subdivision, and they also did not believe that there would be very many children. He mentioned that their goal with the proposed development was to provide a subdivision that was functional and had a lot of green space. They tried a fresh approach with the sidewalk system. Their intention with the proposed sidewalks was that every resident would be able to walk out of their driveway and get on a sidewalk to walk to Myra Ridge Drive or Amber Lane. This was due to the request made by MTD and also they found that many people walk in the neighborhood.

Mr. Martin explained that the Atkins Group was not trying to avoid constructing anything. They built a sidewalk around the dry detention basins that was not even required. They were only trying to come up with a sidewalk system that would work. If the Plan Commission would rather have a sidewalk from Lot 105A to Lot 104A, then the Atkins Group would propose to eliminate the mid-block sidewalk, even though they felt it would be more functional. He mentioned that they were open to suggestions, and if the Plan Commission would rather reroute the sidewalk, then the Atkins Group could certainly do it.

Mr. Pollock really liked the idea of a mid-block walk and that MTD would have a use for it. Would the developers have a problem with putting in a short stub sidewalk from the mid-block walk to Lot 104A's driveway? Mr. Martin replied no.

Ms. Stake did not feel that the problem of children riding their tricycles had been solved. She did not want children on Myra Ridge Drive or Amber Lane, so they would want sidewalks within the subdivision for children to be safe. She believed that there should be a continuous sidewalk.

Mr. Pollock pointed out that the Plan Commission had a choice between the mid-block sidewalk or a sidewalk along Lot 104 and Lot 105. Ms. Stake commented that the Plan Commission was always talking about walkable communities, but when they get to development, they do not provide for it. Mr. Pollock mentioned that the Plan Commission did not have the ability to require more than what the Zoning Ordinance required the developers to do.

Mr. Kowalski mentioned that one of the other considerations that staff gave to the proposed development was the market it would attract to. Staff felt that even if the subdivision attracted older people, the residents would probably not use the sidewalks in this small subdivision to exercise. They would be more likely to use the regional detention pond across the street to walk for exercise. This was another reason that staff felt it would be good to have quality connections from all the units to Myra Ridge Drive.

Mr. Douglas inquired what the industry width was for sidewalk? Mr. Kowalski replied that the City's requirement was 4 feet.

Mr. Douglas asked Mr. Martin to review the reasoning for the waiver request for the reduction of the street from 31 feet to 25 feet. Mr. Martin stated that the subdivision development would be very localized, and there would be no through traffic. There would be very few units that would actually use the street. He did not believe that there would be parking on the streets. In fact, the Atkins Group requests in the covenants that home owners do not park on the street or allow their guests to do so either. It made sense to the Atkins Group to reduce the size of the streets, so that they could reduce the cost of construction. In return, they planned to pass that savings along to the people purchasing the units.

Mr. Pollock inquired as to whose choice it would be whether the parking would be made available or not? Was that up to the developers or would it be up to the City? Mr. Kowalski replied by saying that the City and the developers would work cooperatively together. If the developers did not want any parking on the street, the City would consider that proposal. If it were a private street, the developer would be allowed to restrict parking on the street.

Ms. Stake commented that guests would have to park on the street. Mr. Martin said that there would be no need for guests to park on the street with the driveways being as long as they have planned. There would be adequate parking in the driveways. Ms. Stake questioned if there would be adequate parking for a resident to have a party? Mr. Martin replied by asking if anyone ever has adequate parking for a party? Ms. Stake wanted to know if it would be safe to have parking on the street. Mr. Kowalski responded by saying that there was a similar example in Savannah Green, where the streets are 25 feet wide with parking allowed on one side of the street. Ms. Stake wondered how wide the state streets were. Mr. Kowalski replied that in most cases, the streets were 25 feet wide as well and allows parking on one side. He added that the state streets were more through streets and have a much higher volume of traffic.

Mr. Alix asked what would happen when the Meijer store was developed since The Ridge Subdivision would be developed first? Mr. Martin said that it should not be a surprise to anyone purchasing a home in the proposed development. They mention the fact that Meijers owns the adjacent lot in their sales literature. The Atkins Group did plant some pine trees last year to allow some time for the trees to grow before Meijers decided to build on their lot. He added that the Atkins Group knew that the subdivision units needed to be marketable. Therefore, they intend to have a landscaped buffer that would make the units even more marketable.

Mr. Alix inquired if Meijers decided to build, would the Atkins Group prefer to have a fence built between The Ridge and Meijers? Mr. Martin said that they preferred landscaped buffers more so than fences, because it was a softer surface. The Atkins Group was not that fond of fences. However, they could not prevent Meijers from constructing a fence on their property. Mr. Alix explained that he was only looking at what the City should do at this point to try to mitigate the impact, because it was unusual that the City had the opportunity to look at a development like the proposed that would be going adjacent to where the City knew what would be built next to it. As long as the developers were comfortable with the screening, then there was nothing that the City could do to impose more buffering. Mr. Martin commented that the Atkins Group would probably provide more than what the City could propose because of their investment in the area, and they want to make sure that it was successful.

Ms. Goscha questioned what would be accessible route for a resident at Lot 109B to get to Myra Ridge Drive? Mr. Kowalski replied by saying that a resident at Lot 109B would have the option of taking a sidewalk down to the south and then going out to Myra Ridge Drive or take the path from A to B, cross the street, and use the mid-block walk to Myra Ridge Drive. In the first layout, the developer considered the idea of having a crosswalk in the street. Ultimately, staff did not feel that would be necessary for a street of such low volume that this one would have. Ms. Goscha felt more satisfied that the stub street would be in the right-of-way.

Mr. White liked the idea of narrow streets. He mentioned that his street was narrow, and when there are parties in his area, people parked on one side of the street. There was plenty of room for cars to get through. Regarding sidewalks, he preferred that the sidewalk would be constructed on both sides of Lydia Court West. His main concern again was children playing. If that meant giving up the mid-block walk, then that was fine.

Ms. Stake commented that there was no stormwater drainage plans to be reviewed. Mr. Kowalski explained that the stormwater plans had essentially been reviewed and approved years ago when the Atkins Group had annexed all of the properties into the City. The regional basin, which was across the street from Myra Ridge Drive, was constructed with adequate volume capacity to accept the runoff from the proposed development, runoff from the Meijers site, and runoff from the Vistas across the street. That was why there was not any detention basins required for this proposal. Stormwater would be collected from the proposed development into two storm sewer pipes that would run under Myra Ridge Drive already and take it over to the detention basin, where there would be adequate storage capacity.

Mr. Alix inquired if the cul-de-sac was the low spot? He noticed that there would not be any catch basins along Lydia Court West except for the cul-de-sac. Mr. Kowalski said yes. The Preliminary Plat showed that the end of the cul-de-sac would be the low spot. A storm sewer would take drainage out through the cul-de-sac and out of the subdivision between Lots 102 and 103.

Mr. Douglas stated that his only concern was with the sidewalk situation. He would like to see a sidewalk be constructed on both sides of Lydia Court West and the mid-block walk. Other than that he believed the proposal looked good.

Mr. Alix commented that the part of the street that the Plan Commission was debating whether or not should be served by additional sidewalks would serve a total of 7 driveways. He had a hard time imaging the street being bogged down enough with traffic or parked cars to be an impediment for someone who wanted to walk in the street or run a wheelchair or tricycle in the street. Obviously, we do not want to encourage children to play in traffic, but the potential intensity of use of the proposed street would be so low that he would not have a problem with the sidewalk plan as it was proposed. He believed it would be good to have the mid-block sidewalk to give people a shortcut up to Myra Ridge Drive. This type of development would serve a need in the area and in the community in general. He would support the proposed plan.

Ms. Goscha preferred the mid-block walk more so than the sidewalk being constructed on the east side of Lydia Court West. The mid-block walk would serve more purpose. She inquired as to who would be maintaining the mid-block walk? Mr. Kowalski stated that staff would need to work that out with the developers. It could either be private or it could become a City easement, in which the City would maintain it. The City currently maintains other mid-block walks in the City.

Mr. White moved that the Plan Commission forward the proposed case to the City Council with a recommendation for approval along with the requested waivers. Ms. Goscha seconded the motion.

Mr. Pollock questioned if the intention of the motion was to make sure that the official inclusion of the stub sidewalk was part of the proposed preliminary and final plats? Mr. White replied yes.

Mr. White moved to amend the motion that the Plan Commission request a sidewalk be constructed along the west side of 105A and 104A from the driveway at 105A to the sidewalk on the west side of 103A. Ms. Upah-Bant seconded the motion.

Mr. Alix asked if that would mean requiring the sidewalks be built as per the subdivision ordinance? Mr. White replied not necessarily entirely. There would not be sidewalks completely around the cul-de-sac. Mr. Pollock clarified that the requested sidewalk in the amendment to the motion would be in lieu of the mid-block walk.

Ms. Upah-Bant did not believe that would be fair, because it should be up to the developer, but still the City was cutting the developers quite a bit of slack by allowing them to not have to build a sidewalk along the west side of Lydia Court West. Mr. Pollock stated that according to the Zoning Ordinance, the City could require sidewalks on all the areas of the street that were not proposed, but the City could not require them to build the mid-block sidewalk. The Plan Commission was suppose to be planning for the next 50 years. People are living to be 80 years old to 100 years old. There will be older people living in the proposed subdivision with grandchildren who will visit. If they are planning to build a subdivision for older people, then they need to plan for multi-generation. There was an enormous range of riding toys that little kids would be riding on. It would be ridiculous to allow a new subdivision to go in without sidewalks.

Mr. Pollock preferred the mid-block walk and the sidewalk be built. Perhaps, which ever sidewalk design the Plan Commission decided to go with, they could recommend or request that the developer consider doing both, but they could not make the developer do both the sidewalk and the mid-block walk.

The motion for the amendment to the main motion passed by a 4-3 hand vote.

Mr. White moved a second amendment to the motion that the Plan Commission request that the Atkins Group consider including the mid-block walk if at all possible. Ms. Stake seconded the motion.

Mr. White believed it should be up to the Atkins Group. After thinking about it for a while, they may consider it a good idea that would help sell the properties. It would give the residents in the proposed subdivision better access to that area.

Mr. Alix objected to the proposed amendment, because the plan that was proposed was a solution that worked on this parcel. It made sure that all of the residents would have access to sidewalks. If the Atkins Group determined that the mid-block walk would be appropriate, then they could add that to the subdivision without input from the Plan Commission.

Mr. Pollock clarified by saying that the amendment to the motion would require the length of sidewalk requested in the previous amendment, but would still not require sidewalks on the west side of Lydia Court West.

Ms. Stake pointed out that the Plan Commission would still not be requiring as much as the City's Zoning Ordinance would require. Therefore, she did not feel that it would be insulting to ask the developers to consider installing the mid-block walk in addition to the requested sidewalk on the west side of Lots 105A and 104A.

Ms. Upah-Bant expressed her concern about children and people in wheelchairs on the west side of Lydia Court West having difficulty getting to Myra Ridge Drive safely. Mr. Alix disagreed based on the expected amount of traffic and use of Lydia Court West. It would be essentially like walking across a driveway.

Chair Pollock believed that the mid-block walk would be better for the proposed subdivision. It would certainly be better for access to Myra Ridge Drive and the bus system. There was certainly no harm in asking the developers to consider building it. He would support the amendment.

The motion for the amendment was passed by a 4-3 hand vote.

Ms. Goscha moved to amend the motion in lieu of the previously approved motion, the Plan Commission require that the sidewalks be installed to the full extent of the subdivision requirements. Ms. Stake seconded the motion.

Ms. Goscha preferred the mid-block walk, because it would improve the flow of pedestrian traffic. However, if the mid-block walk was not going to be built, then she would like to see the sidewalks be required according to the Zoning Ordinance, so that accessibility would be met throughout the development, potentially provide an access to the future development of the Meijer store and to promote walkable neighborhoods in Urbana.

Mr. Pollock clarified that the Zoning Ordinance required a sidewalk all the way around the subdivision on both sides of Lydia Court West. However, the Zoning Ordinance would not require an access off to the Meijer tract.

Roll call on the motion to amend the main motion was as follows:

March 4, 2004

Mr. Alix	-	No	Mr. Douglas	-	Yes
Ms. Goscha	-	Yes	Mr. Pollock	-	No
Ms. Stake	-	Yes	Ms. Upah-Bant	-	No
Mr. White	-	No			

The substitute motion failed by a vote of 3-4 voice vote.

Roll call on the main motion to require sidewalks on the east side of Lydia Court West and a recommendation to include the mid-block walk as well was as follows:

Mr. Douglas	-	Yes	Ms. Goscha	-	Yes
Mr. Pollock	-	No	Ms. Stake	-	Yes
Ms. Upah-Bant	-	Yes	Mr. White	-	Yes
Mr. Alix	-	No			

The motion was passed by a 5-2 voice vote.

Chair Pollock announced that the case would go before the City Council on March 15, 2004.