



## DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

### m e m o r a n d u m

**TO:** The Urbana Plan Commission

**FROM:** Rob Kowalski, AICP, Planning Manager

**DATE:** June 12, 2003

**SUBJECT: Plan Case No. 1858-S-03,  
Revised Preliminary Plat for Lots 300 and 302 of East Urbana Industrial Park  
Final Replat of Lots 300 and 302 of East Urbana Industrial Park**

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### **Introduction**

Tatman Construction, Inc. is requesting a revised preliminary plat and final plat approval for the completion of the East Urbana Industrial Park Subdivision. The subdivision is located at the southwest quadrant of the intersection of Route 130/High Cross Road and Route 150. Attached to this memorandum are copies of both the proposed preliminary and final plats on two separate sheets. The final plat would create nine additional lots and will complete the subdivision process for the development.

### **Background**

The original preliminary plat for the East Urbana Industrial Park Subdivision was approved in 1995. Approval was granted for a 34-acre subdivision with access from a cul-de-sac entitled Tatman Court. The final plat was recorded in 1996 which created five lots along with two drainage basin outlots. On the original preliminary plat, "Lot 300" was left as a single 17.6-acre parcel for future development. At that time the developer chose to defer the preliminary subdivision planning for this tract until it was determined to what type of users the property would be marketed to. The developer now desires to further subdivide this tract into nine parcels and construct an east-west cul-de-sac extension from the existing Tatman Court.

## **Discussion**

### *Access*

Access to the East Urbana Industrial Park Subdivision is provided from Tatman Court which connects to Route 130 / High Cross Road. The roadway currently enters the subdivision and heads due west for approximately 183 feet before turning 90 degrees and extended 278 feet to the north ending in a cul-de-sac. The existing roadway serves four existing developments within the industrial park including the Post Office. The replat of Lot 300 will create a “T” intersection at the existing Tatman Court and extend a second cul-de-sac to the west. The east-west roadway will retain the name Tatman Court while the north-south roadway will be renamed to Industrial Circle. Most of the new lots will have access to the new east-west cul-de-sac. The right-of-way for the new roadway will be 66-feet in width which meets the requirements of the Subdivision and Land Development Code.

The preliminary plat indicates that Lot 310 will not have frontage on a public street. The applicant proposes a 50-foot wide access easement across Lot 311 extending to the public roadway. Lot 311 currently contains a warehouse building with a parking lot that accesses Tatman Court. The developer indicates that it is the intention to develop Lot 310 as a mirror image of Lot 311 and that access would be provided via the 50-foot access easement which would essentially be across the existing parking lot. Nevertheless, the request to not have a lot front on a public roadway requires a waiver of the Subdivision and Land Development Code.

The applicant is requesting a waiver to allow the width of the new roadway to be 31 feet in width instead of the required 34 feet. The applicant indicates that there will be no parking on either side of the street and 31 feet should be more than adequate to handle anticipated traffic demands. A similar waiver was granted in 1995 for Tatman Court.

The applicant is also requesting a deferral of the requirement in the Subdivision and Land Development Code to construct a sidewalk on one side of the new roadway until such time as it is considered necessary by the City of Urbana Public Works Department. The Subdivision and Land Development Code requires sidewalks on only one side of roads within an industrial development. There is currently a sidewalk constructed on the east side of Tatman Court which connects the High Cross Road. A deferral for the construction of a sidewalk along the west side of High Cross Road was granted in 1995.

### *Drainage*

The subdivision currently drains runoff into storm sewers that are routed to two large detention basins within the development. The Preliminary Plat approval in 1995 calculated the drainage requirements for build-out of the subdivision. A subsidiary drainage plat has been included with the application and will be reviewed by the Engineering Division of Public Works. This plan must be approved by the City Engineer prior to any new construction.

### *Utilities*

The preliminary and final plats are currently under review by the necessary utility companies. The site is currently served by all major utilities. It is not anticipated that the extension of those utilities to the new lots will be a problem.

### *Waivers*

The developer is requesting two individual waivers from the Subdivision and Land Development Code. The following waivers are requested:

1. Waiver of the requirement 21-36(A)2; Each buildable lot within a new development shall be adjacent to a public street.

*Lot 310 is proposed to be landlocked but accessible via a 50-foot access easement across Lot 311 connecting to Industrial Circle. The access easement will be provided within an existing parking lot which will allow for reasonable access to the lot.*

2. Waiver of the requirement of Table A; Minimum Street and Alley Design Standards requiring a minimum street width of 34 feet for a local road within an industrial development.

*This waiver was granted for the existing Tatman Court when the original Preliminary Plat for the subdivision was approved in 1995. The Subdivision and Land Development Code requires a 34-foot wide roadway when one side of the street is available for parking. The code does not specify the allowable width of the road if no parking is permitted. The applicant indicates that no parking will be permitted and therefore a reduced width is justified.*

3. Deferral of the requirement 21-37(A)3; Sidewalks shall be provided on one side of each street within industrial developments.

*The developer indicates the desire to defer this requirement until the City of Urbana requests the construction of a sidewalk in a location that best serves the development. A similar deferral was granted in 1995 for construction of a sidewalk along the west side of Route 130.*

According to the Urbana Subdivision and Land Development Code, it must be determined that the granting of a waiver from strict compliance with the Code meets the following criteria.

1. There are conditions of topography or other site specific reasons that make the application of any particular requirement of the Land Development code unnecessary or, in some cases perhaps, even useless;
2. The granting of the waivers would not harm other nearby properties;

3. The waivers would not negatively impact the public health, safety and welfare, including the objectives and goals set forth in the Comprehensive Plan;

The two requested waivers do not appear to create any health, safety, and welfare issues and should not negatively impact the function of the development or the ability for the city to provide necessary services. The issue of the sidewalk deferral is still being discussed internally at this time. More information regarding this issue will be presented at the Plan Commission meeting on June 19, 2003.

## **Summary**

1. The proposed Preliminary and Final Plats are consistent with Comprehensive Plan land use and roadway designations for the site.
2. The proposed Preliminary and Final Plats are consistent with existing zoning designations for the site.
3. The proposed Preliminary and Final Plats will allow for the completion of the East Urbana Industrial Park Subdivision.
4. It has been preliminarily determined by the City Engineer that the design of the “T” intersection for Tatman Court and Industrial Circle is the optimal design for traffic flow and safety.
5. The requested waiver to allow the reduction in street width from 34 feet to 31 feet is justified because there will be no parking on either side of the street and there will be adequate street width to serve the anticipated traffic to be generated by the development. This same waiver request was granted for the original preliminary plat and the construction of Tatman Court.
6. The requested waiver to allow Lot 310 to not directly front onto a public roadway is justified because a 50-foot wide access easement will be provided across Lot 311 that will connect Lot 310 with Industrial Circle.

## **Options**

The Plan Commission has the following options in this case:

- a. forward this case to City Council with a recommendation for approval of the proposed Preliminary and Final Subdivision Plats of the East Urbana Industrial Park Subdivision, along with some or all of the requested waivers; or

- b. forward this case to City Council with a recommendation for denial of the proposed Preliminary and Final Subdivision Plats of the East Urbana Industrial Park Subdivision, along with the requested waivers.

**Staff Recommendation**

Staff recommends that the Plan Commission forward this case to the City Council with a recommendation to approve the Preliminary and Final Plats of the East Urbana Industrial Park Subdivision along with the two requested waivers. Staff will have a formal recommendation on the request to defer sidewalk construction at the June 19, 2003 Plan Commission meeting.

- c: Wes Meyers, VSA and Associates, Inc.  
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Attachments: Not available in digital format