



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: The Urbana Plan Commission

FROM: Matt Wempe, Planner I

DATE: February 3, 2006

SUBJECT: Plan Case No. 1975-S-06, General Area Plan and Preliminary Plat for Somerset Subdivision Phase 5 located south of Airport Road between U.S. Route 45 and Fieldcrest Drive.

Introduction

Flessner Development Corporation is requesting General Area Plan and Preliminary Plat approval for a 36-lot development which will be the fifth phase of the Somerset Subdivision in north Urbana. The proposed development is located on a 10.86-acre portion of land south of Airport Road immediately east of the Landis Farms subdivision and west of the previous four phases of the Somerset subdivision. This phase will be separated from the previous Somerset Subdivision phases by land owned by the petitioner and planned for future residential development. The proposed development will be comprised solely of detached single-family homes, and will be zoned City R-2, Single-Family Residential. The petitioner has agreed to annex this phase immediately, and will annex the remainder of the Somerset Subdivision within two years of the recording of this plat. A new annexation agreement will be drafted and presented to the City Council to formalize the petitioner's commitment to annex within this time period.

Background

The petitioner owns approximately 110 acres of land in north Urbana, and has already developed 24 acres as part of the Somerset subdivision. None of these lots are currently within or adjacent to City limits, though the subdivisions are zoned County R-2, Single-Family Residential. The 2005 Urbana Comprehensive Plan identifies the future land use for the tract as Residential. In 1994, the City Council approved an annexation agreement for the first three phases (12.65 acres) of the Somerset Subdivision, and in 2002, approved an annexation agreement for the fourth phase (11 acres). The annexation agreements outlined conditions that required any development to conform to City building codes and subdivision regulations, as well as sharing permit revenues between the City and the County. As part of the preliminary plat approval for Somerset

Subdivision Phase 5, a new annexation agreement will be drafted that will stipulate conditions for annexation of the remainder of the Somerset Subdivision.

General Area Plan

Since the petitioner is only developing a portion of his current land holdings, the Urbana Subdivision and Land Development Code requires that a General Area Plan (GAP) be approved by the Plan Commission. Planning staff provided recommendations for the petitioner in mid-2005 that were consistent with the 2005 Urbana Comprehensive Plan and the Subdivision and Land Development Code, and the petitioner's engineer created the formal GAP. As submitted, the GAP closely mirrors staff recommendations for the area. In addition to access from Airport Road, a new road will provide access to Brownfield Road. The GAP also illustrates a new north-south collector road that, when completed, will be consistent with the Mobility Map of the 2005 Urbana Comprehensive Plan.

The GAP recommends single-family land uses for the area, which is consistent with the 2005 Urbana Comprehensive Plan. A large detention basin will serve as private open space for the development, and a temporary basin will be installed to serve the fifth phase of the subdivision. A bicycle trail will be integrated in the development through wider sidewalks. This bicycle trail will connect the private detention basin to a future bicycle trail along Airport Road, and may be extended south in the future to serve additional development. In addition to this trail, sidewalks will be provided on both sides of the street, which is consistent with previous developments.

Discussion

Land Use & Zoning Designations

The Somerset Subdivision Phase 5 property will be directly converted from County R-2, Single-Family to City R-2, Single-Family Residential. The lots will be developed as detached, single-family housing. This is consistent with other Somerset phases and the land use designations of the 2005 Urbana Comprehensive Plan. The R-2 zoning district requires a 15 foot front yard setback, 10 foot rear yard setback and 5 foot side yard setback. Lots that front Airport Road will have an additional setback to buffer them from the road.

Access

The proposed development will be accessible via Airport Road and Newport Drive from the Landis Farms subdivision. Skyline Drive, which serves as the main road for this phase, will extend into future development to the east, as will Cedarcrest Drive. The GAP further outlines how the proposed subdivision will eventually connect to the rest of the Somerset Subdivision. The City's traffic engineer has reviewed and approved the proposed roads. Sidewalks will be provided on both sides of the street and will connect to sidewalks and the bicycle trail in future phases of the Somerset Subdivision.

Utilities and Drainage

Currently, there is a sanitary sewer main south of the proposed development that will provide service. A public main will be extended up the east side of the road and will be located in the front yard setback.

Runoff on the property generally flows southeast. A stormwater main will be installed on the east side of the road to collect runoff and route it into a temporary detention basin south of the development. As future development occurs, this basin will be expanded. Gas and water service will be provided via extensions from existing service mains along Airport Road. The City Engineer has reviewed and approved the proposed utility plans.

Waivers

The Preliminary Plat identifies one waiver request:

- Reduction in the required street pavement width of the entire development from 31 feet to 28 feet back-of-curb to back-of-curb (Section 21-36, Subsection A(1) of the Subdivision and Land Development Code); and

The granting of the waiver was considered based on meeting the following criteria:

1. There are conditions of topography or other site specific reasons that make the application of any particular requirement of the Subdivision and 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;

Planning and Engineering Staff have reviewed the requested waiver and support its approval. The reduction of right-of-way width is requested in order to provide slightly larger lots along these streets. The reduced width still allows for a parkway strip between the curb and sidewalk. The reduction in pavement width is preferable to wider roads which encourage speeding and create unnecessary expense and stormwater runoff. This waiver is a common request in new subdivisions, and it is anticipated that the City will reduce the pavement width requirement in future revisions to the Subdivision and Land Development Code.

Summary

1. The proposed Preliminary Plat would be consistent with 2005 Urbana Comprehensive Plan land use and roadway designations for the site.

2. The proposed Preliminary Plat would allow for the establishment of a new local level street that will efficiently serve the development and future expansions, and will have road connections to neighboring subdivisions.
3. The proposed Preliminary Plat will be immediately annexed into the City.
4. With the exception of the proposed waiver for reduced pavement width, the proposed plat meets the requirements of the Urbana Subdivision and Land Development Code.
5. The requested waiver has been reviewed by Planning and Engineering staff, and should not pose a negative impact to the area.
6. The Somerset General Area Plan is generally consistent with the 2005 Urbana Comprehensive Plan, including provision of new roads and future land uses.

Options

The Plan Commission has the following options with regard to the General Area Plan:

- a. Approve the Somerset Subdivision General Area Plan; or
- b. Deny the Somerset Subdivision General Area Plan.

The Plan Commission has the following options with regard to the Preliminary Plat:

- a. Forward the case to City Council with a recommendation for approval of the proposed Preliminary Plat of Somerset Subdivision Phase 5; or
- b. Forward the case to City Council with a recommendation for denial of the proposed Preliminary Plat of Somerset Subdivision Phase 5.

Staff Recommendation

Based on the evidence presented in the discussion above, and without the benefit of considering additional evidence that may be presented at the public hearing, staff recommends that the Plan Commission **APPROVE** the Somerset Subdivision General Area Plan and forward the Preliminary Plat of Somerset Subdivision Phase 5 to the Urbana City Council with a recommendation for **APPROVAL**.

Prepared by:

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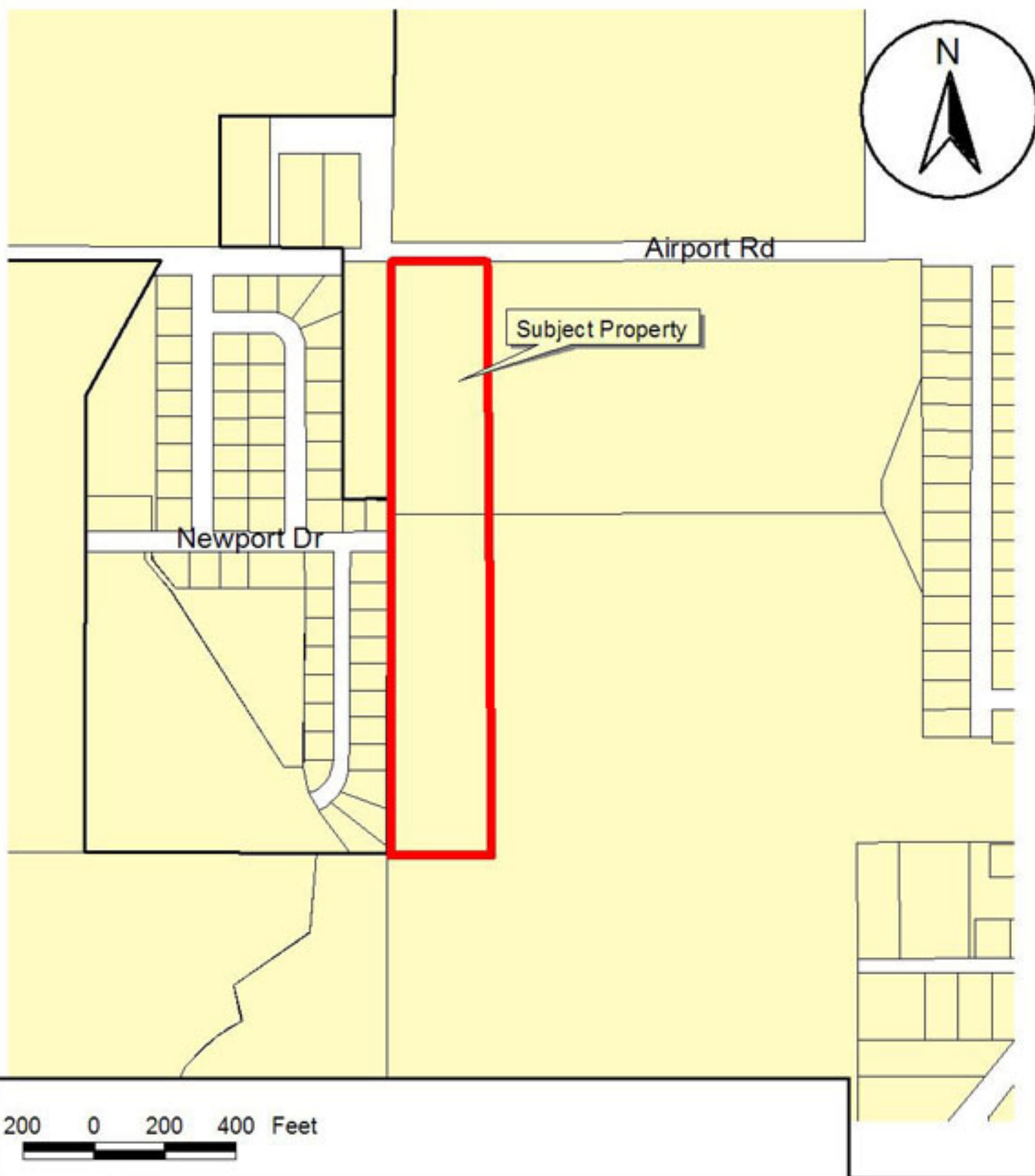
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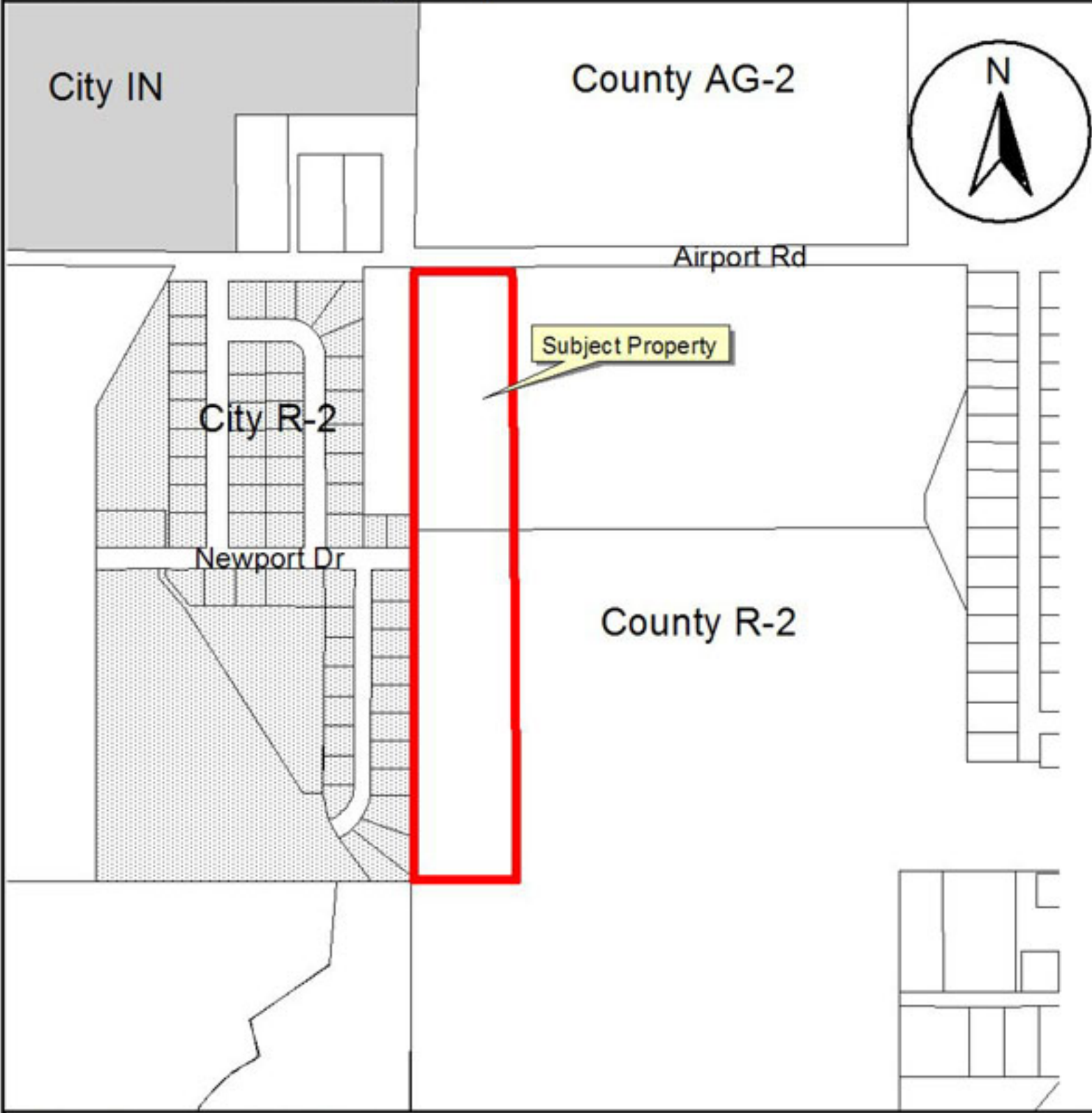
Attachments: Exhibit A: Location Map
Exhibit B: Zoning Map
Exhibit C: Existing Land Use Map
Exhibit D: Future Land Use Map
Exhibit E: Aerial Map
Exhibit F: Somerset General Area Plan
Exhibit G: Somerset Phase 5 Preliminary Plat

Exhibit A: Location Map



Plan Case: 1975-S-06
Petitioner: Flessner Development Corporation
Location: South of Airport Road, East of Goodfield Dr
Description: Preliminary Plat for Somerset Subdivision Phase 5

Exhibit B: Zoning Map



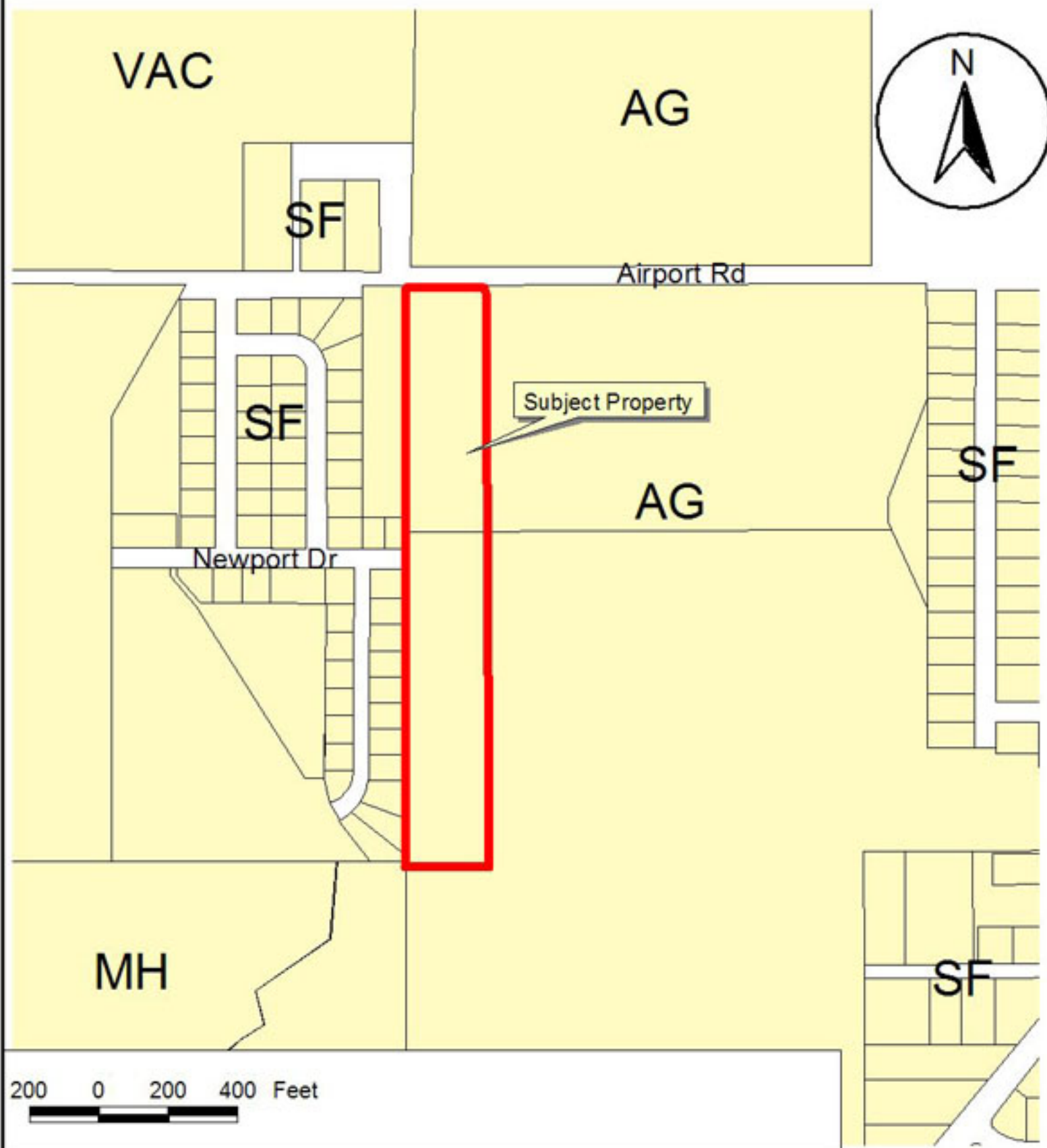
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- City R2 - Single Family
- City IN - Industrial
- County R-2 -
- County AG-2 - Agricultural

Exhibit C: Existing Land Use Map

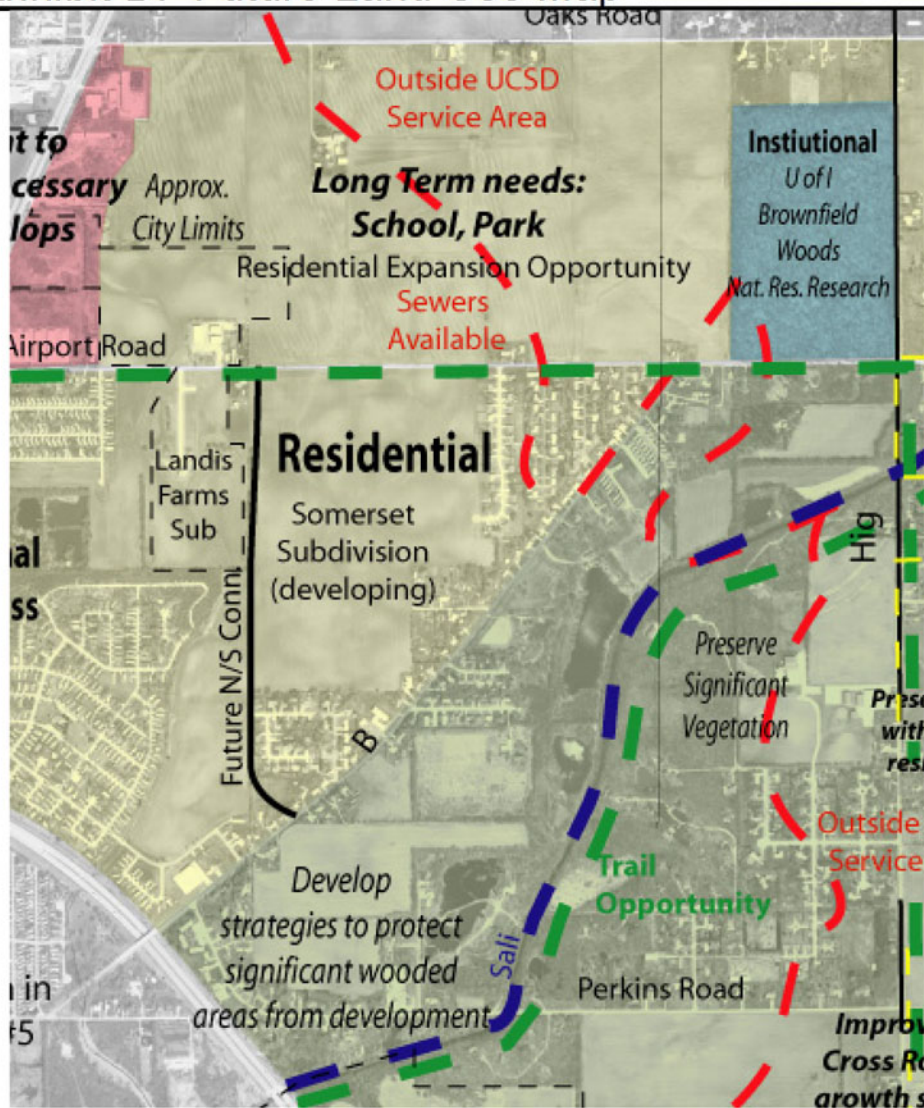


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AG - Agriculture
SF - Single Family
MH - Mobile Homes
VAC - Vacant Land

Exhibit D: Future Land Use Map



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Exhibit E: Aerial Map



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Somerset Subdivision General Area

Drafted 02/02/2006 by Community Development Services - mhw

