

**MINUTES OF THE OTTAWA PLAN COMMISSION
RESCHEDULED MEETING
June 3, 2019**

Chairman Brent Barron called the meeting to order at 7:00 p.m. in the Ottawa City Council Chambers.

ROLL CALL

Present: Barron, Burns, Buiting, Carroll, Etscheid, Reagan, Sesto, Stone, Volker (7:05pm)

Absent:

Others: Commissioner Ganiere, Tom Duttlinger, Tami Koppen

MINUTES OF PREVIOUS MEETING

Moved by Debby Reagan, second by John Stone the March 18, 2019 minutes be approved with the correction to the spelling of Tramlaw.

NEW BUSINESS

a. *Public hearing for a zoning amendment from A-1 (single family) to D (commercial and light industrial) for properties owned by Michael and Leann Whitney-*

Address: 2054 North 31st Road, Ottawa IL 61350 -- PIN: 15-33-117-000

Address: 2044 North 31st Road, Ottawa, IL 61350 -- PIN: Part of 15- 33-116-000

Mike Whitney stated this property is a trucking company and has always been a trucking company. Would like to further develop the property. They haul sand, about 36 trucks a day to Wedron and Utica.

Mike Buiting – LaSalle County Access Ordinance doesn't allow grandfathering when the use changes. Mike said go see the LaSalle County to see what is needed for access requirements.

Debby Reagan – posted sign fell down, asked if fast food and hotel is allowed in D.

Tami – yes those uses are allowed in D zoning

Debbie Burns – entry way to the City, need plan. Spoke with the neighbor and they want to stay residential.

Mike Whitney – the whole area was commercial (B-2) under LaSalle County Zoning. Would like it paved, but costs are too high. Start by paving the entrance then do a little section each year.

Debby Reagan – can a moratorium be put on zoning in this area until a plan is put in place?

Tom Ganiere – doesn't think statute would allow as there is a timeframe for Zoning

Being no further business, Moved by John Stone that OPC recommend that the City Council approve the zoning amendment from A-1 (single family) to D for properties owned by Michael and Leann Whitney: Address: 2054 North 31st Road, Ottawa IL 61350 -- PIN: 15-33-117-000 and 2044 North 31st Road, Ottawa, IL 61350 -- PIN: Part of 15- 33-116-000, per staff report.

Seconded by Jackie Etscheid.

Ayes: Brent Barron, Debbie Burns, Mike Buiting, Doug Carroll, Jackie Etscheid, Debby Reagan, Curt Sesto, John Stone, Todd Volker

Nays: None

Motion Carried.

Moved by Debbie Burns that OPC recommend that the City Council invest in an evaluation of the comprehensive plan along the Route 71 corridor, Route 6 & 71 intersection to Rutland School, by professional planning services and Plan Commission to be a part of the plan.

Seconded by Todd Volker .

Ayes: Brent Barron, Debbie Burns, Mike Buiting, Doug Carroll, Jackie Etscheid, Debby Reagan, Curt Sesto, John Stone, Todd Volker

Nays: None

Motion Carried.

b. Discussion of the RFQ for Columbus Street Rail Crossing Feasibility Study

Debby Reagan stated she was contacted by a neighbor regarding the study. Then obtained a copy of the RFQ from Tami. John Stone – this was talked about at Port Authority meetings.

Moved by John Stone that OPC be informed on further updated on the rail study.

Seconded by Mike Buiting.

Ayes: Brent Barron, Debbie Burns, Mike Buiting, Doug Carroll, Jackie Etscheid, Debby Reagan, Curt Sesto, John Stone, Todd Volker

Nays: None

Motion Carried.

Brent Barron noted Doug Carroll is resigning after this meeting.

There being no further business, the meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Tami L. Koppen

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MEMO TO: Plan Commission

FROM: Tami Koppen

DATE: May 22, 2019

REQUEST: Zoning Amendment; zoning to D Industrial

LOCATION: 2054 N 31st Road, Adjacent to IL Route 71

COMPREHENSIVE PLAN: Commercial Business Park and Light Industrial

DISCUSSION:

Applicant requests property at 2054 N 31st Road be zoned D Industrial. This property is currently being used a truck terminal and in December of 2018 the City of Ottawa forced annexed the property thus zoning the property A-1 residential.

ANALYSIS:

The Plan Commission shall not recommend nor shall the City Council grant an amendment to alter the zoning district boundary lines unless it shall make findings based upon the evidence presented to it concerning the following matters:

1. *Existing use(s) and zoning of the property in question;*

Property is zoned A-1 (Single family residential), but it being used as a truck terminal.

2. *Existing use(s) and zoning of other lots in the vicinity of the property in question;*

When analyzing the impacts of this rezoning it is necessary to look at the surrounding property uses and their zoning. Below is a list of zoning surrounding the parcels:

North: A-1 (Single-family Residential) District and E (Industrial)

South: E (Industrial) District

West: A-1 (Single Family Residential) and D (Commercial and Light Industrial)

East: E (Industrial) District

3. *Suitability of the property in question for uses already permitted under existing regulations;*

The property is not suitable for the existing zoning classification as it has a pole building and is being used as a truck terminal.

4. *Suitability of the property in question for the proposed use;*

The property is suitable for the D (commercial and light industrial) zoning classification. In addition the property is mostly surrounded by commercial/industrial zoning except for the properties that were forced annexed which are A-1 (single family residential). However, a truck terminal is not the most attractive business for one of our gateways into town.

5. *The trend of the development in the vicinity of the property in question, including changes (if any) which may have occurred since the property was initially zoned or last zoned; and*

This area is a mix of land uses. A few homes, farm land, gas stations, truck car wash, trailer sales and industrial warehouse.

6. *The effect the proposed rezoning would have on the City's plans for future development.*

The Comprehensive Plan recommends the future land use of this area as Commercial Business Park and Light Industrial, see below for additional information. While the zoning classification is appropriate the use of the land is not ideal.

From the 2014 Comprehensive Plan ----

Commercial: Business Park and Light Industrial

This land use designation preserves land that can accommodate major new business parks and corporate campuses, with a major focus on the land around the I-80 and IL-71 interchange.

This is an opportunity to create a strong gateway to that Ottawa that takes advantage of the natural resources of the land and the proximity to the Fox River. Support uses can include retail, light industry and other job producing and revenue generating uses.

