

**MINUTES
CITY OF ST. CHARLES, IL
PLANNING AND DEVELOPMENT COMMITTEE
MONDAY, FEBRUARY 13, 2012 7:00 P.M.**

Members Present: Chairman Carrignan, Ald. Stellato, Monken, Payleitner, Turner, Rogina, Martin, Krieger, Lewis, Bessner

Members Absent: None

Others Present: Mayor Donald P. DeWitte; Brian Townsend, City Administrator; Rita Tungare, Director of Community Development; Matthew O'Rourke, Planner; Russell Colby, Planning Division Manager; Chris Tiedt, Development Engineering Manager; Chris Aiston, Director of Economic Development; Officer Mahan, Police; Officer Clark, Police Tom Good, City Attorney

1. CALL TO ORDER

The meeting was convened by Chairman Carrignan at 7:00 pm.

2. ROLL CALLED

3. CITY ADMINISTRATION

- a. Consideration of Request from Pride of the Fox for City of St. Charles to serve as Title Sponsor of 2012 St. Patrick's Day Parade.

Mr. Townsend said for many years the City has provided support for the St. Patrick's Day Parade that typically includes a 50% discount on the cost of City services and that this year the organizers for the event have requested a title sponsorship or a cash sponsorship in addition to that subsidy related to City services. Mr. Townsend said staff is looking for guidance on whether Council is interested in doing this and what it would mean for other future events.

Aldr. Bessner said he feels the City should do the sponsorship to keep the parade and other festivals down the road to maintain the quality level of excitement that they have in the past.

Aldr. Martin said he would have some difficulty supporting this particular event and not giving everybody else equal opportunity for the funding.

Aldr. Stellato said in looking at the date of the event, there will not be a lot of time to set policy and he feels at this point it will be on an individual basis. He feels personally that the event is important enough, it will stimulate the economy, and the amount is affordable. He said in this case he doesn't mind sponsoring it not knowing what will be done in the future for other groups, but that a future discussion should take place in

regard to how other events will be handled to give everyone a fair shot at funding. Aldr. Monken agreed with Aldr. Stellato.

Chairman Carrigan said he assumed the funding would come from the general fund and that with the lack of snow plowing this year it would be feasible, but that his concern is setting precedence and policy. He feels the St. Patrick's Day parade is important and that sponsorship should go forward at this time but that there needs to be further discussion as to how this is addressed as a whole.

Aldr. Turner said if there are funds available for the Charlemagne awards dinner through the Chamber of Commerce, he feels the City can support this endeavor also.

Aldr. Krieger agreed that a future policy needs to be set.

A motion was made, seconded, and passed by unanimous vote for the consideration of request from Pride of the Fox for City of St. Charles to serve as Title Sponsor of 2012 St. Patrick's Day Parade.

4. COMMUNITY DEVELOPMENT

- a. Recommendation to approve a Plat of Easement between the St. Charles Park District and the City of St. Charles.

Mr. Tiedt explained that in approving the plat of easement the City would then have access to maintain the water main.

A motion was made, seconded, and passed by unanimous vote to approve a Plat of Easement between the St. Charles Park District and the City of St. Charles.

- b. Recommendation regarding a request to reduce 20' separation between building and public water main for proposed development located at 1510 E. Main St. (former Baker's Square).

A motion was made, seconded, and passed by unanimous vote for a continuance regarding a request to reduce 20' separation between building and public water main for proposed development located at 1510 E. Main St. (former Baker's Square).

- c. Recommendation to approve the Tyler Production Final Plat of Subdivision (410 S. Tyler Road).

Mr. O'Rourke reviewed the staff report dated 2/3/12 and stated staff recommended approval.

Aldr. Turner said he feels it's a good deal especially with the storm water situation on the site. Aldr. Stellato also commented in its favor.

A motion was made, seconded, and passed by unanimous vote to approve the Tyler Production Final Plat of Subdivision (410 S. Tyler Road).

- d. Recommendation to approve Map Amendment, Special Use for Planned Unit Development, and PUD Preliminary Plan (Lexington Club PUD).
- Attachment: Staff Materials and Applications
 - Attachment: Traffic Study Information
 - Attachment: Utility Studies
 - Attachment: Plan Documents
 - Attachment: Correspondence

Chairman Carrigan said that as the process moved forward, he felt its time for the Committee to start asking questions and debate the merits of the project. He noted two things worthy of answers- one being the new information in the packet regarding traffic, and also a question raised by an email regarding the calculation of density.

William Woodward-Senior Consultant- KLOA-said in regard to the memo dated February 2, 2012 issued by KLOA that there was an issue of whether or not the traffic volumes counted in 2009 still held good based on changes to the area, one being the catholic school closing down and the other being the private bus company (ICSB) added to the area and generating more bus traffic. He said new traffic counts were performed on January 31, 2012 from 6am-9am and from 3pm-6pm and the peak hours are generally the same as the study from 2009 being 7:30am-8:30am and from 4:15pm-5:15pm. He said overall they found that at the 7th St. and Main St. intersection there is a reduction in traffic for the morning hours and about the same traffic in evening. He said based on the 2009 study the numbers are conservative because they were higher, and that on top of that, side traffic and regional growth factors were added.

Chairman Carrigan asked if any particular weather event was going on the day of the study that would impact the numbers. Mr. Woodward said no it was made sure it was a sunny day with no snow and that it was a manual count.

Aldr. Stellato asked about the percentage comparisons between 2009 and 2012 being down 76% at 9th St. and Dean St. and asked how that happens. Mr. Woodward explained that those streets do not receive a lot of traffic to begin with and that the difference can generate the 76% decrease. Aldr. Stellato asked where all the traffic has gone and how did it change so significantly in the last 3 years. Mr. Woodward said it's a summation of all the individual movements of traffic going through the intersections.

David Amundson-500 Cedar St.-stated that the numbers and percentages do not add up and that the neighborhood does not care how many cars are on Route 64, they care about 7th, 3rd, and State St, and he wanted to know if it can be quantified what the differential was on those roads. Mr. Woodward said the traffic study done is conservative and shows that the 2009 study is slightly higher than the one done last month and the findings and recommendations done are solid.

Chairman Carrignan asked if the City's traffic consultant had reviewed KLOA's study. Ms. Tungare said no because it was only traffic count numbers. Aldr. Rogina also called attention to the numbers not adding up on the traffic counts. Chairman Carrignan confirmed that there are errors to the percentage calculations.

Craig Bobowiec- 508 Cedar St.-requested that the City have an independent expert do the traffic studies. He said he has spoken to a consultant who would like to look at the traffic study and also the marketing study. He said the conservative traffic numbers do not make sense, and again asked for an independent study to be done before a final vote is made.

Chairman Carrignan asked for an explanation by staff regarding the density calculation. Ms. Tungare said she wanted to preface her comments by saying that the calculations or methodology used for Lexington Club is consistent with how it has been done for several years. She said the density in the City's Comprehensive Plan is defined as the number of dwelling units per acre excluding land with environmental constraints; such as ponds, lakes, wetlands and slopes greater than 12%. She said the City has been consistent with the method of calculations for Lexington in regard to two concept plans that were reviewed in 2008 and 2009 and then subsequently with the current proposed plan. Ms. Tungare said density was calculated by determining the overall site area and took into consideration property that is to be developed and also land that would be portions of existing streets. Ms. Tungare said the site area totaled up to 28.7 acres and that in coming up with the area, that the unusual shape of the property, existing conditions and topography had to be figured in. Once the site area was determined, then land area for environmental constraints was deducted and those numbers were based on existing conditions. The total site area minus environmental constraints, 5.07 acres, was deducted from the overall site area, resulting in an area of 23.6 acres. Ms. Tungare said per the Comprehensive Plan the medium density range is 2.5-6.5 dwelling units per acre, which is 59-153 unit range. Ms. Tungare also made note that density is only one of the factors considered in reviewing in a development project.

Chairman Carrignan noted that the density discrepancy came from the submittal by the developer and that they used their own numbers and methodology, but that the Committee looks at the methodology used by staff.

Chairman Carrignan said the goal for the night was to come to a compromise to figure the plan out, but that he had no problem moving this out another 30 days, but did note that he felt it would be a shame to leave this property fallow; he then asked for the Committee's questions and comments.

Aldr. Stellato asked if it is decided not to go forward with residential, would the site continue to remain Special Manufacturing. Mr. Colby said that is correct. Aldr. Stellato said from a land use standpoint, it is disconcerting to him that the City would allow the property to remain zoned as Special Manufacturing when there could be something like a warehouse distribution facility developed on the site that would allow a 266,000 sf.

building. Mr. Colby said yes, that is what was estimated during the Comprehensive Plan amendment process. He said in looking at the property, a comparison was made between this property and the Legacy Business Park, it was determined that a development of that type of this site could allow 266,000 sf.

Aldr. Stellato said his concerns are not only the mass of a building that but also the truck traffic that could come through the neighborhood to get to the site, and if there is anything the City could do to stop that. Mr. Colby said that provided the use that is operating there is permitted in the M1 zoning district, they would be able to apply for a permit to construct and operate that business without going through any public review process. Aldr. Stellato asked in regard to the bus barn, would it be allowed to be put on this site as a special use. Mr. Colby said that is correct, and it would need to go through the special use review process.

Aldr. Stellato said in regard to the residential TIF that he cannot support not changing the land use on this site. He then clarified that zoning cannot be changed without cooperation from the owner. Mr. Colby said that is correct. Aldr. Stellato said the land use issue is not a concern of his any longer and he feels the only other choice for this use is some form of residential, but that it needs to be discussed as far as density and traffic issues pertaining to this project and he feels the Special Manufacturing zoning is not the proper use for the neighborhood.

Chairman Carrigan asked if in regard to the land use, do the Map Amendment, the Special Use PUD and the Preliminary Plan applications have to move along together, they cannot be separated. Mr. Colby said correct, the Map Amendment request is based on the plan that is being presented.

Aldr. Rogina asked about remediation requirements for industrial vs. residential use. Mr. Colby said remediation standards administered by the IEPA are lower for an industrial land use. The level of cleanup for residential land use is much higher and some contaminants at the site could potentially remain on the property provided they are sealed off or there is an engineered barrier put over them.

Aldr. Turner asked if the site could be re-zoned residential but not approve this plan as presented. Mr. Colby said the application was submitted by the property owner so it would be their choice if they would like to modify the application, but based on the request made for the two different zoning districts based on their site plan, it would probably not be logical to rezone the property without that plan being approved as well. Mr. Colby said but procedurally it could be done.

Chairman Carrigan asked if the City can unilaterally go for a zoning change on a piece of property. Tom Good-City Attorney- said yes, but that in this case, the current application would need to be brought to a conclusion.

Commander Mahan-St. Charles Police Dept.-reviewed the memo submitted by the Police Dept. for the traffic issues in and around the proposed Lexington Club development

including the observations of where ICSB busses are traveling. Commander Mahan said that due to improvements made to the ICSB property, their busses should no longer be traveling on the streets surrounding the site. He said in regard to safety issues at the intersection of Dean/9th St./State St. that in the past three years, the few crashes listed were property damage only, no reported injuries and that while the roadway is not the best layout or configuration, there is not an abnormal amount of crashes at the intersection. He did suggest a traffic circle similar to the intersection of South 14th/16th St. if there would be an increased volume of traffic due to the Lexington Club.

Chairman Carrigan asked if there would even be enough room to put a traffic circle there. Commander Mahan said it would need to be looked at closer to see if it's possible, but he feels it could improve the traffic of all three legs.

Aldr. Rogina asked about HLR's recommendation to install a flashing red light on the stop sign at 9th and State St heading west. Commander Mahan said that would help with the roll-through right turns and would make the stop sign more prominent but he was unsure of the effect it would have on traffic.

Chairman Carrigan asked in regard to the absence of St. Patrick's Church, has there been a significant reduction in traffic. Commander Mahan said in the general area yes.

Aldr. Rogina asked if the City may meet the warrant for a traffic signal at State St./N. 2nd St. Commander Mahan said he doesn't want to imply that State St./N. 2nd St. is a top-ten, accident-prone intersection, but that it is a difficult intersection and in looking at numbers alone it might not warrant that, but looking specifically at the type of crashes it could be possible and that would be an IDOT issue as well.

Tom Good made a note that the City does have the right to rezone a piece property, but it's somewhat uncommon to do it as one individual piece versus a comprehensive rezoning. It is possible but you must be careful because it's also interference on the property owner's rights and is subject to the same LaSalle standards which apply to a rezoning of the property.

Aldr. Rogina said he was happy to see that there is a possibility for a sidewalk between 7th and 9th St.

Aldr. Stellato asked if it will be better to leave the parking on State St. to calm the traffic down. Commander Mahan said yes parking on the street does help with that, and taking that away will open the street up for people to travel faster.

Aldr. Rogina asked about the suggestion from the Police Dept. for prohibiting parking on 7th St. Commander Mahan said they felt it could alleviate some congestion on 7th and west Main St. and that there was some discussion of widening for turn lanes, and if that were to happen the congestion would naturally go away.

Aldr. Bessner asked about HLR's response in regard to 7th and Main and if the numbers were based on improvements in the future. Commander Mahan said he could not speak specifically on the study, but if a right turn lane was added on the approach to Main St. on north 7th St., vehicles would not have to wait behind vehicles wanting to go left or straight, so the queues could be lowered a bit. Aldr. Bessner asked if without the improvements, if there would be a queue of 13 cars. Commander Mahan said he did not have the study in front of him but that it did sound familiar. Diane Lukas-HLR-said the traffic study was just a review and the information given by KLOA prior to recommending any improvements, so the study is with the Lexington Club proposed traffic added, with traffic being 100 ft. longer in the morning and 150 ft. longer in afternoon rush hour, and that the improvements will help. She added that in the morning, that adding the right turn lane would help but that the left turn lane would also help due to delays caused by right-turn traffic waiting for the crossing guard.

Aldr. Rogina asked about the current flooding situation of State St. Creek and whether the proposed development would exacerbate the situation, because evidence shows that the development would not create a harm to the neighborhood but possibly create an improvement.

Mr. Tiedt said the stormwater report identified that in the current existing conditions that there are 3 tributary areas. For 100-year peak discharge for conditions today, the discharge rate for area 1 is a 12.72 CFS flow rate; for area 2 is a 54.5 CFS flow rate; and for area 3 is 16.31 CFS. Development cannot increase flows from the site, they have to be decreased to meet the guidelines in the Ordinance. He said the storm water report that was submitted states that with the system and the detention ponds, the 100-year discharge rate coming from pond 1 is 1.09 CFS, pond 2 is 1.15 CFS, and pond 3 a .05 CFS discharge, so all will be drastically reduced with the detention ponds and the release rate will be much slower. He said there is definitely an improvement in the sense of reducing the peak discharge rates going from the site to State St. Creek.

Aldr. Rogina asked if there is a possibility of a worse situation before the project is completed. Mr. Tiedt said typically not because the Ordinance requires the detention ponds to be installed first and seeing though there is a lot of earth work that needs to happen to level the site off, they will have to dig the ponds out first and during construction there will be silt fence and erosion control measures in place that will reduce erosion into the creek.

Aldr. Rogina said the current flooding of several yards along Dean St. would be an issue for Government Services and said there should be a conversation held in regard to that, and given the fact that there are still problems on the other side of town as well, within the next 60-90 days.

Chris Tiedt said there is a 100-year mapped floodplain that follows State St. Creek and it encroaches into some properties more than others. Some of the flooding there is expected due to it being a mapped floodplain, but he did confirm with Public Works to hear if there were any additional floodplains they were aware of and to their knowledge most issues in

the past pertain further east toward 4th, 5th and the Fox River. He said typically the maintenance programs cover the box culvert, making sure they are free of debris and obstructions so flood water can pass through.

Mr. Tiedt said he did confirm the creek is under the jurisdiction of the Army Corp. but that the ownership of the creek does fall to the property owners and that the onus is on the property owner to maintain that channel, but any modification would need a permit from the Army Corp.

Aldr Rogina asked what the process will be to remediate or test the land next to the Creek. Mr. Tiedt said he would have to defer that to Huff and Huff, the environmental consultant for the Lexington project, but as far as remediation in the creek, an Army Corp. permit would need to be acquired.

Chairman Carrignan asked for clarification in stating that the Lexington development would significantly improve the water runoff in State St. Creek. Mr. Tiedt said yes it would be an improvement. The Ordinance requires a retention component which essentially is to retain the first three quarter inches of rainfall to allow any oils or metals that come from the road to settle, so they do not dump into the creek and work their way down to the river. It would also help with the flash flooding condition.

Chairman Carrignan asked why so much of a variance is needed for the lot areas for the row homes. Terry Smith-BSB-said that area of the site is very narrow and in order to provide enough right-of-way for Mark Street, it takes away even more land, so they are very limited as far as the building type that could be put in the location. Chairman Carrignan said it's a 2 to 1 ratio. Mr. Smith said that is correct.

Chairman Carrignan asked in regard to the single family two-story homes, in the RT3 zoning at 25% footprint, why is a 45% footprint requested. Mr. Smith said because Lexington is looking for the right and opportunity to build ranch homes which take up a larger footprint, but said they will not all be ranches, but to maintain flexibility for what the market will dictate.

Aldr. Stellato asked at what point will it be heard from the developer if points have been agreed on in regard to the Plan Commission recommendation as to the certain type of building material used, the variance for the row homes, off site traffic improvements, and density issues. Chairman Carrignan said in compiling all of these questions, he would at the end ask for Lexington's response.

Aldr. Rogina asked what the response would be if a motion was made with a request to return to Committee with a plan where the majority of the units in the development would be single family. Henry Stillwell-Attorney for the applicant-said with all due respect, they would not be able to accommodate that request. He said they have spent a great deal of time working with staff and other taxing bodies trying to find the solution for a challenging site and there has been compromise on both sides. He said a request as dramatic as a majority of single family homes is not realistic and that they would have to

go back to the drawing boards and figure out where the property owner would go from that point.

Aldr. Krieger asked if it would be possible to remove the row homes due to them not fitting. Mr. Stillwell said there is a benefit to having the row homes not only because it's a solution to the more challenging part of the site, but also to add product variety. He said the row homes were always a large component of the site by the direction of the City. He said the applicant has been transparent relative to why its need is what it is and there is no problem at all discussing that in public and they are comfortable requesting what they are requesting because they have substantiated the basis for the request.

Aldr. Turner said townhomes are not wanted and he does not see how the plan is a benefit to the City when the residents have strongly stated they do not want that type of housing. Mr. Stillwell said they have spent five years based upon the direction of the City and its new Comprehensive Plan. He said he respectfully responds that he doesn't feel it's a reflection of the community at large that they do not want this because the Comprehensive Plan states otherwise. He said there is probably not a single project that deals with land use entitlement that is not met with opposition especially with immediately adjacent neighbors and that is why there has been so much time spent with City staff to be sure what was brought forward met the criteria of the Comprehensive Plan and represented a reasonable compromise with respect to what is being asked for in concessions relative to the Zoning Ordinance.

Aldr. Turner said there was a plan in 2009 that was very accepted and now there is this higher density plan and it needs to be brought down. He asked what is preventing them to change the price points on the single family homes to at least eliminate a portion of the townhomes. He said in regard to traffic, he feels that if some of the townhomes on the east were moved and instead were single family homes, this would change the traffic. An exit and entrance from the east would improve traffic instead of forcing it up 7th St. He said in looking at the social consequences of what the traffic will do to the neighborhood, the development is just not worth it at this point in his opinion, regardless of what the numbers say and that he feels none of the streets in the area are designed for what is being proposed. He suggested north 3rd St. as a better entrance/exit and that if density was decreased it would be another ball game. Mr. Stillwell said if the streets were not designed for the traffic volumes proposed by the project then it has been mis-zoned for a long time. He said he understands and does not discount that but that is why they had KLOA working on it while they try to figure out the best alternative to an effective traffic design and street improvements. He said he feels both KLOA and HLR have confirmed that based upon volumes and service levels it is acceptable and appropriate.

Aldr. Rogina said he respects Mr. Stillwell for showing up and eloquently representing his client and he wants to see the property developed residential. He said in regard to the points Aldr. Stellato mentioned as far as the consequences of not developing this property and that there is concern, but having said that, he feels that in following the Comprehensive Plan and working well with staff, he still feels that single family will blend a lot nicer with the surrounding neighborhoods.

Aldr. Martin agrees that it should be developed as residential and he can see all sorts of problems with industrial or manufacturing. He said both issues that he has had since the beginning are the density and traffic. He said with the space available on site that 100 single family homes could fit there and that is more the number he has in mind, and in compromising, if the townhomes were moved to along the railroad tracks, get rid of the row houses and put single family next to the rest of the neighborhood, that would make him happy with the residential part of it. He said in regard to the traffic that south bound on 7th and Main St. is a nightmare even now and that his preference to correct it would be a left turn lane so it would not hold up people going west or straight. He also said 9th and State St. has a problem with west bound traffic going up the hill and traffic on Dean St. affects people on State St. State and 2nd St. is quite a ways away from the development but feels it's a great opportunity for the developer to show the community that their heart is in the situation and install maybe a left hand turn lane which would really help, especially with the proposed new development possibly bringing in another 300 cars per day to those streets. He also said 9th and Main St. is a dangerous intersection, so maybe a left turn lane there also. He said maybe they are asking too much of the developer to resolve all the issues and he would be agreeable to proceed with the changes over a period of time in the future after the project gets rolling.

Aldr. Krieger supports and agrees with Aldr. Martins plan.

Aldr. Bessner said he would like to see more single family homes but that it is not a deal breaker for him but would be a positive improvement. He also said he is concerned about traffic not only at 7th and Main but also at Route 31 and State St. and if HLR and the Police Dept. recommend the improvements, but not staff, he is curious what type of plan could be in place to not create any lag time while its being built out so there will not be the degrees of traffic that have been suggested.

Aldr. Lewis said she has asked people in regard to the density issue, at what point is it not too dense anymore. Mr. Stillwell said if it's over 6.5 units per acre it's too dense. Aldr. Lewis agrees that single family homes are needed, and that she would like to see some of the townhomes removed. She said the Comprehensive Plan was looking for townhomes that had back-loading garages. Aldr. Lewis said she would like to see something done with the property that is compatible with the neighborhood, community and for the applicant who needs to see a profit on the venture, but she is not sure if it can be a profit at the expense of what's best for the City. She would like to see a compromise and feels they are on the right track. Mr. Stillwell disagreed and said with the comments being heard it's discouraging after five years of effort and he feels they have been given conflicting direction. He said more importantly what is wanted are ways to increase the cost of development but severely limit the vehicle by which funds are created to pay the cost and there is no way they can accommodate the requests and suggestions.

Aldr. Payleitner said she does not live in the area, but travels the area every day and when she is there between 8:30am-9am there are maybe three cars. She said in regard to townhomes versus single family, with single family being more desirable, everyone is concerned about maintaining the area. For new construction with the price break and

value of the homes in the area, the townhomes are needed to average it out. Mr. Stillwell said there is no pricing elasticity. Aldr. Payleitner asked Aldr. Turner and Aldr. Rogina aside from traffic, what is the concern of density. Aldr. Turner said he didn't think he would have an issue with 100 single family versus 100 townhomes. Aldr. Payleitner asked if beside the traffic is there an issue with density. Aldr. Turner said he feels there are just too many homes for that area of the City given that you're dropping a suburban development in the middle of a mature area that was never meant to handle it. Aldr. Rogina asked if a proper balance is 28 single family homes and over 100 townhomes. Aldr. Payleitner said in conceding marketing to Lexington Homes, they know what will sell, and have done the research. Aldr. Payleitner asked if density creates an issue besides traffic. Aldr. Rogina said it is not an issue of townhomes being bad and that he himself lives in one, he just feels there should be a proper balance. Aldr. Payleitner asked where the neighborhood starts and ends. Aldr. Rogina said he doesn't feel the development is an intrusion and that it's been well thought out but there are some glitches.

Aldr. Rogina said as far as the applicant being disappointed, it's the Committee's first chance to have some interaction publicly. Mr. Stillwell said with all due respect, concept plans have been brought and the discussion over intensity and uniformity of single family homes was never discussed in five years.

Aldr. Monken said he feels this needs to be developed and will enhance the existing neighborhood but that the traffic issues need to be addressed.

Aldr. Stellato said this should not be resolved tonight, that the developer needs to go back and think and take the Committee's comments into consideration. He pointed out that five years ago it was known that there would be some type of gap making this development work and that the worth of the project has been proven in order to acquire a residential TIF. He commended both the developer and the neighbors for being cordial through the process. He still feels the property needs to be developed but that the developer has to consider the off-site traffic improvements requested and come back with a number for the Committee to look at.

Chairman Carrignan noted that back when this plan was first proposed back in 2006 to remember that 40% of the Council is new since then. He also noted that from 2006 to 2012 there has been a significant issue in the market place and it has changed for everyone. He then thanked all the neighbors for enlightening the Committee. He said the density is not an issue, it's a numbers game, and it all goes back to the traffic issue. He doesn't feel it needs to be half single family, he feels that the 2009 proposal really has a good balance of 36 single family and 89 multifamily, he said he is not sure if 125 is the magic number but a number in that area will work. He feels that the closing of St. Patrick's school has taken traffic pressure off the street right now and the proposed development will just bring it back to those levels during those peak times. Chairman Carrignan said he has been observing the area and there are two windows during the day when there is traffic and the rest of the time it's relatively easy to drive through. He also said he would keep the parking on street to keep the traffic calm and slow. He said every

good business man has a plan B and he thinks in the range of 115-130, 130 being high, that is the target to shoot for.

Aldr. Turner said he would be satisfied with the 2009 plan.

Mr. Stillwell asked if there is elasticity in every aspect of the application and the opportunity to sit down and discuss the financial impact of more improvements, less density, greater gap and can the TIF even support it. Chairman Carrignan said it's all in play.

A motion was made, seconded, and passed by unanimous vote for a continuance for the approval of Map Amendment, Special Use for Planned Unit Development, and PUD Preliminary Plan (Lexington Club PUD) to the next Planning & Development meeting, March 12, 2012.

5. ECONOMIC DEVELOPMENT

- a. Recommending Approval to Designate the Lexington Club Redevelopment Project Tax Increment Financing District.

A motion was made, seconded, and passed by unanimous vote for a continuance for the approval to designate the Lexington Club Redevelopment project tax increment financing district to the next Planning & Development meeting, March 12, 2012.

6. ADDITIONAL BUSINESS

- a. Update on the Comprehensive Plan Project-Information only.

Mr. Colby gave a brief update on the Comprehensive Plan Project

7. ADJOURNMENT- The meeting adjourned at 9:04 p.m.