

**MEETING OF THE  
VILLAGE OF BEECHER  
PLANNING AND ZONING COMMISSION**

**WASHINGTON TOWNSHIP CENTER**

**SEPTEMBER 27, 2007**

On September 27, 2007, at 7:00 p.m. Nick Grutzius called the meeting to order.

Members present: Nick Grutzius, Althea Machtemes, Brad Coats, Phil Serviss, Kevin Bouchard, Wayne Wiechen and Gayle Ahrendt. Absent was Denis Tatgenhorst.

Staff present: Bob Barber and Don Thomas

AGENDA ITEM III: CONSIDER A MOTION OF APPROVAL FOR THE MINUTES OF THE AUGUST 23<sup>RD</sup> MEETING. The minutes of the Beecher Planning and Zoning Commission meeting held on August 23, 2007 were presented and reviewed. There being no changes, a motion was made by Kevin Bouchard and seconded by Brad Coats to approve the minutes with no changes. The Chairman called the motion to a vote. Motion carried unanimously.

AGENDA ITEM IV: WORKSHOP: CONSIDER A MOTION TO HOLD A PUBLIC HEARING ON AN AMENDMENT TO THE ZONING ORDINANCE TO INCLUDE A ZONING CLASSIFICATION FOR INTERMODAL FACILITIES. Don Thomas went over the proposed I-T (Intermodal Terminal Industrial District/P.U.D.) Zoning Ordinance (attached), which is similar to the ordinance already in effect for Crete and Elwood, with some adjustments for Beecher. It creates three sections: 1) I-T area, which is for intermodal uses; 2) Industrial Park Uses; and 3) Peripheral Transition Zone. If the proposed intermodal area was developed into an industrial other than intermodal, this ordinance will accommodate it and can be amended in the future if necessary. Phil Serviss entered a motion to hold a public hearing on an amendment to the zoning ordinance to include a zoning classification for intermodal facilities. The motion was seconded by Wayne Wiechen. The Chairman brought the motion to a roll call vote and it carried. (6 Ayes – Grutzius, Coats, Machtemes, Wiechen, Serviss and Bouchard), 0 Nays and 0 Abstain.

AGENDA ITEM V: WORKSHOP: CONSIDER A REQUEST FOR REZONING FROM AG-1 IN THE COUNTY TO I-T INTERMODAL INDUSTRIAL DISTRICT/P.U.D. UPON ANNEXATION: APPROXIMATELY 550 ACRES LOCATED NORTH OF CHURCH ROAD, WEST OF THE UP/CSX RAILROAD TRACKS AND EAST OF ASHLAND AVENUE TO A POINT ½ MILE NORTH OF EAGLE LAKE ROAD; TRINITY INDUSTRIAL DEVELOPMENT. Jay Bradarich of Trinity Industrial Development presented a conceptual plan for Phase I and Phase II of the intermodal development. The plan calls for vacating Eagle Lake Road to meet track length requirements. Eagle Lake Road would be the entrance to the facility with the rear entrance on Ashland. Preliminary drainage plans were shown along with approximately 100 acres for detention. Phase II would most likely be for truck parking and/or storage areas. The developer is working on acquiring more parcels for Phase III. Dale Serig, also of Trinity, showed the plan and specified one particular farm on the corner of

Eagle Lake Road and Ashland, though shown on the drawing, is not included in the plan at this point.

The Plan Commission questioned the developer about truck traffic, ingress and egress from the development, how train traffic will play into the development; and how the development will impact the surrounding farms as well as the community.

Bradarich said Route 1 would need to be a four-lane highway to accommodate truck traffic. Only two families would be relocated by the project. When Eagle Lake Road is vacated, the families living west of the development can still use Ashland and connect to east/west roads to the north or south of Eagle Lake Road. They are presently working on engineering and the railroad would have to direct many of the decisions regarding layout of the development. He said they plan to develop a visually pleasing development. Regarding 17 to 23' berms that are used in other developments, Bradarich answered that this height is not a necessity as long as the development isn't adjacent to residential areas. Since this is a conceptual plan, it is impossible to estimate the number of jobs generated and volume of additional truck traffic.

Bradarich noted that the track length was about a mile long and that they intend to install enough layers of track to prevent the trains from backing up along the track. Bob Barber noted that there is a possibility of building an underpass at Miller Street to address public safety issues on the west side of the village and to allow school bus traffic. Slow trains will be an issue no matter where the intermodal is built.

Bradarich gave a proposed completion schedule of eight to nine months after closing on the land for Phase I. This doesn't include underpasses, etc. They would like to break ground in the Spring but it depends on approval of the railroad. They are requesting zoning at this point and will provide more detailed plans at the public hearing.

When asked about why this site is attractive to them, Bradarich responded that the topography was the number one consideration, then the availability of rail, the attractiveness of the town itself and the access to major highways. He was asked about how Crete's Centerpoint project will affect this development and he responded that they are mutually exclusive. He has called Centerpoint to talk about the project but his calls have not been returned.

Phil Serviss entered a motion to hold a public hearing October 25, 2007 on a request for rezoning from AG-1 in the County to I-T Intermodal Industrial District/P.U.D. upon annexation: approximately 550 acres located north of Church Road, west of the UP/CSX railroad tracks and east of Ashland Avenue to a point ½ mile north of Eagle Lake Road; Trinity Industrial Development. The motion was seconded by Brad Coats. The Chairman brought the motion to a roll call vote and it carried. (6 Ayes – Grutzius, Coats, Machtemes, Wiechen, Serviss and Bouchard), 0 Nays and 0 Abstain.

AGENDA ITEM VI: WORKSHOP: CONSIDER AN AMENDMENT TO THE BEECHER ZONING ORDINANCE PERTAINING TO ACCESSORY STRUCTURES. The proposed amendment to the zoning ordinance pertaining to accessory structures would provide for a 3/2 ratio rather than the present 2/1 ratio. After general discussion as to how the new ratio would affect one-car garages, it was proposed that any accessory structure exceeding 250 sq. ft. must meet the ratio of 3/2, whereas any structure of 250 sq. ft. or less must meet the 2/1 ratio. Brad Coats entered a motion to hold a public hearing at a future meeting to consider an amendment to the Beecher Zoning Ordinance pertaining to accessory structures. The motion was seconded by Althea Machtemes. The Chairman brought the motion to a vote and it carried unanimously.

AGENDA ITEM VII: UPDATE ON MGM PUD REQUEST FOR 240 UNITS ON THE GOLF COURSE. Plan Commission members had previously been given copies of the lawsuit filed by MGM against the Village of Beecher. Bob Barber noted that the Village attorney has hired special counsel to represent the Village and that the Village's insurance company has waived insurance coverage relative to this lawsuit.

There being no new business coming before the members of the Commission, a motion was made by Brad Coats and seconded by Wayne Wiechen that the meeting stand adjourned. The Chairman then called the motion to a vote and it carried unanimously.

The meeting stood adjourned at approximately 8:12pm.

Respectfully submitted,

Marcy Meyer  
Secretary