

# CHAMPAIGN COUNTY BOARD COMMITTEE OF THE WHOLE MINUTES

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**Tuesday, February 4, 2010**

**Lyle Shields Meeting Room, Brookens Administrative Center  
1776 E. Washington St., Urbana, Illinois**

**MEMBERS PRESENT:** Carol Ammons, Steve Beckett, Ron Bensyl, Thomas Betz, Lorraine Cowart, Stan James, John Jay, Greg Knott, Ralph Langenheim, Diane Michaels, Alan Nudo, Steve O'Connor, Michael Richards, Giraldo Rosales, Larry Sapp, Jonathan Schroeder, Samuel Smucker, C. Pius Weibel, Barbara Wysocki

**MEMBERS ABSENT:** Jan Anderson, Lloyd Carter, Chris Doenitz, Matthew Gladney, Brad Jones, Alan Kurtz, Brendan McGinty, Steve Moser

**OTHERS PRESENT:** Jeff Blue (County Engineer), Kat Bork (Administrative Secretary), Deb Busey (County Administrator), John Hall (Planning & Zoning Director), Cameron Moore (RPC Chief Executive Officer), Alan Reinhart (Facilities Director)

## **CALL TO ORDER**

Wysocki called the meeting to order at 6:03 p.m.

## **ROLL CALL**

Bork called the roll. Ammons, Beckett, Bensyl, Betz, Cowart, James, Jay, Knott, Michaels, Nudo, O'Connor, Sapp, Schroeder, Smucker, Weibel, and Wysocki were present at the time of roll call, establishing the presence of a quorum.

## **APPROVAL OF COUNTY BOARD RESOLUTION TO MEET AS COMMITTEE OF THE WHOLE**

**MOTION** by Beckett to approve the County Board Resolution to meet as a committee of the whole; seconded by Betz. **Motion carried with all ayes.**

## **APPROVAL OF MINUTES**

**MOTION** by Smucker to approve the Committee of the Whole minutes of January 5, 2010; seconded by James. **Motion carried with all ayes.**

## **APPROVAL OF AGENDA/ADDENDA**

**MOTION** by Betz to approve the agenda and addendum; seconded by O'Connor. **Motion carried with all ayes.**

Richards entered the meeting at 6:05 p.m.

## **PUBLIC PARTICIPATION**

Leslie Cooperband spoke about the proposed Olympian Drive extension in context of Champaign County's Land Resource Management Plan (LRMP). She applauded the LRMP Steering Committee for developing the plan in favor of farm land preservation and promoting urban growth within existing boundaries. She urged the County Board to consider the roads within the CUUATS Long Range Transportation Plan compared to the LRMP. Many roads in the LRMP do not mesh with the transportation plan, especially in regards to preservation. Cooperband was concerned because the Olympian Drive extension would come within a hundred feet of her property line and could adversely affect her farm. She continued to speak about the potential for agriculture areas in surrounding Champaign and promoting local foods agricultural as means for local economic development. She argued there is growing evidence from the Leopold Center documenting the impact on local foods agriculture and read highlights from an Iowa study that included cities of similar size to Urbana. She spoke about how local agriculture could support local jobs and the economy. She felt this land should be preserved for agricultural economic development instead of industrial economic development. Cooperband advised that the time is ripe to begin thinking outside the box concerning economic development because once soil is paved over there is no turning back.

Stephen Grierson spoke about family farming and growing up on a farm that would be affected by the Olympian Drive project. He encouraged Board members to drive to project region and view the wooded areas as they now stand. Grierson indicated there is already capacity for development and existing roads can support heavy loads without the Olympian Drive extension. He did not see the need for a new road in the area and suggested the Olympian Drive project funds would be more efficiently used to repair existing roads.

Eric Thorsland spoke about the memo prepared by RPC CEO Cameron Moore provided in the agenda packet about the Olympian Drive project. There are good mission statements and plans in the Long Range Transportation Plan. Thorsland encouraged Board members to visit the area that will be affected, but understood it would be difficult to alter the use for the allotted money. He spoke about existing roads and the lack of traffic congestion compared to big cities. Thorsland acknowledged some development will eventually need to take place north of Lincoln Avenue. He suggested taking redirecting some of the \$5 million allotted for the project to really study the plan, do another traffic study, and reconsider Olympian Drive.

Robert Lakey, an Olympian Drive resident, supported constructing the extension. He read a letter from William Bates, who could not attend the meeting. In his letter, Bates supported completing the Olympian Drive extension and encouraged the County Board to complete the project, arguing that it was not a ring road and that objections to the project come from residents and businesses that were aware of the project before they moved into the area. The proposed Olympian industrial zone is necessary to attract high tech start-up and satellite companies generated by the University of Illinois.

Rosales entered the meeting at 6:25 p.m.

Laurel Prussing, Mayor of Urbana, spoke in favor of the Olympian Drive project. She described the long-term planning that has benefited Champaign County, including public works and drainage laws that enabled agricultural growth. Farmers and other businesses need roads to transport goods and for customers to reach them. She did not think the contraction would destroy all the woodlands along the stream. The Olympian Drive project will provide a bridge over the railroad tracks, which is a large share of the construction costs. Prussing hopes to have high speed rail in the future and that kind of development needs bridges over railroad tracks. She views the project as an opportunity the governmental entities have worked towards for many years and CUUATS has done excellent planning. The Urbana City Council unanimously approved Olympian Drive. In response to the argument that a lot of people could be employed in agriculture, she stated the community would never return to the days when most people were worked in agriculture. The major employers in Champaign County are the University of Illinois and Carle Clinic. Prussing emphasized that Olympian Drive had been carefully studied to minimize the impact on people, but there has never been any road construction that did not inconvenience someone. She stressed there could not be an economy without roads and Olympian Drive is a badly needed development. She expressed sympathy for Century Farms, but it was not reasonable for someone who knew this road would be built to suddenly object because they would be inconvenienced. Prussing urged the County Board to support the project because it would help Urbana, Champaign, Rantoul, and the entire county. Prussing read a letter from the Somer Township Supervisor and Road Commissioner in support of Olympian Drive. They township officials are seeing an increase in traffic on the roads that the township has to maintain. They support Olympian Drive extension because it could divert truck traffic away from township roads.

Bill Cope described Olympian Drive as the classic case of a road to nowhere and described how farmland would be turned into an industrial wasteland. He listed reasons why this was a disastrous road project, including that it would destroy 81.7 acres of farmland, cut through wildlife, encourage people to drive further and faster, is a really bad design. Cope had a more modest alternative plan drawn by Berns Clancy & Associates. He said the local residents do not object to industry, but there is other industrial land available should industry come to the area. He questioned why industrial purpose was considered a better use for the land than farming. Cope felt the project was an incredible waste of money that would spend local money in addition to federal dollars. He encouraged the County Board to consider the limited approach to the project, which would get a bridge over railroad line for less. Cope stated the decision to proceed with the Olympian Drive project was based on an old model of the economy that is no longer applicable.

John Dimit, Executive Director of the Champaign County Economic Development Corporation, stated the EDC approved the Olympian Drive extension. Dimit shared the EDC's letter with the Board. He said the EDC was concerned about the creation of hundreds of jobs. The community's economic development strategy has been very good for holders of advanced degrees and not as good for youth without advanced education. He spoke about how the Cities of Urbana and Champaign and the County, through its zoning ordinance, have promoted the North Lincoln area for an industrial development for many years. Millions have been spent to ensure the area is properly served by electricity, water, and sewer and now the infrastructure is needed. The Olympian Drive project is about accessibility, even beyond a connection between I-45 and I-57. No alternative to the project can be done for \$5 million. It will cost \$16 million just to construct a bridge across railroad and another bridge across the creek. Dimit advised imagining what the south side of

Champaign-Urbana would be without Windsor Road or Curtis Road. The north side lacks an equivalent road. Dimit indicated the community's north side should be a matter of concern because there will be growth. In regards to agriculture, profitable farms involve large, uninterrupted tracks of land that are highly "airable." The areas affected by the project are the least efficient to farm. Dimit defended the project as compact and contiguous growth, not sprawl, since the road will be within a few miles of downtown Urbana. A large employer has two facilities in the affected area and presently has to travel through residential neighborhoods to transport between the facilities.

Bill Ziegler, a farmer who resides north of Urbana, shared his thoughts on how unlikely regular vehicle traffic would use the Olympians Drive extension.

Virginia Ziegler stated she and her husband were the fifth generation to farm his family's ground. While going green is popular concept, she advised the Olympian Drive project would not promote staying green because it will lay concrete over farmland.

Harold Scharlau acknowledged that long-range planning is not an easy job and he would not want it. However, plans have to change when needs change. He spoke about the projected traffic study and how underlying economic factors have not materialized as predicted when the Olympian Drive project was studied years ago. He questioned what specific plans were in place to make the projected economic development a reality and what new industry the City of Urbana has attracted in the last ten years. Scharlau spoke about how the City of Urbana was the lead agency for the project, yet Urbana is foregoing extending Florida Avenue to divert \$700,000 in stimulus money received for that project to fund its deficits in FY2010 and FY2011. He asked where the City of Urbana's interest in economic development and job creation for current and future residents was consistent with community planning.

Langenheim entered the meeting at 6: 55 p.m.

Janet Scharlau said the time has come to see the value of land and how the Olympian Drive project will bisect two centennial farms. She spoke about motivations mentioned by Dimit and Prussing and how they are dissimilar. They indicated interest in more than a truck route and Scarlau felt their motivations were greed and ambition because the City of Urbana wants an expanded tax base that will solve their financial woes. She stated Urbana is already full of unused industrial space. She questioned whether enough people would travel on this route to warrant the cost. Scharlau called the project a relic. While the time to do the project may have been thirteen years ago, the Urbana Mayor backed out because most of the road was in a Champaign school district. She encouraged the County Board to not let the City of Urbana, which is \$1.4 million in debt, tell them what to do because the Board was the voice of the people.

Habeeb Habeeb, CEO of Benefit Planning Consultants, voiced the Champaign County Chamber of Commerce's support for the Olympian Drive expansion project. The extension will open up land to new economic development and jobs could be created. The alternative Harris Road extension presented by the opposition is not feasible because a new I-57 interchange would need to be completed and the existing sewer and water lines do not cover the adjacent land, which hinders economic growth. Habeeb stated the project has been in the works for decades and been a key focal point for economic development of northern Urbana-Champaign. The road will help reduce the

traffic congestion on I-74 and open up hundreds of acres to economic development. State funding in the amount of \$5 million has been secured for the project. Congress will soon be reauthorizing the federal transportation funding bill and the community must continue to show a united front for Olympian Drive to secure the necessary federal funding to complete the project. Habeeb spoke of his personal experience with the congested traffic on Springfield and Green before the Windsor or Curtis Roads were built. He advised the County Board to be aware that transportation requires long-range planning and they should look to the future.

Herb Schildt, Chairman of the Newcomb Township Planning Commission, spoke about his concerns regarding the changes to the zoning ordinance John Hall is presenting tonight. The request is to change Section 9.1.11.D.1 so it refers to Section 6.1 of the zoning ordinance rather than to Section 6.1.3. Section 9.1.11.D.1 defines situations for a special use permit waiver. Section 6.1.3 contains a table depicting the schedule of standard conditions for special types of special uses. This table does not include wind farms, which are handled separately by Section 6.1.4. His problem is with the rationale for making the change. He understood the reason for the change was the opinion that standard conditions for all special uses described in Section 6.1 are subject to waiver, not just those in Section 6.1.3. Schildt said requested change is an attempt to make Section 9.1.11.D.1 consistent with the view that all special uses are subject to waiver. Schildt disagrees with this premise because the ordinance expressly states that not all standard conditions for special uses are subject to waiver. The change looks like an attempt to make the requirement for wind farms subject to waiver and the ordinance does not allow this. Zoning ordinance is clear that the standard conditions related to wind farms cannot be waived. Schildt recommended the Board not adopt the amendments to the zoning ordinance.

After asking if anyone else wished to speak, Wysocki declared public participation closed at 7:20 p.m. She informed the public there were no actionable items about Olympian Drive on tonight's agenda.

## **COMMUNICATIONS**

Weibel listed the Board members who informed him they would not be attending the meeting: Alan Kurtz, Matthew Gladney, Jan Anderson, Chris Doenitz, Brad Jones, and Brendan McGinty. Wysocki encouraged the Board members to read the information in their mail packets about upcoming conferences and workshops about wind farms and rural economic development. The *News-Gazette* carried an article yesterday on a sustainability conference that will be held on campus. Events will be spread out between February and March in different locations. Wysocki encouraged the County Board to keep watch for more conference information in the newspaper. There will be a panel discussion on local governments' sustainability efforts on February 23rd, 5:30 p.m., at the Illinois Terminal Building in downtown Champaign. On February 24<sup>th</sup> at 5:30 p.m., a discussion will be held on locally produced foods at the Urbana Civic Center.

## **HIGHWAY & TRANSPORTATION**

### **Monthly Reports**

**MOTION** by Beckett to receive and place on file the County & Township Motor Fuel Tax Claims Monthly Reports for January 2010; seconded by Rosales. **Motion carried with all ayes.**

**County Engineer**

**Bridge Petition – Compromise & Ogden Road Districts**

Blue explained the bridge petition is for a small culvert project between Ogden and Compromise Townships. County bridge funds will be used to pay for 50% of the project.

**MOTION** by Jay to approve the bridge petition for Compromise & Ogden Road Districts; seconded by Sapp. **Motion carried with all ayes.**

**Resolution Appropriating \$450,000.00 from County Motor Fuel Tax Funds for the Replacement of Structure #010-0117 on County Highway 16 – Section #07-00944-00-BR**

Blue stated the bridge on St. Mary's Road is in poor condition with severely deteriorated beams. Overweight trucks are not allowed on the bridge and the structure has to be specially inspected due to the deterioration. Major state bridge programming funds have been received in the amount of \$1,161,000. The total project cost is estimated at \$1.6 million and \$450,000 will be appropriated from the County Motor Fuel Tax Fund.

**MOTION** by Jay to approve the Resolution Appropriating \$450,000.00 from County Motor Fuel Tax Funds for the Replacement of Structure #010-0117 on County Highway 16 – Section #07-00944-00-BR; seconded by Schroeder.

Schroeder asked when the bridge was constructed and noted the road experienced heavy traffic. Blue said the bridge was put in when St. Mary's Road was completed. Schroeder commended Blue and his staff for acquiring state funds for the rebuild. Ammons asked if the County would have to wait for reimbursement on the state funds. Blue explained the project's engineering will be paid by the County. The State of Illinois bids the project and pays the contractor. The County then reimburses the state for its portion of the project. O'Connor asked what straw broke the camel's back. Blue said the bridge is constructed of a precast, pre-stressed material that does not mix well with road salt used in the winter. The road salt caused deterioration and the beams have started to rust. The County no longer uses this type of material to construct bridges.

**Motion carried with all ayes.**

Richards exited the meeting at 7:31 p.m.

**Olympian Drive Informational Discussion**

Blue would not take sides on the Olympian Drive project; he was here to let the County Board know the project's status and what the County's responsibility is with the project. The project design report was completed in 1997. Ten different alignments were considered, including a no build alternative. Blue distributed a map showing the selected option. Blue stated the fact the design report is old should not negate the finding because the same procedure would be followed today. The Olympian Drive project was in the original 1994 fringe road agreement between the County and the Cities of Urbana and Champaign. The County passed a new resolution in 2006 to

participate in the funding, planning, and design of fringe road projects. The County and Cities are currently partnering on the Windsor Road project in Urbana and the Curtis Road project in Champaign. Once those projects are complete, it will be at least FY2013 before the County's 35% of Motor Fuel Tax Fund set-aside for fringe roads returns from the red. The Olympian Drive project was slated as the next project to be funded with Motor Fuel Tax Funds. The Motor Fuel Tax Funds can only be used to build roads and cannot be used for any other expenditure, regardless of the County's financial state. Blue has spoken with the Cities of Urbana and Champaign to arrange to the reimbursement for the County's portion of the Olympians Drive project, if it is approved. The Cities understand the County has roughly \$900,000-\$1 million per year set aside for fringe roads and the County will make payments as it can from Motor Fuel Tax Funds beyond FY2013.

Blue stated the majority of the Olympian Drive project is not within the cities' boundaries so the County will have to be the lead agency for right of way acquisition. This means whatever decisions come up through right of way negotiations will need to come before the County Board. Regarding the project funding, people are mentioning \$27 million as the project total. A majority of that money will be spent on the railroad overpass. The project will receive \$5 million from the state capital bill. This \$5 million cannot be used on other road projects because the capital bill specifically named the projects it was funding. This funding will be used for engineering services and right of way acquisition. Any money left over will possibly be applied to the project's construction. A vocal group has been going to Washington D.C. trying to obtain federal funding for the project. The County's commitment to the project is paying 1/3 of the local share remaining after federal money has been paid. The amount the County will be asked to pay is unknown. Blue acknowledged the project has been through the long-range transportation planning for years and he did not think it was relevant to restudy the alignment of the project because it would be very costly to redo the work. An intergovernmental agreement will possibly come before the County Board, Urbana City Council, and Champaign City Council for the project sometime in March. The City of Urbana will draft the agreement as the lead agency so the City can sign an IDOT agreement to receive funds for the project design and engineering.

Richards returned to the meeting at 7:42 p.m.

Beckett said the intergovernmental agreement Blue described sounded similar to the agreements made for the Windsor Road and Curtis Road project. It seemed the only way for County to not go forward is to reject the fringe road agreement to which they are already a party. He asked Blue if his assessment was accurate. Blue stated he was not a lawyer, but the new fringe road agreement basically says the County will cooperate with the other entities to build fringe road projects. The old fringe road agreement has been interpreted multiple ways. Beckett thought the 2006 fringe road agreement's purpose was for Champaign and Urbana to recognize the County's cash flow limitations, not to back out of the original fringe road agreement. Blue stated that was correct.

James has heard the original study was done in the 1980's or 1990's, but he does not think anything is in stone just because words have been said or studies have been done. He spoke about how things change. It would be one thing if the road was desperately needed and the economic growth was for certain. He sees blighted areas everywhere with empty stores, where back in 1997 people were spending money like crazy on projects. Chanute Air Force Base is a prime example of

land that has been used and now sits. James thought people should retrofit abandoned areas before using more land for more buildings. He wanted to relook at the issue because he did not see the economic growth that has been discussed coming anytime soon.

Jay said many people thought the Olympian Drive project was finished when Urbana pulled out years ago. It is surprising to hear the County cannot pull out of the project when one of the partners previously did. He would like to be able to decide whether this is a good project and whether the County Board should support it, instead of being obligated by something that happened several years ago. Jay was reminded by a colleague that the Olympian Drive project would have been completed for a fraction of the present cost if it had been built when it was originally planned. He was also bothered because, when Blue was hired, the County was in a mess of being overcommitted to fringe road projects beyond its capacity to afford those projects. The Board lost sight of the fact that the County Motor Fuel Tax money for intended for use on County roads. He does not see the 35% of Motor Fuel Tax money going to fringe roads forever because that money will be needed for County roads. He pointed out the County has to pay some money to obtain stimulus money, so the federal stimulus money should not be viewed as free money. He felt the road should be needed if the County was going to proceed.

Weibel placed four letters on the record from the Champaign County Economic Development Corporation, the Champaign County Farm Bureau, the Lincoln-Oak & North Market Industrial Roundtables, and Leslie Cooperband & Wes Jarrell.

Sapp said vehicle traffic and road usage can be different than the study dated years ago would indicate. The previous planners could not have realized the country would be in the financial meltdown of current circumstances. He recommended to stop spending money and relook at the statistics and road's uses.

Ammons described her experience driving on Olympian Drive and could not figure out why the road is being built because she has never been stuck in traffic traveling on Lincoln Avenue. She was fundamentally against right of way acquisition for no apparent reason. Ammons asked what jobs will be created for skilled labor with this project.

Nudo understood no stimulus money will fund this project and Blue confirmed he was correct. Nudo asked if there was any indication if the federal funding would come in a lump sum or be distributed in piecemeal. Blue introduced RPC CEO Cameron Moore who has been involved with those conversations. Moore said the numbers were still fluid, with \$27.5 million floating around as the project total. He estimated the final number would be \$30 million. There is \$5 million available in the Illinois capital bill and they have submitted an application to the Interstate Commerce Commission for \$9.6 million that would pay for most of the railroad crossing. There is \$2.5 million in federal money presently committed to the project in FY2013. This amount represents the federal money they receive every year to plan and program. There is \$5-6 million in local matches. This leaves a gap of \$8-10 million for which they hope to obtain federal funding. Moore described the two options for federal funding. One is through the regular federal budget process and the other is through the federal transportation authorization bill done every six years. It is unknown how much the federal funding will be received. They have requested Senator Durbin and Congressman Johnson fill the \$8-10 million gap.

Bensyl asked if the \$5 million frequently referred to was in the County's hands or just earmarked in the state capital bill. Blue explained the \$5 million would go to the City of Urbana as the lead agency, not the County. Moore confirmed the money was in hand.

Langenheim asked if Blue saw any difficulties in funding this project and if the project would receive the money that has been indicated. Blue said it appeared they would receive the money. Langenheim asked if the project would stretch the County's budget out of shape. Blue explained he has worked with the Cities who understand how much the County has set aside for the project. Langenheim asked where the County would put the money if it does not go towards the Olympian Drive project. Blue answered it would fund the next fringe road project selected by CUUATS.

O'Connor inquired if the total project cost was \$27 million or closer to \$30 million. Blue said that is why they need to hire a consultant to run the numbers. The \$27 million number was based on a lot of assumptions and without having done any design. He would wait until seeing the design engineer's report to estimate the cost.

Schroeder wondered who would perform maintenance on the road. Blue replied the Cities of Champaign and Urbana will own the road. Schroeder asked who would work with the Canadians on the railroad. Blue said the Illinois Commerce Commission will work with the railroads to get all the agreements done. Schroeder expressed skepticism and asked if Blue had the original project numbers from 1997. Blue said he could not find any documents with any numbers whatsoever attached to a design. He could find out the construction costs for the piece of Olympian Drive that was built in 2000's.

Michaels asked if the funding included construction on Lincoln Avenue. Blue said the current project just has a build out of the Lincoln Avenue intersection. There will not be any building of the Lincoln roadway beyond the intersection. Beckett pointed out that Lincoln Avenue not a fringe road.

Beckett noted that someone had foresight to convince the County Board as a body politic to enter the intergovernmental agreements for Windsor Road and Curtis Road. Those decisions have proven to be a wonderful vision for road construction in Champaign County. He described the development that is occurring, such as at the north end of Prospect Avenue. Beckett has seen intergovernmental agreements work during his ten years on the Board when the entities stand by their word. He was disappointed when the City of Urbana stalled on this project and the delay will add cost. He encouraged the Board to keep its word and participate in the project to move forward with a vision of the County.

Wysocki appreciated the memo about the project included in the agenda packet. In regards to the answer to Question 4 that refers to environmental and agricultural studies that were undertaken, Wysocki asked what conclusions the studies reached because the answer given failed to address the question. Blue responded that all those studies had to be evaluated at time the alignment was chosen and funded by the Federal Highway Administration. Wysocki asked if someone could direct her to the studies. She wanted to know what the studies said about the impact

on the environment and agriculture in the area. Blue agreed to locate the studies in the design report and make them available.

Betz inquired if all the parties were committed to the intergovernmental agreement that may be coming in March or April for the Olympian Drive project. He spoke about watching the project fall through when the Urbana Mayor Tod Satterthwaite backed out after assuring Betz up to ten minutes before the meeting that the city had the money and would support the project. Betz was unwilling to walk the plank again and wanted to be sure the funding was absolutely solid if the County committed to the project. Langenheim said he also felt betrayed when the City of Urbana pulled out of the Olympian Drive project. At the time, Tod Satterthwaite told the County Board the City of Urbana was pulling out to put the City's money into the Windsor Road project instead of Olympian Drive. Langenheim believed an entity should follow through with the agreements it makes.

Ammons asked if the agreement was still legal binding after it did not move forward since the City of Urbana backed out of it. Blue said there was no agreement and Betz confirmed what feel through was the approval of the agreement by the parties.

### **Other Business**

There was no other business.

### **Chair's Report**

There was no Chair's report.

### **Designation of Items to be Placed on County Board Consent Agenda**

Agenda items 8B1&2 were designated for the consent agenda.

**MOTION** by O'Connor to suspend the rules to allow a member of the public to speak after public participation had been closed; seconded by James. The voice vote was inconclusive and a show of hands showed a majority in favor. **Motion carried.**

George Boyd claimed a lot of the discussion about Olympian Drive was not open to the public and wanted to see a show of hands from Board members. Wysocki stated his request was inappropriate and he could not interact with the Board during the meeting. Boyd continued to talk about projects have been undertaken that have not ended with the expected results.

### **COUNTY FACILITIES**

#### **Courthouse Exterior/Clock & Bell Tower Renovation Project**

##### **Project Update**

**MOTION** by Betz to receive and place on file the February project update; seconded by Rosales. **Motion carried with all ayes.**

**Facility Director/County Administrator**

**FY2009 Year End Report & Physical Plant Monthly Reports**

**MOTION** by Sapp to receive and place on file the Physical Plant December 2009 monthly report and the FY2009 year end report; seconded by Bensyl. **Motion carried with all ayes.**

**Other Business**

There was no other business.

**Chair's Report**

There was no Chair's report.

**Designation of Items to be Placed on County Board Consent Agenda**

No items were designated for the consent agenda.

**ENVIRONMENT & LAND USE**

**Request to Amend Champaign County Zoning Ordinance Zoning Case 658-AT-09: Petitioner: Champaign County Zoning Administrator**

**MOTION** by Beckett to amend the Champaign County Zoning Ordinance at the request of the Champaign County Zoning Administrator; seconded by Weibel.

Hall distributed a memo to the Board with the amendments the Zoning Board of Appeals approved on Monday. He offered to walk the Board through the diagrams because it was first time the County Board had seen this text. Beckett asked if this could wait until next month because the Board needed time to review the highly technical amendment language. Hall said there was no reason this cannot wait, however, next month Board would be presented with the small wind turbine amendment which would be ten times this amount of material. Beckett stated the members needed to get the amendments in advance of the meeting to have sufficient time to consider the language. He asked about Hall's response to Schildt's concerns raised during public participation. Hall disagreed with Schildt's assertions. He stated the only purpose of the amendment was to eliminate the chances of these types of disagreement with the wind farm approval. He respects Schildt's ability to interpret the written word and his argument showed Hall that more changes are needed on Part B. Hall volunteered to withdraw Part B and return with an expanded version to prevent these disagreements. Beckett said allowing Hall that opportunity was another reason to defer it.

**MOTION** by Beckett to defer the Champaign County Zoning Ordinance amendments; seconded by Langenheim.

Hall asked if the County Board wanted him to re-advertise Part B or wait until the Board discussed it next month. Beckett thought it would be helpful to hear if Hall has any ideas based on Schildt's statement. The Board discussed the amendments. Weibel asked if the sections have to go back to ZBA to make changes. Hall confirmed Part B would have to return to the ZBA. He would

re-advertise Part B because they should work on the issues. Nudo asked who should pay for the studies. He was told the County Board could not unwind the document, but now it seems they can. Hall said the discussion was about making a wind farm developer get a third person to do the study. The ordinance would have to be amended, but it could be done. Weibel supported Hall's interpretation of what he had told the Board at a previous meeting.

**Motion to defer carried with all ayes.**

Update on Proposed Ameren 138kV Transmission Line from Bondville Substation to Southwest Campus Substation

Hall explained this was just an update on transmission line from the Bondville Substation and did not require any action. Weibel asked if the Board would ever have to make decision on this project. Hall said they would not according to the regular procedures.

**Monthly Reports**

Hall distributed the January 2010 monthly report to accompany the December 2009 monthly report included in the agenda packet.

**MOTION** by Beckett to receive and place on file the December 2009 and January 2010 monthly reports; seconded by James.

Nudo asked how many staff remained in the Planning & Zoning Department. Hall stated the department went from six staff to five staff. Nudo asked last month for some measure of numbers of investigations per week from other counties. He noted the department expects to complete just short of one compliance or inspection per week with a staff of five when they averaged 0.4 inspections or compliances per week when the staff was at six. Nudo was concerned with the backlog of 583 open cases and asked if the employees' time was being maximized. He would like to know on what activities staff spend their time. Hall planned to bring those numbers along with comparable information from other counties to next month's meeting.

**Motion carried with all ayes.**

**Other Business**

Request Approval of Intergovernmental Agreement to Share the Costs Associated with the 2010 Countywide Residential Electronics Collection Events Between Champaign County, City of Champaign, City of Urbana, & Village of Savoy

**MOTION** by Langenheim to approve the Intergovernmental Agreement to Share the Costs Associated with the 2010 Countywide Residential Electronics Collection Events Between Champaign County, City of Champaign, City of Urbana, & Village of Savoy; seconded by Schroeder.

Beckett asked where the County's \$1,934 share was coming from and Busey stated it would come from the Solid Waste Fund. Betz asked where the recycling center would be located. Busey said that was addressed in the next item.

**Motion carried with all ayes.**

Request Approval of Lease for 2010 Countywide Residential Electronics Collection Events Between Champaign County, City of Champaign, City of Urbana, Village of Savoy, & The News-Gazette, Inc.

**MOTION** by Beckett to approve the Lease for 2010 Countywide Residential Electronics Collection Events Between Champaign County, City of Champaign, City of Urbana, Village of Savoy, & The News-Gazette, Inc; seconded by Weibel. **Motion carried with all ayes.**

Request Approval of Agreement Regarding Provision of Recycling and/or Refurbishing Services for the 2010 Countywide Residential Electronics Collection Events Between Champaign County, The News-Gazette, Inc., & Advanced Technology Recycling

**MOTION** by Ammons to approve the Agreement Regarding Provision of Recycling and/or Refurbishing Services for the 2010 Countywide Residential Electronics Collection Events Between Champaign County, The News-Gazette, Inc., & Advanced Technology Recycling; seconded by Smucker. **Motion carried with all ayes.**

**Chair's Report**

Wysocki reminded the Board the public comment period over the Land Resource Management Plan ends on February 9<sup>th</sup> at the close of business day. Comments can be submitted online.

**Designation of Items to be Placed on County Board Consent Agenda**

Agenda items 10.D.1-3 were designated for the consent agenda.

**ADJOURNMENT**

**MOTION** by Ammons to adjourn; seconded by James. **Motion carried with all ayes.** The meeting was adjourned at 8:42 p.m.

Respectfully submitted,

Kat Bork  
Administrative Secretary