

## **CASES 828-S-16 and 834-V-16**

**SUPPLEMENTAL MEMORANDUM #6**

September 15, 2016

**Petitioner:** Jonathan Hasselbring, Planning Director for the Champaign County Forest Preserve District

**Request:** Authorize as a Special Use as a “public park or recreational facility” those portions of the Kickapoo Rail Trail that are proposed in the unincorporated area only, and that shall connect to those portions of the Kickapoo Rail Trail that are proposed to be located inside the Village of St. Joseph and the City of Urbana, in the AG-1 and AG-2 Agriculture Zoning Districts and subject to the variance summarized below but fully described in the legal advertisement, on property that is commonly known as the inactive CSX railroad line located on the south side of U.S. Route 150 and that is described more fully in the legal advertisement but is summarized here as follows:

**Part A Subject Property:** A 13.2 acre tract in the AG-1 District in Sections 10 and 15 of St. Joseph Township and subject to a variance from parking requirements.

**Part B Subject Property:** An 11.6 acre tract in the AG-1 District in Sections 9 and 16 of St. Joseph Township and subject to a variance for setback of 65 feet in lieu of the minimum required 85 feet; a rear yard of 23 feet in lieu of the minimum required 25 feet, and from parking requirements.

**Part C Subject Property:** A 9.2 acre tract in the AG-1 District in Sections 8 and 17 of St. Joseph Township and subject to a variance for setback of 59 feet in lieu of the minimum required 85 feet; a front yard of 23 feet in lieu of the minimum required 35 feet, a rear yard of 23 feet in lieu of the minimum required 25 feet, and from parking requirements.

**Part D Subject Property:** A 12.4 acre tract in the AG-1 District in Sections 7 and 18 of St. Joseph Township and subject to a variance for setback of 61 feet in lieu of the minimum required 85 feet; and from parking requirements.

**Part E Subject Property:** A 12.1 acre tract in the AG-2 District in Sections 12 and 13 of Urbana Township and subject to a variance for setback of 65 feet in lieu of the minimum required 85 feet; and from parking requirements.

**Part F Subject Property:** A 12.1 acre tract in the AG-2 District in Sections 11 and 14 of Urbana Township and subject to a variances for setback of 56 feet in lieu of the minimum required 85 feet; a front yard of 26 feet in lieu of the minimum required 35 feet, and from parking requirements.

**Part G Subject Property:** A 2.1 acre tract in the R-2 Residential District in Sections 10 and 15 of Urbana Township and subject to a variances for setback of 69 feet in lieu of the minimum required 85 feet; a front yard of 0 feet in lieu of the minimum required 35 feet, and from parking requirements.

**Location:** Generally, 9 different tracts of land totaling 72.7 acres comprised of the various Parts described above and commonly known as the inactive CSX railroad line between the City of Urbana and the Village of St. Joseph and that shall connect to those portions of the Kickapoo Rail Trail that are proposed to be located inside the Village of St. Joseph and the City of Urbana, Illinois and more specifically described in the attached legal advertisement.

**Site Area:** 72.7 acres

**Time Schedule for Development:** As soon as possible

**Prepared by: Susan Chavarria**  
Senior Planner

**John Hall**  
Zoning Administrator

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## **STATUS**

Staff received an email from Jon Hasselbring this afternoon regarding property lines for the Kickapoo Rail Trail. The attachment to his email is a memo from Dan Olson, CCFPD Executive Director. The memo provides different indicators of CCFPD's ownership of the subject properties, and confirms that the construction drawings submitted to date were signed and sealed by a licensed professional engineer in the state of Illinois.

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## **ATTACHMENTS**

- A Email from Jon Hasselbring received September 15, 2016, with attachment:
- Memorandum from Dan Olson, CCFPD Executive Director, dated 9/15/16

## Susan Chavarria

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**From:** Jonathan Hasselbring <JHasselbring@ccfpd.org>  
**Sent:** Thursday, September 15, 2016 2:11 PM  
**To:** Susan Chavarria  
**Cc:** Matt C. Deering; Dan Olson; Mary Ellen Wuellner  
**Subject:** RE: packet for 9/15 ZBA meeting  
**Attachments:** 2016-09-15\_Memo\_KRT Property Line info to CC Planning and Zoning.pdf

**Importance:** High

Hi Susan,

Please refer to the attached memorandum from CCFPD Executive Director, Daniel Olson regarding Kickapoo Rail Trail property lines. As we discussed at the previous hearing on 8/25, the engineering drawings were signed and sealed by a licensed professional engineer in the state of Illinois.

Should you have any additional questions please do not hesitate to contact me.

Best Regards,  
Jon

**JON HASSELBRING, AIA, LEED<sup>AP</sup>**

*Planning Director*

Champaign County Forest Preserve District

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09/15/16

**MEMORANDUM**

To: Champaign County Planning and Zoning Staff and Zoning Board of Appeals  
From: Daniel J. Olson, Executive Director  
Re: Kickapoo Rail Trail – Property Lines

As requested by Champaign County Planning and Zoning Staff and the Zoning Board of Appeals during the public hearing on August 25, 2016. Regarding Case 828-S-16 and Case 834-V-16,

**We offer the following summary of the Fehr-Graham design engineering team's land survey:**

Through a large part of this phase of construction, Fehr-Graham used maps from the Illinois Department of Transportation for Route 150 that show the centerline of Route 150 and the centerline of the rails. Route 150 monuments were located and a centerline of Route 150 was found. From that, the centerline of the track was established. In areas where the Route 150 map was not able to be used, the centerline was determined using the rail bed.

The boundary edges were then determined by referencing the railroad valuation maps and then measuring the distance from the established centerline of the rails to the north and south boundaries.

**Additionally, we offer the following:**

The Champaign County Forest Preserve District did not include property line re-establishment in the scope of work for preliminary, or design engineering as it was not needed. Maps from the railroad company were supplied, as well as a written legal description for the area.

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