



To: Plan Commission/ZBA

From: Ronald Mentzer, Interim Community & Economic Development Director

Date: June 13, 2024

Re: Midwest Industrial Funds Preliminary and Final Planned Unit Development (PUD)
Special Use Permit and & Setback Variations - Construct a 150,000+/- SF Speculative
Industrial Warehouse/Office Building

Project Details

Project	MIF 150,000 Sf. Spec Industrial Bldg.
Request	PUD & Variations
Location	South end of Advantage Avenue

Site Details

Building Sizes	+/- 150,000 SF
Existing Zoning	M-1 Limited Manufacturing

Land Use Summary

	Land Use	Comp Plan	Zoning
Subject Parcel	Industrial	Industrial	M1
North	Industrial	Industrial	M1
South	Vacant/Stormwater	Detention/Ind	M1
East	Industrial	Industrial	M1
West	Vacant/Stormwater	Detention/Ind	M1

PROJECT SUMMARY

Midwest Industrial Funds (MIF) has submitted a request for the approval of a special use permit for the preliminary and final Planned Unit Development (PUD) plans, a front-yard building setback variation and a rear yard parking setback variation for the development of a 150,000 SF speculative industrial warehouse/office building (the "Project"). The Project will also include a new parking lot with 136 automobile parking stalls, approximately 46 trailer parking stalls, and 34 loading docks. The building is proposed as speculative and could be leased to a single-user or multiple tenants. MIF has indicated that light assembly and warehouse related uses will most likely occupy the building in the future.

MIF has submitted a May 20, 2024, letter to provide further details about the Project, the special zoning approvals required for the project, justification for the requested special zoning approvals, and the benefits the project would offer the community. A copy of this letter is included in the most current MIF application submittal for that will be distributed with this staff report.

LOCATION

The 8.8-acre property (the “Subject Property”) is currently vacant and is located at the south termination of Advantage Avenue in the Crest Hill Industrial Park (see Exhibit A). The site is located adjacent to the west edge of the 577,000+/- SF speculative industrial/office/warehouse building the City granted PUD approval of in 2022 and MIF is currently constructing.

BACKGROUND

MIF presented this Project, and the related special zoning approvals that would be required to implement it, to the City Council at the May 13, 2024, Work Session meeting. At that meeting, discussion topics included the industrial warehouse land use, truck traffic, truck docks and traffic circulation in the area. The City Council was amenable to the Project and MIF was directed to submit the Project for Plan Commission for review, public hearing and a recommendation.

MIF has since refined the details of the Project and submitted a formal application for the various PUD and zoning variation approvals required to construct it. The list of PUD application documents that have been submitted for City review and distributed with this staff report is attached as Exhibit A (collectively the “initial PUD application submittal”).

City staff reviewed and provided detailed staff review comments on MIF’s initial PUD application submittal on May 30th. MIF has revised and resubmitted its application materials to address the staff review comments. MIF’s revised application submittal is being distributed with this staff report.

STAFF ANALYSIS

Comprehensive and Subarea Plans

The City’s 2014 Comprehensive Plan designates the Subject Property for light industrial land use. This is further explained in the comprehensive plan as *“industrial uses and activities related to the manufacturing, fabrication, storage and assembly of a variety of goods and materials. Industrial uses in Crest Hill vary greatly in terms of external impacts and relationships to surrounding development. In some cases, large industrial areas are separated by major streets or open spaces. In other cases, smaller industry is adjacent to residential or commercial areas”*.

MIF’s current proposed Project complies with the light industrial land use designation the City’s 2014 Comprehensive Plan assigns to the Subject Property.

The Subject Property is also located within the land area covered by the Division and Weber Business Park Sub-Area Plan (the “Subarea Plan”) the City approved approximately 18 months ago. While the Subarea Plan identifies expected land uses in the study area, its primary focus was to evaluate how truck traffic generated by the development and uses in the study area can be effectively managed long-term. The adopted Subarea Plan outlines a variety of recommended adjustments to the existing road network within the study area and the ultimate construction of a new designated “truck route” connection to Weber Road to help minimize the impact truck traffic from the study area has on the surrounding community. The “Conceptual Land Plan-A” and truck route alignment contained in the Subarea Plan is attached for reference as Exhibit C.

It is important to note that Project's planned/proposed light industrial/warehouse/distribution land uses are consistent with the land use assumptions reflected in the Subarea Plan.

Zoning

The Subject Property is zoned M-1 Limited Manufacturing District as are most properties located south of Division and in the general area of Advantage Ave., Chernovic Lane, Lidice Pkwy. and Enterprise. Permitted uses in the M-1 District include but are not limited to the following: 1) wholesale and warehouse distribution, 2) light industrial, 3) truck terminals, 4) ancillary office and 5) bus, truck and tractor yards. MIF's planned/proposed land uses in this project are consistent with the permitted and special use land uses allowed in the S underlying M-1 Zoning District.

With the exception of the following two zoning variations, MIF's Project complies with all applicable City M-1 Limited Manufacturing District zoning regulations:

- *Front-Yard Building Setback Variation Request:* Table 2 in the Crest Hill Zoning Ordinance requires a 30-foot front yard setback along the Advantage Avenue cul-de-sac property line. MIF is requesting a variation that would reduce the minimum required front-yard setback to 15-feet.
- *Rear-Yard Parking Setback Variation Request:* Section 11.5-2 of the Crest Hill Zoning Ordinance requires a five-foot parking setback along the development site's south/rear property line adjacent to the large off-site detention pond. MIF is requesting approval of a variation that would reduce this setback to 0-feet.

Stormwater Management

Stormwater detention is required for this project and will be provided in the existing regional stormwater detention ponds located immediately adjacent to the south and west property lines of the Subject Property. The City Engineer has reviewed and approved the May 2024 Stormwater Report for the Project. All overland flows will be maintained and have been accounted for in the proposed project design plans.

Public Utilities

Water main and sanitary sewer mains are currently located on the Subject Property. A new water main loop will be constructed along the north edge of the property to enhance fire protection and domestic water service to the speculative industrial building. Sanitary sewer service will be provided from existing mains located along the east and west sides of the Subject Property.

The City Engineer reviewed the initial PUD application submittal and has provided the below review comments on the civil engineering design documents for the project. These comments are relatively minor and should be easily addressed by MIF.

- Page 2 of 6-City has approved minimum standards that can be found on the city's website under Engineering. Site developments must meet or exceed these requirements. Review and include when appropriate or provide a response to why the standard is not be used.
- Include city standard for curb and gutter, P.C.C. driveway apron, catch basins and frames, trench backfill for storm, sewer and water, etc. Review city standards for all applicable standards and include in plan set.
- Rip Rap to be added to all flared end locations.
- Include all invert elevations for all drainage structures and storm sewer size and slope.
- Update plans to show where trench backfill is required.
- Include all required EOP and TOC grades to the grading plan.
- Provide a SWPPP for review.

- Provide the City copies of all IEPA permits when approved.

As of the preparation of this report, MIF has submitted revised documents to address the May 30, 2024, initial PUD application submittal staff review comments but the City Engineer has not yet had an opportunity to review those revised documents.

Traffic Control and Site Circulation

Three (3) new curb cuts are currently proposed for this Project onto the existing Advantage Avenue cul-de-sac to accommodate both auto and truck ingress/egress from the property. The City Engineer has reviewed the March 25, 2024, Traffic Study MIF submitted for the Project and provided the following review comments:

- The Traffic Study has been reviewed and is acceptable and sound based on the information known at this time. Currently an end user is not known, but the assumptions in the report of acceptable.
- The City or the developer should continue to work with the owner of the TLC parcel adjacent to the north to either obtain public right-of-way or access easements rights that would allow the Project to access Lidice Parkway. Since the movement of truck traffic along Division Street, east of the Crest Hill Business Park, could eventually be further restricted or eliminated, having the ability for this site to access Lidice Parkway would be very desirable in that it would allow future truck traffic from this Project to eventually utilize the new truck route reflected on Exhibit C.

City staff/consultants have engaged in extensive communications with MIF and the owners/leadership team of the adjacent TLC parcel located immediately adjacent to the north side of the Subject Property about their interest and willingness to voluntarily dedicate right-of-way or easement rights that would allow the proposed Project to install and maintain driveway access to Lidice Parkway. On Wednesday, May 29, 2024, the Chief Financial Officer for the owner of the TLC parcel notified Senior Planner Maura Rigoni via email that they have no obligation to adjust or change their property to accommodate the developer (MIF) and if MIF is interested in having a conversation about access through the TLC property, they would be willing to have a conversation about said issue. As a result, the Project presented for City review and approval at this time only has access to Advantage Avenue which is consistent with the assumptions incorporated into the traffic study approved by the City Engineer.

It is important to note that MIF has designed the internal driveway network for the Project to include future curb cuts at the northeast corner of the Subject Property that would accommodate a potential future interconnection to Lidice Parkway through the adjacent TLC parcel. MIF further represented to the City Council at their May 13, 2024, Work Session meeting that it will provide a \$125,000 monetary contribution to the City of Crest Hill that would help advance the City's design and construction of the City's planned new truck route improvement to Weber Road.

The City Engineer reviewed the initial PUD application submittal and provided the following additional review comment regarding the design of the internal site circulation system:

- The geometry of the northwest and southwest corners of the internal driveway system can be revised to better accommodate the turning movements of a WB-67 vehicle. As currently designed the movement of trucks leaving and coming into the site will be in conflict. With this just being a spec building, the truck traffic is not known. If the truck volume is more than anticipated the geometry could contribute to traffic being back up on site or along Advantage Avenue.
- Revise the geometry to provide a turning radius in the southeast corner of the site to allow a WB-67 to make a turn around without encroaching outside of the pavement area.

These comments are relatively minor and should be addressed by MIF while keeping in mind the design of the project still needs to comply with the maximum 85% lot coverage requirement reflected in Table 2 of the Crest Hill Zoning Ordinance.

Building Elevations and Floor Plan

The proposed industrial building will be 40 feet tall and constructed with pre-cast concrete panels with accent window glass in the middle on the corner end caps of the north building façade. The submitted floor plan identifies the parameters of the building footprint and dock door locations. A more detailed floor plan will not be available until such time that a specific tenant, or tenants, is finalized. This information will be provided at the time of building permit application/submittal.

Photometric/Lighting Plans

The City Engineer has reviewed and found the submitted lighting/photometric plan acceptable. Final electrical construction drawings showing the detailed specifications for the light fixtures and associated conduit, wire size, etc. will need to be included in the building permit submittal for the project.

Landscaping

Community Development Department staff has reviewed and determined the revised landscape plan distributed with this staff report addresses the initial staff review comments and complies with applicable City landscape plan requirements.

CONCLUSION:

Staff has reviewed the Preliminary/Final PUD application submittal from MIF for Lot 17 of Phase 8 of the Crest Hill Industrial Park and finds that the information is consistent with the land use designation in the 2014 Comprehensive Land Use Plan and either meets, or will meet, the technical requirements of City Code once all project application and design documents address the Community Development Department and City Engineer review comments provided for the Project.

Given the nature of the existing development in the surrounding area, the nature of the proposed land use, and the existing relatively long and narrow configuration of Lot 17, Community Development Department staff feels there is justification for the approval of the two zoning setback variations MIF has requested. Furthermore, given the configuration and location of the Advantage Avenue cul-de-sac improvements to the north and adjacent off-site detention improvements to the south, staff does not feel the approval of these variations would have a negative impact on the character of the surrounding area or the use and value of nearby properties.

If approved, this PUD project has the potential of furthering the City's goal to provide a new east-west truck route from the Crest Hill Industrial Park. MIF's monetary contribution commitment will assist the City in this future road planning effort.

As such, staff has reviewed the accompanying petition and is recommending approval of (i) a Preliminary and Final PUD Special Use Permit for the for this Project, (ii) a front yard building setback variation that would allow the building to be setback 15-feet from the Advantage Avenue property line, and (iii) a rear yard parking setback that would allow parking lot drive aisle pavement to have a 0-foot setback along the south property line of the Subject Property.

This recommendation is subject to MIF's compliance with the following six (6) conditions. If the Commission is prepared to make a recommendation on this project, any positive

recommendation should be subject to these conditions and any other conditions the Plan Commission deems necessary and appropriate.

1. ***Loading Dock Restriction:*** The maximum number of loading docks permitted for the speculative industrial warehouse/office building shall not exceed 34 for the PUD. Any increase in the number of loading docks above 34 will require a new public hearing and approval of a PUD amendment.
2. ***Truck Route Monetary Contribution:*** Unless otherwise approved by the City Council, MIF shall make a monetary contribution to the City that the City can use for the design, construction, and/or land acquisition for the City's planned future truck route extension to Weber Road. The details of this monetary contribution shall be finalized in a Development Agreement reviewed and approved by the City Council.
3. ***Lidice Parkway Driveway Connection:*** MIF shall make contact and have meaningful communications with TLC ownership regarding what MIF is prepared to do to obtain TLC's approval for a driveway connection between the Subject Property and Lidice Parkway. MIF shall summarize the details of these communications in writing for City Council reference during its consideration and potential approval of the Plan Commission's recommendation on this Project.
4. ***Final Design Documents Approval:*** Approval of the requested Preliminary and Final PUD Special Use Permit is subject to final civil engineering design plan, photometric/electrical plan, and associated platting approval by City staff and consultants.
5. ***Project Signage:*** All sign proposals shall comply with applicable sign code regulations of the Crest Hill Sign Code Regulations.
6. ***Compliance with Plans:*** The development, maintenance, and operation of the Project y shall be in substantial compliance with the plans and documents included in the Project Submittal Checklist dated 06/05/24, as may be revised to address City staff, City Attorney, and City consultant review comments and City Council Special Use Permit approval conditions.

Please contact me or Senior Planner Maura Rigoni if you have any questions.

Respectfully Submitted,

Ron Mentzer
Interim Community & Economic Development Director

EXHIBIT A – AERIAL PHOTO OF SUBJECT PROPERTY LOCATION

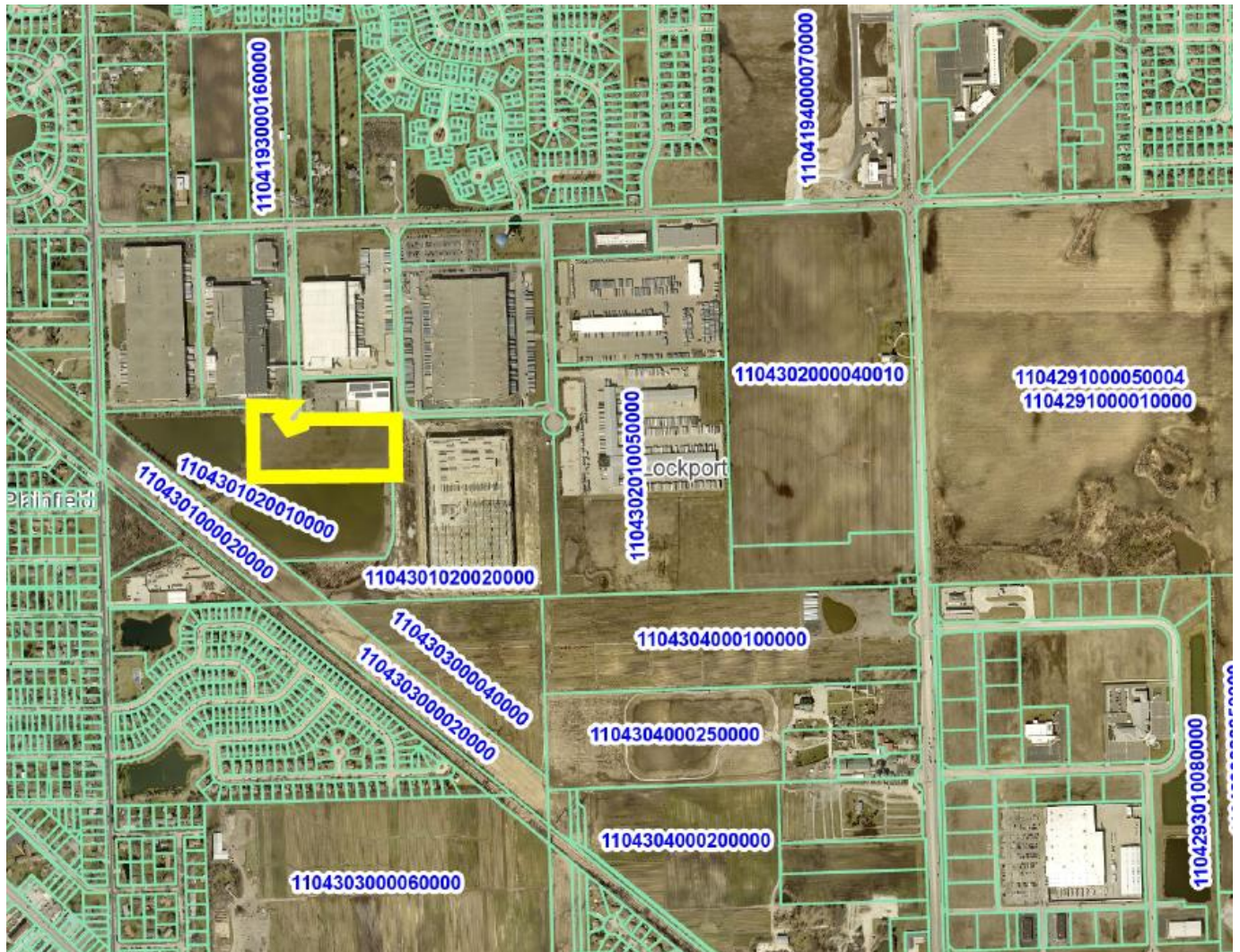


EXHIBIT B MIF 6.5.2024 PUD APPLICATION SUBMITTAL

MIF - CH 8.8 AC PROPOSED DEVELOPMENT
PC SUBMITTAL CHECKLIST
DATE: 06/05/24

#	REQUIRED
0	Application 5/14/24
1	Project Narrative 5/20/24
2	Final Architectural Plans 6/4/24
3	Final Topography 5/2/24
4	Final Plat of Survey 5/6/24 revised 5/30/24
5	Prelim Engineering Plans 5/23/24 revised 6/4/24
6	Prelim Storm Report May 2024
7	Final PE Calculation 5/20/24
8	Prelim Landscape Plan 5/21/24 rev. 5/22/24 rev. 6/5/24
9	Final PUD Plan 5/22/24 revised 6/4/24
10	Final Traffic Report 3/25/24
11	Final Truck Turn Analysis 5/23/24
12	Final Photometric Plan 5/21/24
13	PUD Comment Responses 5/30/24 applicant response 6/5/24
14	PUD Engineering Comment Responses 5/31/24 applicant response 6/4/24

