



USCD - Crest Hill Business Park
PUD Concept Plan Review Application

Table Of Contents



Section 1	Project Team and Bios (3)
Section 2	US Capital Development Overview (4-5)
Section 3	Site Plan and Site Data Summary (6-7)
Section 4	Topography (8)
Section 5	Zoning Information (9-10)
Section 7	Soils Information (11)
Section 8	FEMA Flood Map (12)
Section 9	PUD Objectives (13-15)
Section 10	Conclusion and Representative Renderings (16)

Project Team



Dan O'Connor | Managing Director of Construction

Dan brings over 25 years of Owner Representative experience to the USCD team. In his role as Managing Director of Construction, he is responsible for providing overall leadership to the project team in developing and implementing capital construction projects. He has worked on over 500 projects, representing a cumulative value of more than \$3 billion. With a background in office, IT and Data Centers, medical, retail and industrial space development, Dan's industry experience in asset acquisition, contract negotiation, and management brings an added level of expertise to USCD.



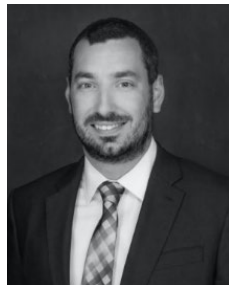
Scott Haley | Managing Director of Development

Scott Haley, Managing Director for US Capital Development, has nearly 20 years experience in the real estate industry. He has directed and managed several million square feet of commercial projects and other real estate assets and developed strong government relationships while working in the municipal planning and economic development arena. Scott holds a Bachelor of Science in Geography and a Master's Degree in Regional Planning, both from Kansas State University.



Charlie Lebens | Director of Investments

Charlie joined US Capital Development in 2021 and currently serves as Director of Investments, supporting the company's speculative and build-to-suit platforms through the sourcing and underwriting of new opportunities, financial analysis of ongoing projects, leasing, capital markets, and disposition functions nationally. Prior to USCD, Charlie was a Senior Analyst in the Hedge Fund Research Group at Mercer. Charlie holds a B.A. in Economics from Dartmouth College.



Michael Stephenson | Project Manager

Michael Stephenson serves as Project Manager for US Capital Development. He has almost 10 years of experience in the construction industry both in Preconstruction and Project Management. Michael is responsible for ensuring successful project development from due-diligence to engineering and design, through the construction phase and project close-out. He is responsible for working on multiple projects simultaneously as well as overseeing the coordination of contractors, consultants, clients, and resources required to successfully complete projects. Michael holds a Bachelor of Science in Construction Management from Missouri State University.

US Capital Development



US Capital Development (“USCD” or “Developer”), founded in 1997, is a St. Louis–based real estate firm with a national footprint specializing in large-scale industrial, build-to-suit, and office projects. USCD has initiated more than \$1.5 billion in self-directed and owned developments, leveraging strong relationships with institutional capital partners to fund projects.

USCD is well known for institutional-quality industrial work, including the transformation of a former Chrysler plant in Fenton, Missouri into Fenton Logistics Park—a \$250 million, fully leased, 2.5 million-square-foot master-planned industrial campus.

Beyond Missouri, the firm has pursued speculative and master-planned industrial parks in markets across the United States, including Cincinnati, Memphis, Nashville, Phoenix, Tampa, Northeast Pennsylvania, Charlotte, and Louisville. Guided by an experienced leadership team, USCD employs an integrated development, consulting, and investment platform that enables it to deliver projects from concept through completion.



USCD Platform Overview



- ✓ Successfully developed **60 million+** SF of industrial and office real estate nationwide.
- ✓ Senior management averages **28 years** of real estate development and construction management experience
- ✓ Experience in **30 states**.



LKQ North American Headquarters (Nashville, TN)



Fenton Logistics Park (St. Louis, MO)

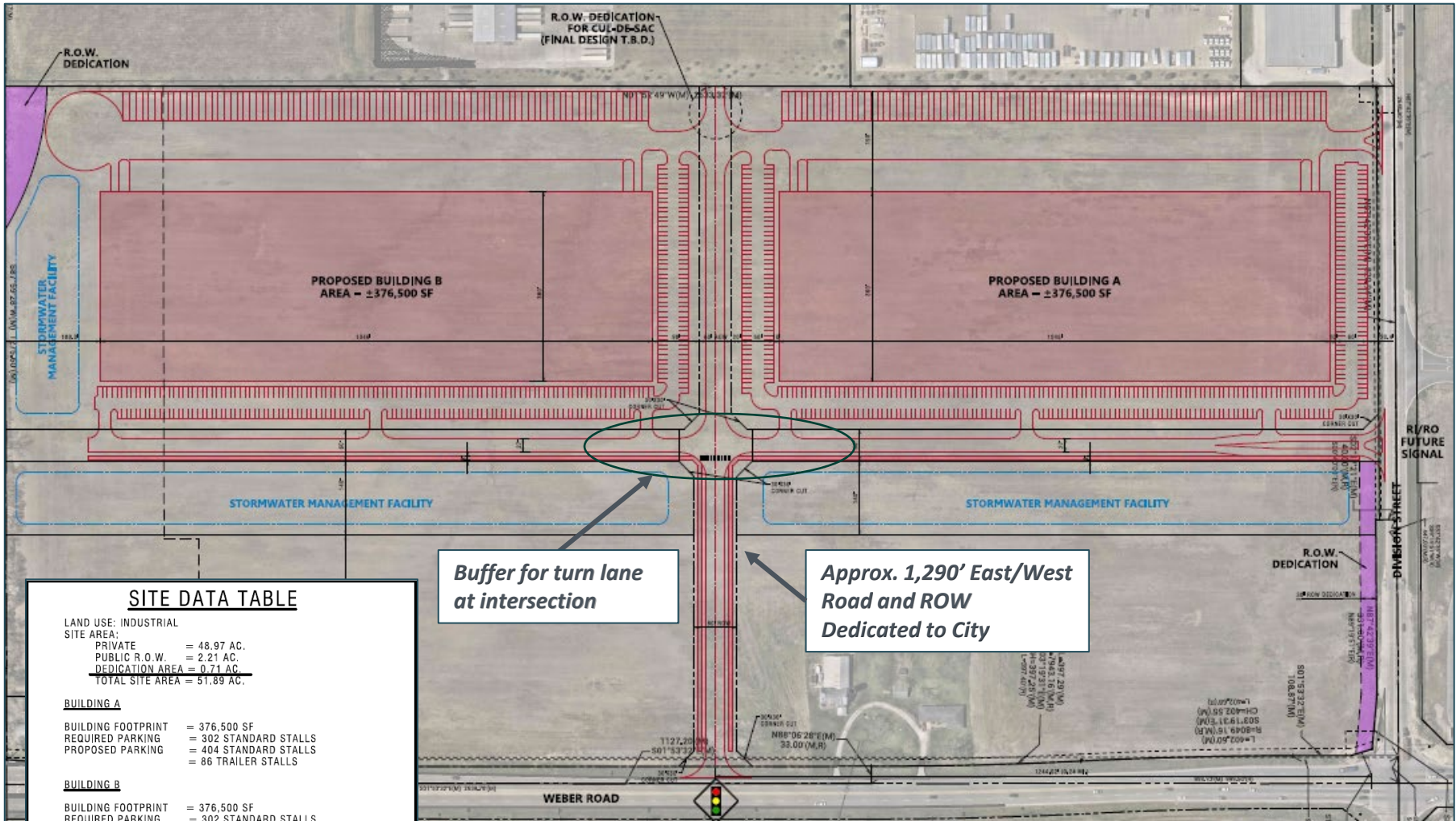


Unical Aviation Headquarters (Phoenix, AZ)

Sampling of USCD Tenants:



Project Site Plan and Data*

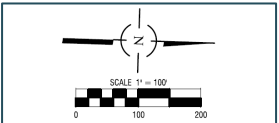


SITE DATA TABLE	
LAND USE: INDUSTRIAL	
SITE AREA:	
PRIVATE	= 48.97 AC.
PUBLIC R.O.W.	= 2.21 AC.
DEDICATION AREA	= 0.71 AC.
TOTAL SITE AREA	= 51.89 AC.
BUILDING A	
BUILDING FOOTPRINT	= 376,500 SF
REQUIRED PARKING	= 302 STANDARD STALLS
PROPOSED PARKING	= 404 STANDARD STALLS
	= 86 TRAILER STALLS
BUILDING B	
BUILDING FOOTPRINT	= 376,500 SF
REQUIRED PARKING	= 302 STANDARD STALLS
PROPOSED PARKING	= 315 STANDARD STALLS
	= 83 TRAILER STALLS

(1) FINAL SITE AREAS ARE SUBJECT TO FINAL PLAT OF SUBDIVISION.
 (2) REQUIRED PARKING COUNTS ARE BASED ON 1 SPACE/1250 SF OF WAREHOUSE SQUARE FOOTAGE FOR WAREHOUSES 10,001 SF OR GREATER.

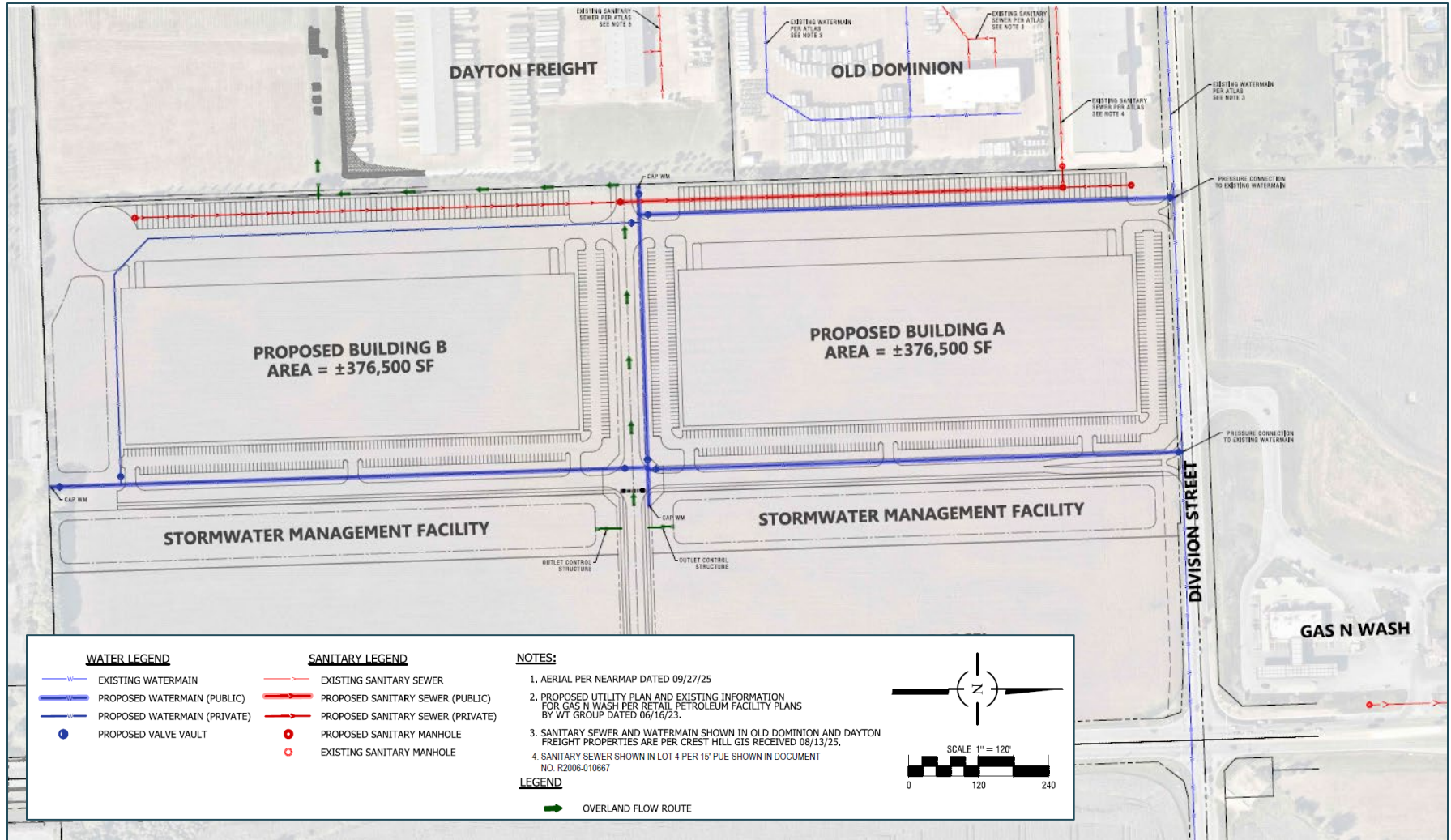
Buffer for turn lane at intersection

Approx. 1,290' East/West Road Dedicated to City



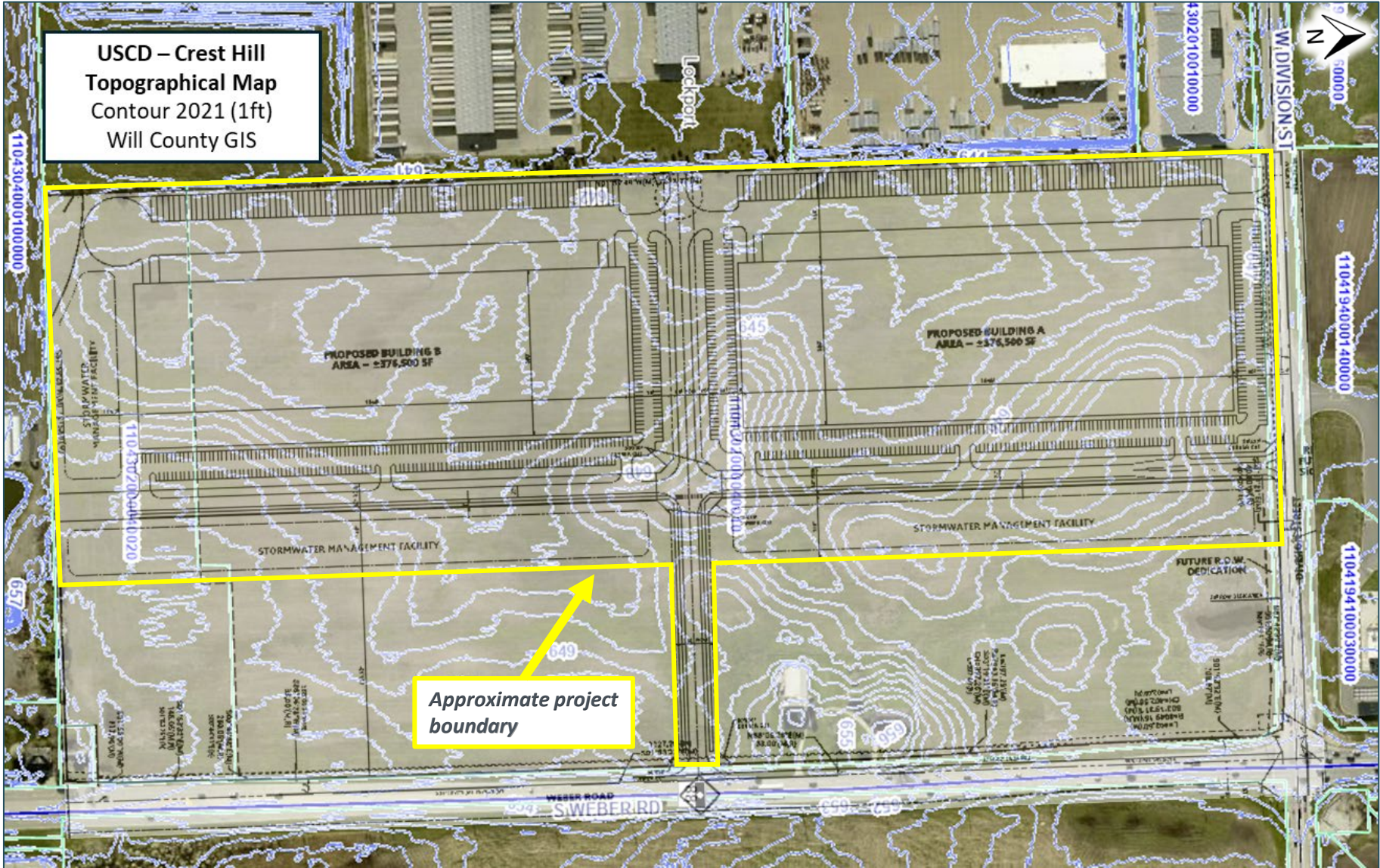
**Full exhibit submitted separately as an attachment to this application*

Utilities, Drainage, and Detention*



*Full exhibit submitted separately as an attachment to this application

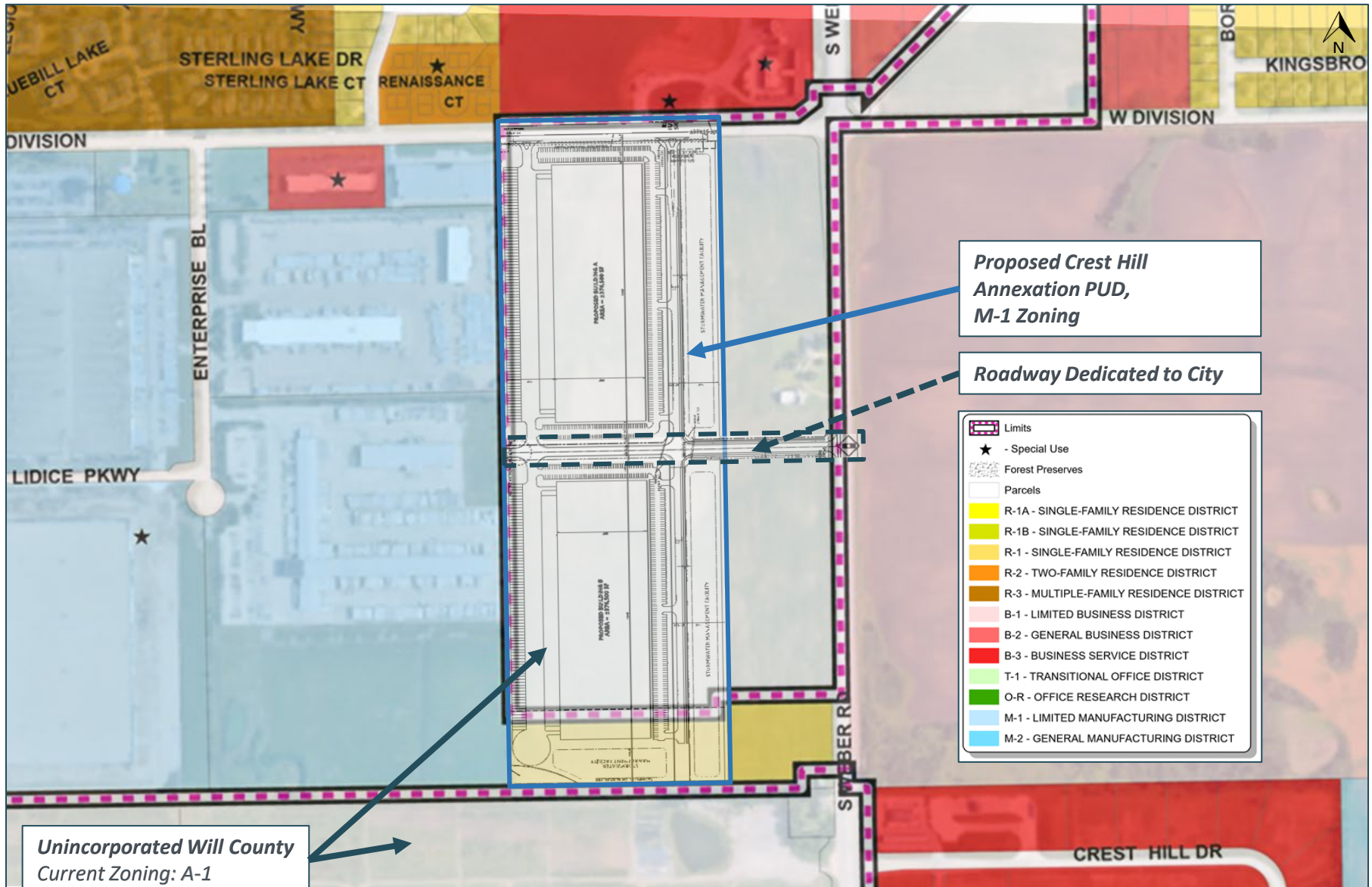
Site Plan - Topographical Overlay



USCD – Crest Hill
Topographical Map
Contour 2021 (1ft)
Will County GIS

Approximate project
boundary

Site Plan - Zoning Overlay



USDA Site Soil Conditions



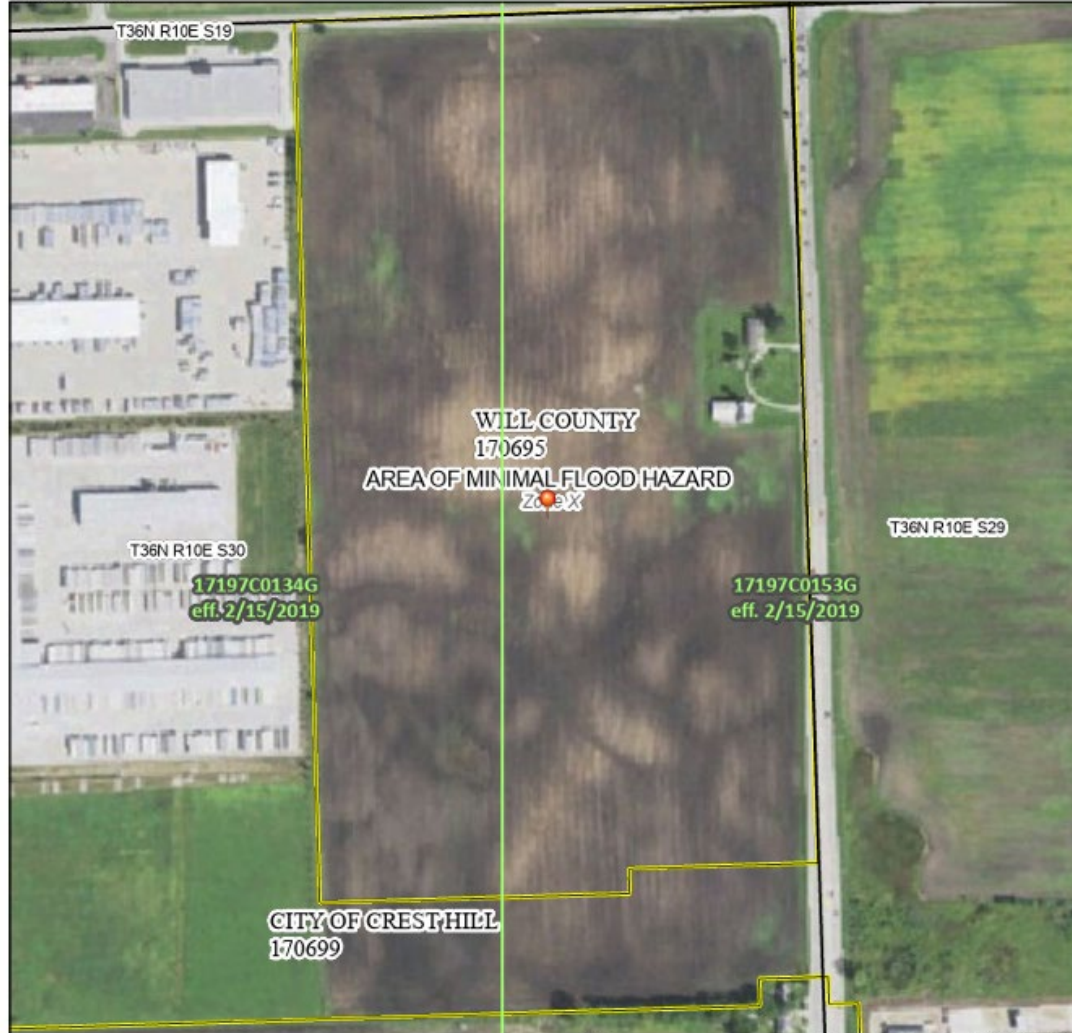
FEMA Flood Map



National Flood Hazard Layer FIRMette



88°7'47"W 41°34'51"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- | | |
|------------------------------------|---|
| SPECIAL FLOOD HAZARD AREAS | <ul style="list-style-type: none"> Without Base Flood Elevation (BFE) Zone A, V, A99 With BFE or Depth Zone AE, AG, AH, VE, AP Regulatory Floodway |
| OTHER AREAS OF FLOOD HAZARD | <ul style="list-style-type: none"> 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X Future Conditions 1% Annual Chance Flood Hazard Zone X Area with Reduced Flood Risk due to Levee Zone X Area with Flood Risk due to Levee Zone D |
| OTHER AREAS | <ul style="list-style-type: none"> NO SCREEN Area of Minimal Flood Hazard Zone X Effective LOMRs Area of Undetermined Flood Hazard Zone D |
| GENERAL STRUCTURES | <ul style="list-style-type: none"> Channel, Culvert, or Storm Sewer Levee, Dike, or Floodwall |
| OTHER FEATURES | <ul style="list-style-type: none"> Cross Sections with 1% Annual Chance Water Surface Elevation Coastal Transect Base Flood Elevation Line (BFE) Limit of Study Jurisdiction Boundary Coastal Transect Baseline Profile Baseline Hydrographic Feature |
| MAP PANELS | <ul style="list-style-type: none"> Digital Data Available No Digital Data Available Unmapped |



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/18/2026 at 12:51 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Basemap Imagery Source: USGS National Map 2023

PUD Objectives



Below is our statement of how the USCD – Crest Hill Project complies with the objectives for Planned Unit Developments as stated in Section 10.0-2:

1. To allow for the design of developments that are architecturally and environmentally innovative, and that achieve better utilization of land than is possible through strict application of standard zoning and subdivision controls.

Response: The two-building development employs a Class-A industrial design approach, integrating enduring storefront architecture with a carefully structured site plan. The roadway network facilitates thoughtful vehicle and pedestrian movement and supports potential future development south adjacent to the site and along Weber Road.

2. To encourage land development that, to the greatest extent possible, preserves natural vegetation, respects natural topographic and geologic conditions, and refrains from adversely affecting flooding, soil, drainage, and other natural ecological conditions.

Response: The project site is currently used for agriculture purposes, and as such, is predominantly flat and clear of vegetation and wetlands. Planning for the site was guided by the land's existing contours and drainage characteristics, helping to complement existing/future developments and minimize grading requirements. Stormwater management facilities are planned to serve the proposed buildings and roadway network with future expansion capabilities to potentially serve adjacent lots.

3. To combine and coordinate architectural styles, building forms, and structural/visual relationships within an environment that allows mixing of different land uses in an innovative and functionally efficient manner.

Response: The development is thoughtfully positioned to include several physical “transition zones” between the existing west-adjacent industrial tenancy and the east-adjacent, future commercial lots along Weber Rd, to effectively bridge the gap between varied use-types. The east-phasing façade includes potential for city-approved corporate styling along the pedestrian-accessible entry points.

PUD Objectives (continued)



4. To provide for abundant, accessible, and properly located public open and recreation space, private open and recreation space, schools, and other public and private facilities.

Response: Appropriately landscaped areas and walking paths are incorporated throughout the site.

5. To promote the efficient use of land resulting in networks of utilities, streets, and other infrastructure features that maximize the allocation of fiscal and natural resources

Response: The project's site efficiency promotes thoughtful use of land and infrastructure. The layout supports cost-effective utility extensions and provides new roadways for the benefit of future development in the surrounding area alongside the City's stated planning framework.

6. To enable land developments to be completely compatible and congruous with adjacent and nearby land developments.

Response: The proposed development establishes an appropriate land-use transition from the west-adjacent industrial operations to the future commercial area planned along Weber Road. Through strategic site design and building orientation, all current and proposed truck-related functions in the neighboring industrial property are effectively concealed from Weber Road. In their place, the project introduces a high-quality, corporate façade, reinforced by physical buffers created through the roadway network, pedestrian paths, and stormwater management features. The plan additionally includes two right-of-way dedications to the City of Crest Hill for future Enterprise Blvd. extension toward Crest Hill Drive and for future right-turn improvements along Division St. toward Weber Road.

7. To ensure that development occurs at proper locations, away from environmentally sensitive areas, and on land physically suited to construction.

Response: The site is well suited for industrial development given its proximity to major transportation routes, strong employment base, and existing infrastructure. The project is positioned on suitable land for development and does not impact environmentally sensitive areas.

PUD Objectives (continued)



8. To allow unique and unusual land uses to be planned for and located in a manner that ensures harmony with the surrounding community.

Response: The proposed project adheres to the 2022 Comprehensive Plan Sub-Area Update and additionally includes enhanced infrastructure above-and-beyond the City's prior planning, with incorporation of shared-use paths on both public and private components of the development. The plan additionally includes a road network that thoughtfully aligns with a potential future traffic signal along Division and allows for future connection to the property's southern border. The subject project's primary access point along Weber Rd. limits congestion along Division St. and further enhances the City's commercial corridor along Weber.

9. To create a method for the permanent preservation of historic buildings and/or landmarks.

Response: No historic structures are present on the site.

10. To provide for a variety of housing types.

Response: Not applicable.

11. To provide a development that does not endanger the public health, welfare, or safety.

Response: The project emphasizes public safety through compliant access design, defined shared use pathways, appropriate lighting, and full adherence to building, fire, and stormwater standards. Walkable connections further promote active, healthy lifestyles for employees of the proposed project and provide additional cohesion with future, adjacent development prospects.

Thank You!



USCD appreciates City Staff's collaboration on the proposed project and looks forward to collaborating with the City of Crest Hill toward a successful development. As proposed, the approximately \$80 million project stands to generate \$1 million annually in new property taxes as a regional employment engine, attracting best-in-class tenancy to the enhanced business park.

The subject development additionally provides critical elements to the City's long-term road network plans within its private development, enhancing future maneuverability through the existing and future commercial and industrial developments in Crest Hill.

