

EXHIBIT A

# ***Crest Hill Comprehensive Plan Update***

## ***Division and Weber Business Park Sub-Area Report***



Prepared by Teska Associates, Inc.  
&  
Christopher B. Burke Engineering Ltd.  
November 11, 2022

## ***Introduction***

The City of Crest Hill, located in northern Will County, Illinois, is home to more than 20,000 people. In 2014 the City adopted a comprehensive plan rooted in community outreach and input to plan for the future of Crest Hill's development and growth. One of the resultant goals of the comprehensive plan was to "support the continued growth of local industry in such a way that it expands local job opportunities, takes advantage of future investment in transportation and infrastructure, and minimizes impacts on surrounding neighborhoods, commercial areas, and environmental assets (City of Crest Hill Comprehensive Plan, 2014)". The City set out to update the comprehensive plan in the area of the Crest Hill Business Park to create a more specific and sub-area plan for an area bounded by W. Division, Weber and Gaylord and the E.J. & E. Railroad and evaluate changes to traffic flow and truck routes in the area (see Figure 1).

This business park, directly West of the new City Hall, has a variety of warehousing and commercial uses, and has potential to capitalize on favorable market outlooks for further industrial land uses in the area.

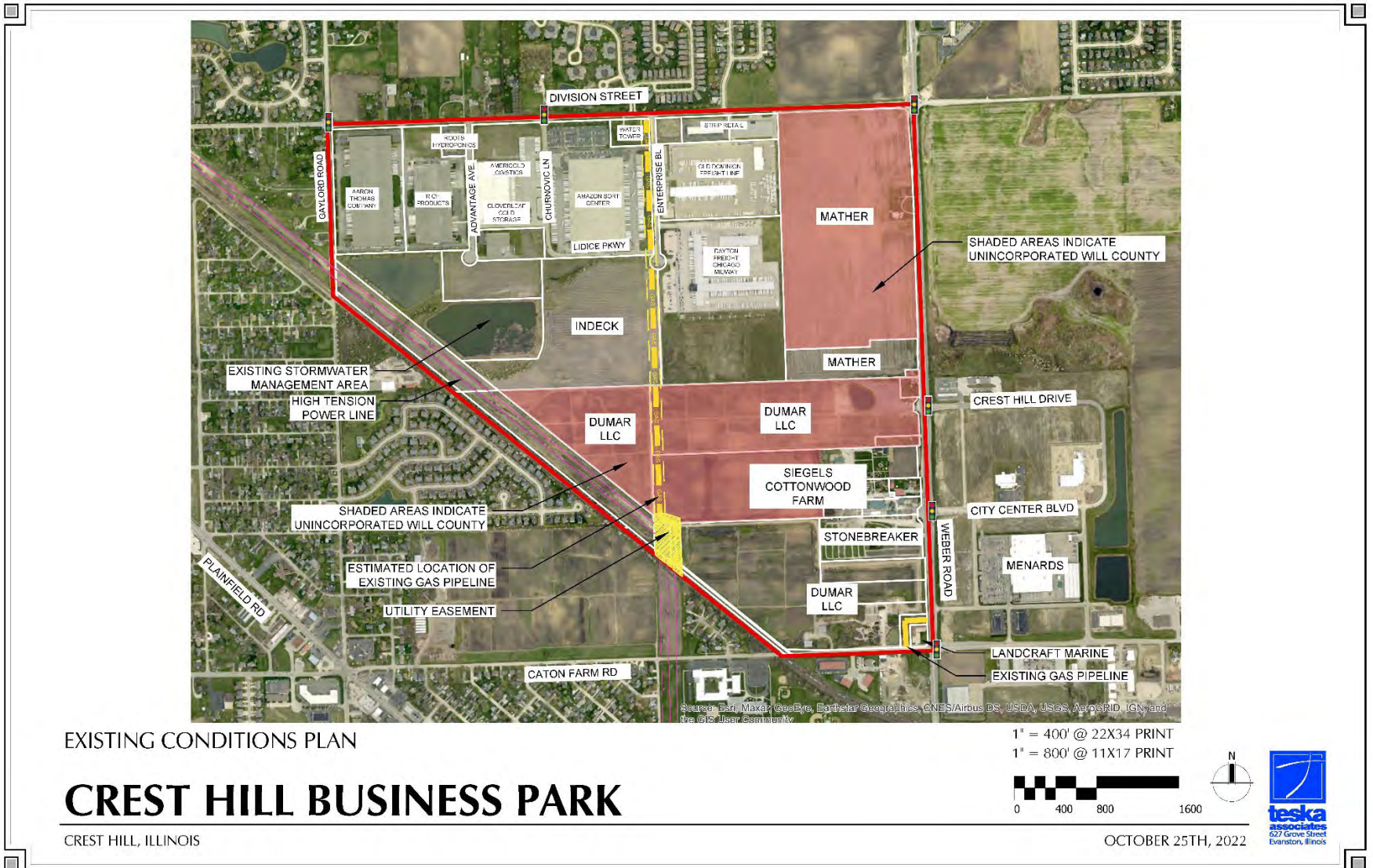
### **Existing Study Area Businesses (2022)**

- 160 Driving Academy
- Aaron Thomas Company, Inc.
- **Amazon Sort Center**
- Americold Logistics
- Cloverleaf Cold Storage
- **Dayton Freight** Chicago - Midway
- Freedial Wireless Solutions
- La Danse Academie
- **Old Dominion Freight Line**
- PeopleShare Temp Agency
- Rich Products Corporation
- Roots Hydroponics
- Smoke 4 Less
- TLC Ingredients
- Tobacco Mart
- U-Haul
- United Teknical & Industrial Services
- Walk as Children of Light





Figure 1: Crest Hill Business Park, Existing Conditions

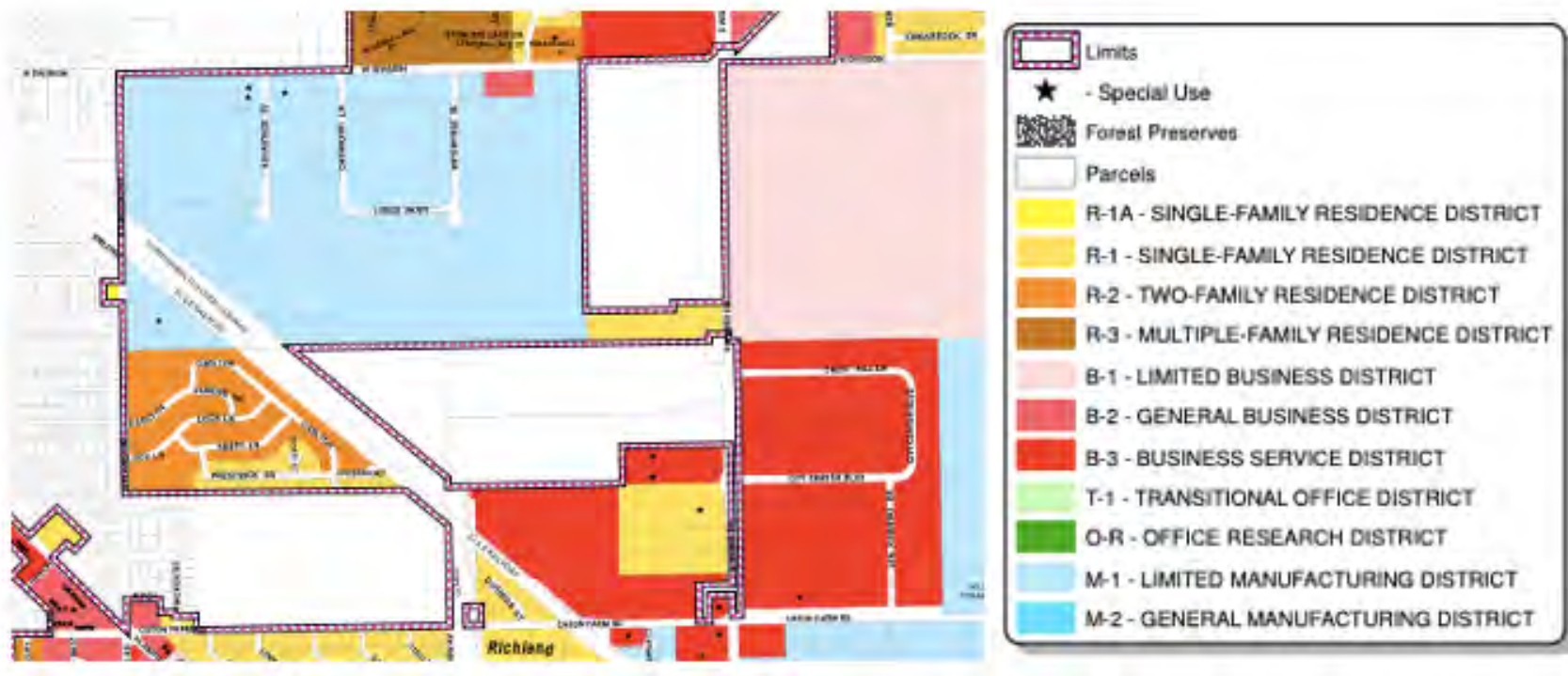


## Existing Conditions

### Zoning

The study area is currently zoned primarily as M-1 Limited Manufacturing District along Division Street and B-3 Business Service District along Weber Road. There are also smaller pockets zoned as B-2 General Business District (existing shopping center on Division) and R-1A/R-1 Single-Family Residence District along Weber Road (Figure 2).

**Figure 2: Study Area Zoning**

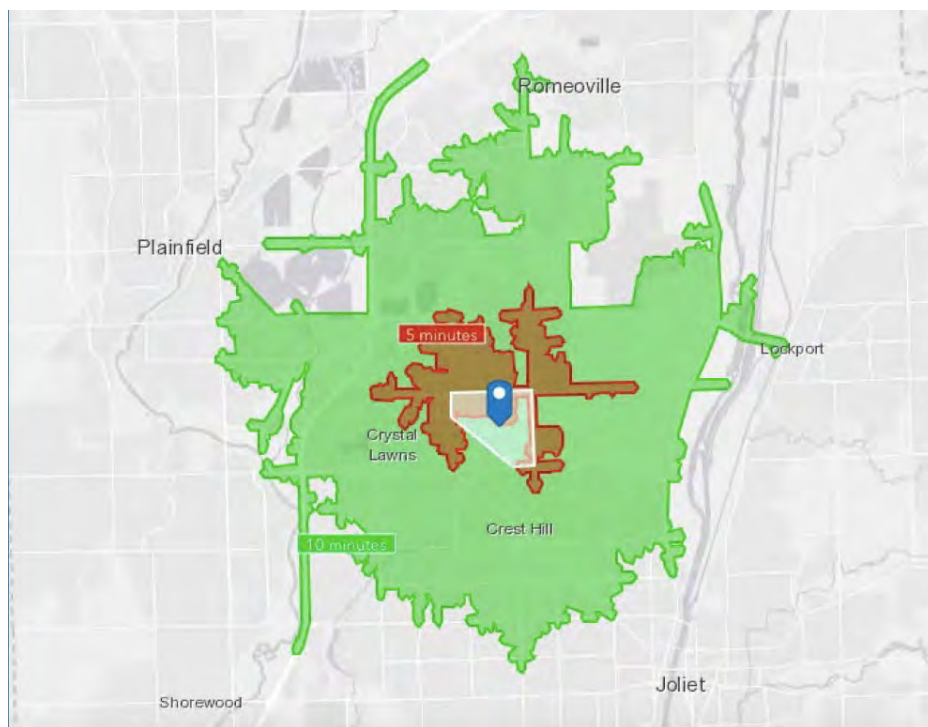


Source: City of Crest Hill



## Market Conditions

The total population and number of households in Crest Hill has remained relatively stable since 2010, with less than a percentage point of overall change in the past 11 years. The surrounding market areas also have remained stable in the same period. Median household income is somewhat lower than the statewide numbers; the 2021 median household income in Crest Hill was reported as \$58,689 compared to \$68,428 in Illinois. However, median income within the 10-minute drive-time was \$70,613.



**Drive Time Map** - 5-Minute (brown) and 10-Minute (green)

There are approximately 69,000 people living within a 10-minute drive of the study area (shown in a white box with a blue marker in the illustration on the left). Given strong employment opportunities in the area, the daytime population is only slightly less within 10-minutes at approximately 58,000.

The Hillcrest Shopping Center and the Stateville Correctional Center have the highest concentration of jobs in Crest Hill, with other areas of concentration around the northwest (Crest Hill Business Park) and southwest areas. The business park in our study area is nestled between these two areas and presents an opportunity to bring more jobs to the area. About 30% of workers in Crest Hill travel less than 10 miles to work, roughly another 30% travel 10-24 miles, and almost 40% travel more than 25 miles (see Figures 3 and 4).

## Industrial Outlook

Transportation and Warehousing & Manufacturing are among the top 5 largest job providers in the area



Joliet, Channahon, Wilmington & Plainfield leased more than 8 million sq. ft. of industrial space in the last year

Industry professionals predict that industrial growth trends are far from over

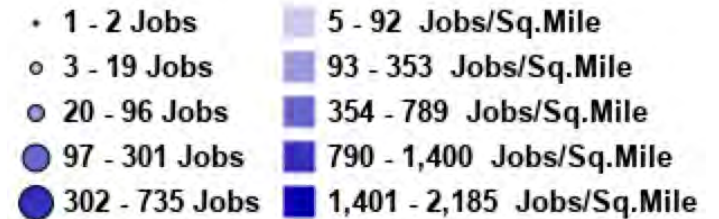
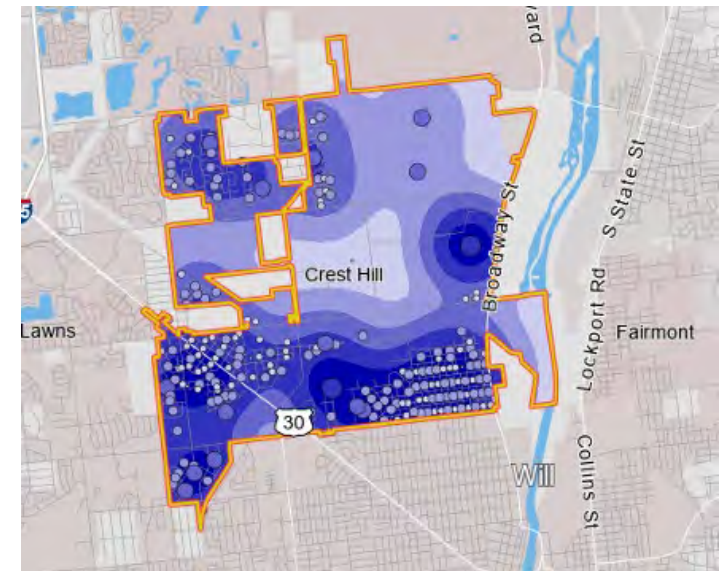
Manufacturing & Wholesale Trade contribute nearly \$8 billion to the gross regional product (GRP)



The growth of e-commerce for everyday essentials has driven this increased demand for industrial space, and shows no sign of slowing down

Source: EMSI, Will County Center for Economic Development

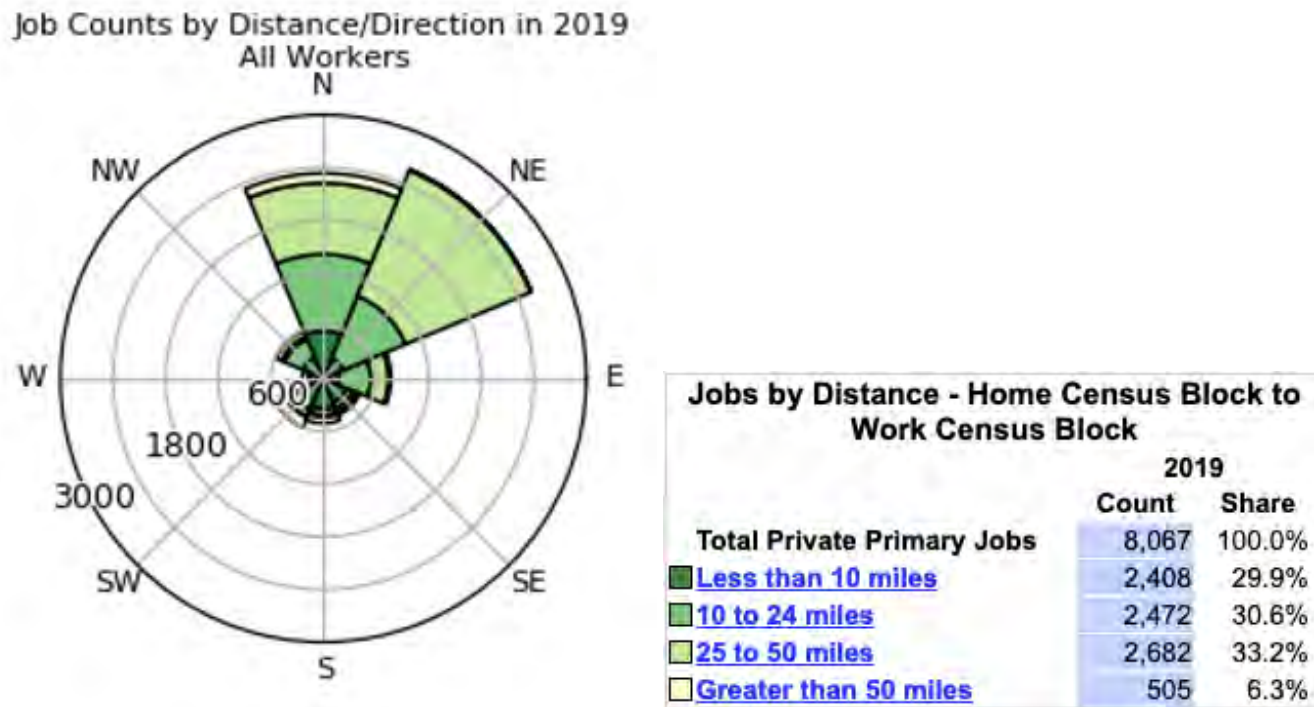
Figure 3: Crest Hill Employment Heat Map



Source: US Census Bureau



**Figure 4: Crest Hill Employment Chart**



Source: US Census Bureau

Transportation, Warehousing, and Manufacturing are among the top five largest job providers in the area, contributing nearly \$8 billion to the Gross Regional Product (GRP). Neighboring communities (Joliet, Channahon, Wilmington, and Plainfield, to name a few) have added more than eight million square feet of industrial space in the last year alone. The growth of e-commerce for everyday essentials has driven this increased demand for industrial space, and shows no sign of slowing down. The success of the Amazon Sort Center highlights this shift in consumer behavior and an opportunity for further growth.

### Traffic Conditions

A traffic study and traffic projections were conducted by Christopher B. Burke Engineering, Ltd. in November 2021 to assess the current conditions and recommended modifications to traffic flow. The study area consists of four signalized intersections (Weber Road at Division Street; Weber Road at Crest Hill Drive; Division Street and Churnovic Lane; Division Street at Gaylord Road), and three two-way stop-controlled intersections (Division Street at Enterprise Boulevard; Division Street at Advantage Avenue; Division Street at Industrial Avenue). Currently, Division Street has one lane in each direction while Weber Road has two lanes in each direction. At Crest Hill Drive and Weber Road there are dual left turn lanes and a single left turn lane with room for a future additional left turn lane for northbound traffic.

In addition to examining existing traffic patterns, the study also included 2050 traffic projections to include a redistribution of the traffic utilizing the proposed internal road network. A capacity analyses was then performed to determine the effect of the proposed internal truck route and its impact on relevant intersections. Different scenarios were tested to evaluate the appropriateness of one-ways, turn lanes, and other traffic flow changes.

Key recommendations of this study include:

- **Enterprise Boulevard** - Maintain as a one-way northbound only roadway.
- **Division Street/Churnovic Lane Intersection** – add an exclusive eastbound right turn lane
- **Division Street/Enterprise Boulevard Intersection** – implement positive guidance improvements to discourage trucks exiting Enterprise Boulevard onto Division Street. Recommendations range from signing and striping, to roadway/geometric modifications.
- **Crest Hill Drive and Weber Road** – consider removing the “split-phased” type phasing on the east and west approaches by converting the shared through/left lane to an exclusive left turn lane and removing the right turn overlap by changing the existing exclusive right turn lane to a shared through/right lane. An additional exclusive right turn lane may be warranted in the future.





*Intersections Examined in Traffic Study*

### Physical Conditions

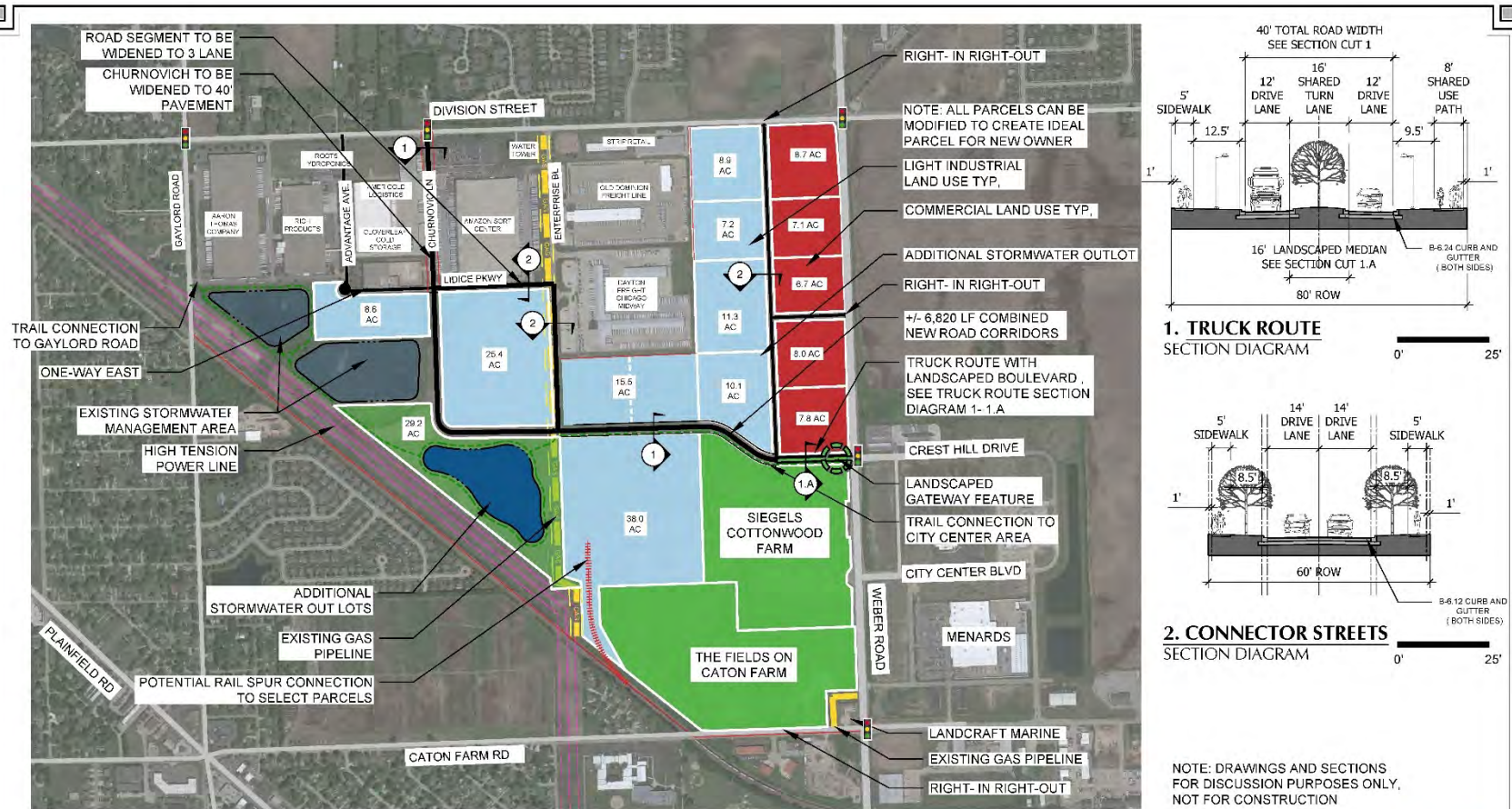
The physical condition of the business park is favorable to spur further investment in the area. The area is well served by storm sewer, sanitary sewer, and water main infrastructure. A gas pipeline and high-tension power line are both located on the western edge of the study area. As shown on the Existing Conditions Plan, there is a gas pipeline running north/south parallel to Enterprise Drive that extends the length of the study area. The land itself is mostly flat and has sparse tree coverage on the southern, eastern, and northwestern areas. The topography generally drains from east to west, but is relatively flat.

### **Concept Plans**

Two primary alternative conceptual land plans were developed based on the market, traffic, and physical conditions of the study area. In reviewing both concepts, it is important to note that the lotting patterns shown are purely conceptual. Lots can be combined or adjusted as needed to meet the demands of specific end users. The plan does, however, provide a clear direction for roadway and trail connections, regional stormwater, and land use.

**Concept A** proposed an extension of Churnovic Lane, looping to the east to connect to Crest Hill Drive. This alternative maintains a focus on commercial use along the Weber Road frontage while allowing for expansion of the business park. It provides for stormwater detention along the railroad tracks, just south of the existing detention ponds. This detention area could be turned into a recreational amenity for the park, with trails around the pond and connecting to the City Center Area to the east and Gaylord Avenue to the west. A potential rail spur is also shown at the southern end of the study area. An “A” Alternative plan is also provided to show how the park could be expanded in the future should the Fields of Caton Farm and Siegels Cottonwood Farms ever choose to redevelop their properties. The plan recommends a boulevard landscape treatment at the new business park entrance at Crest Hill Drive, with attractive gateway landscape treatments at Weber Road and both Crest Hill Drive and City Center Boulevard.

**Concept B** is similar regarding land use, but instead of the extension of Churnovic Lane, this concept focuses on an extension of Enterprise Lane curving to the east to connect with Crest Hill Drive. This approach reduces the total amount of roadway needed to be built and maintained while keeping most of the amenities of Concept A including trail connections, similar land use mix, and potential for a rail spur. A “B” Alternative Plan is also provided to show expansion of the park to the south should these properties ever seek redevelopment. **Given these economies, Concept B is the preferred alternative.**

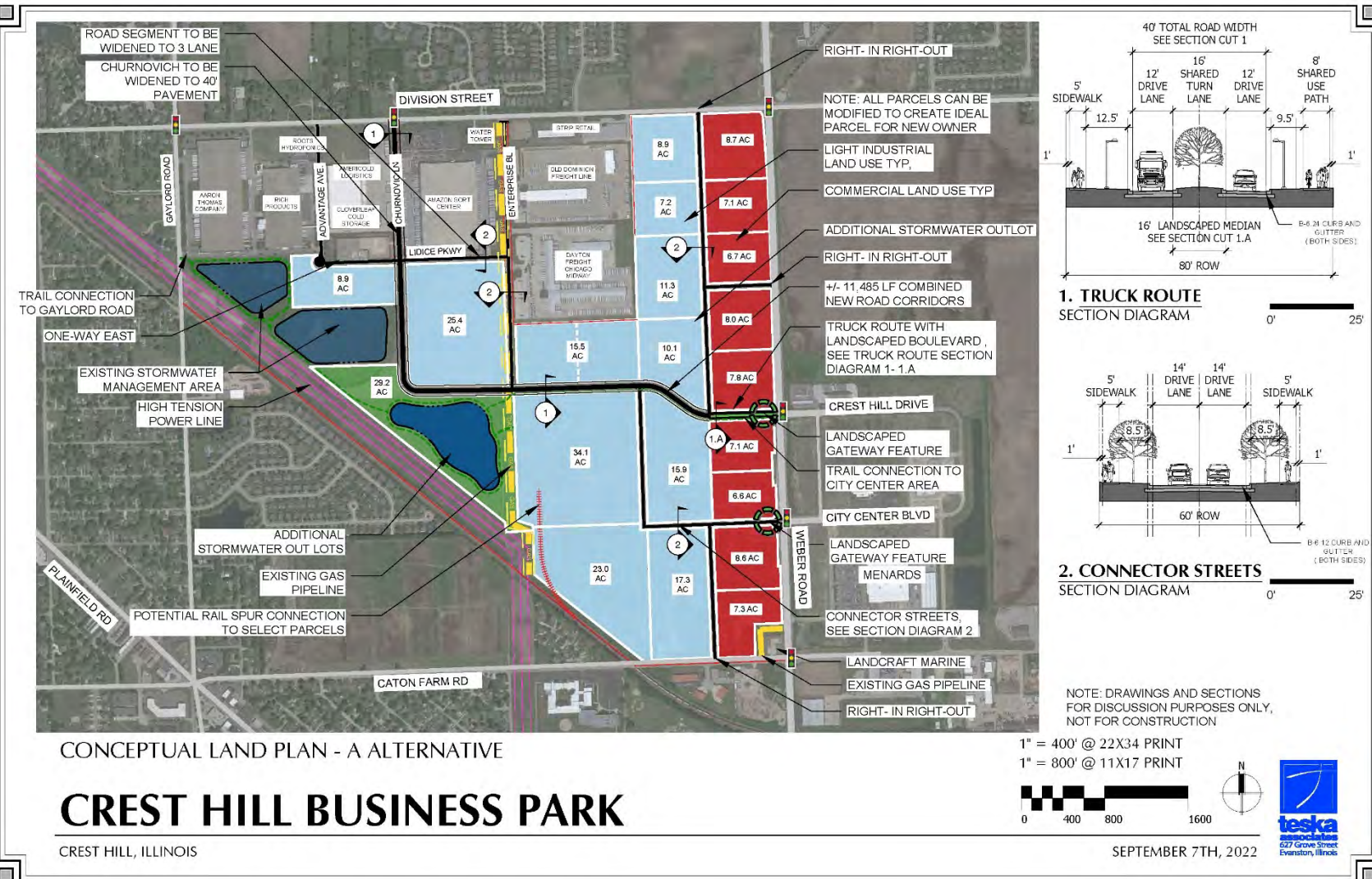


CONCEPTUAL LAND PLAN - A

# CREST HILL BUSINESS PARK

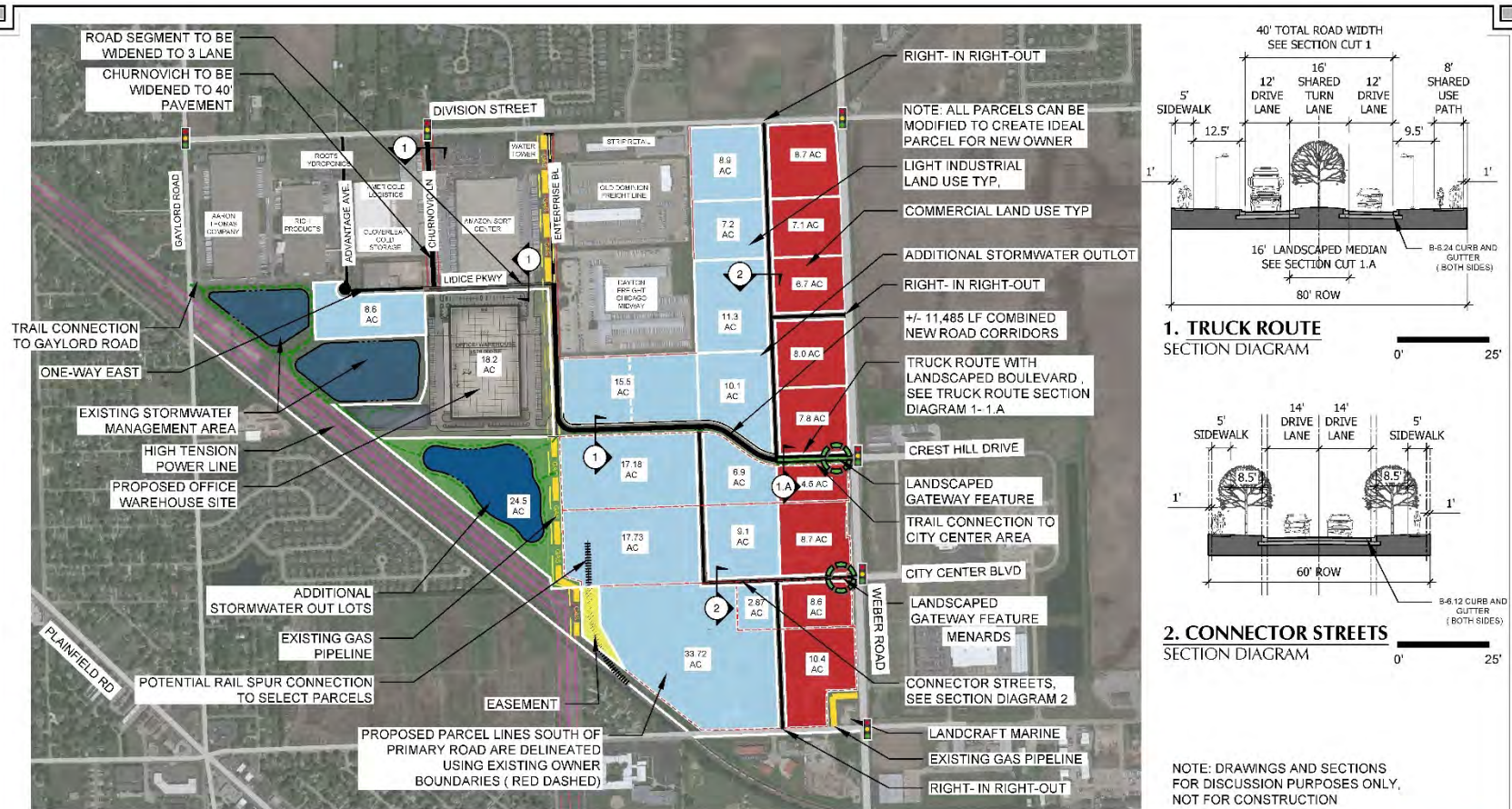
CREST HILL, ILLINOIS









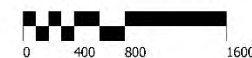


CONCEPTUAL LAND PLAN - B ALTERNATIVE

# CREST HILL BUSINESS PARK

CREST HILL, ILLINOIS

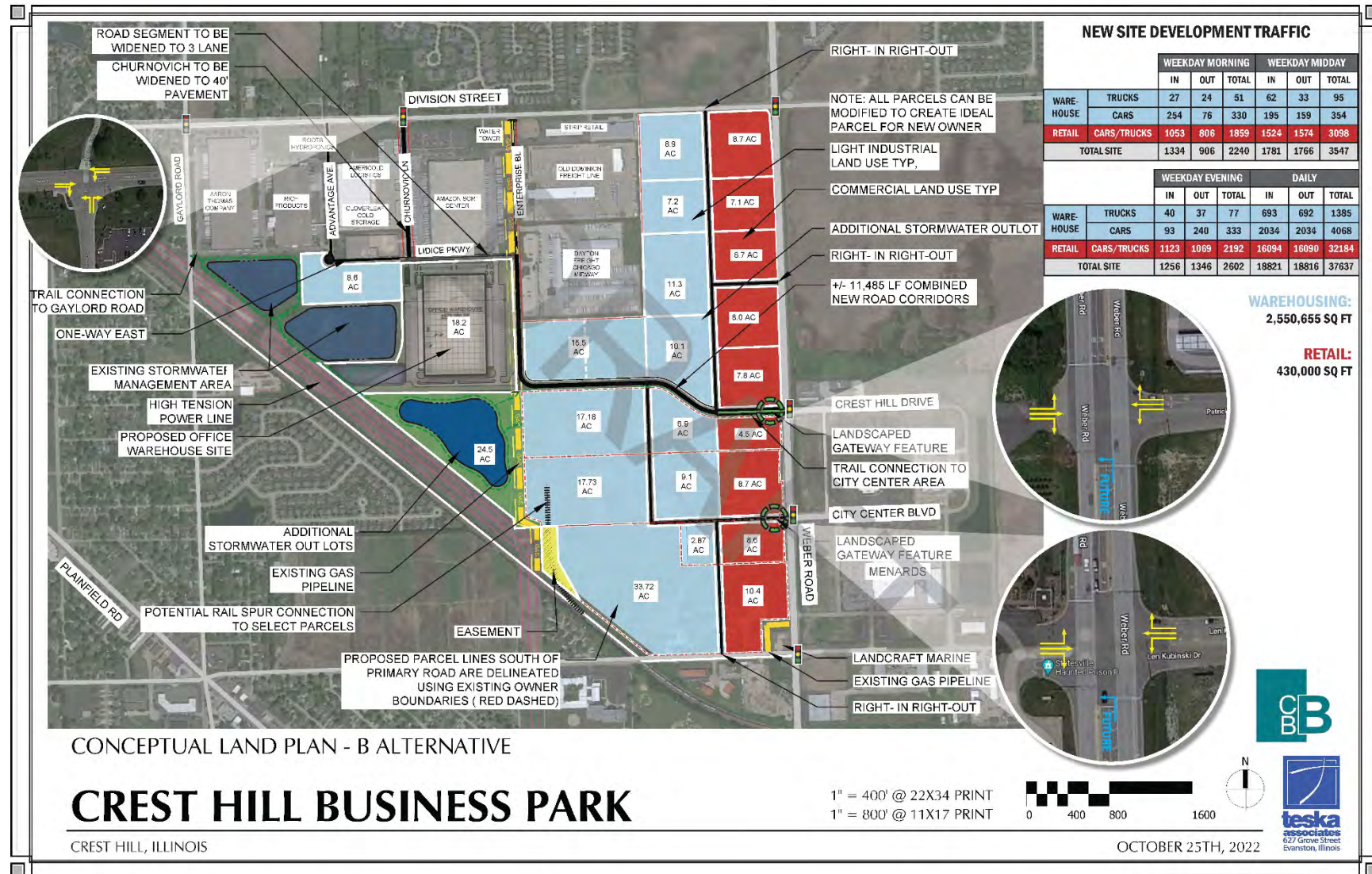
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OCTOBER 25TH, 2022



## New Site Development Traffic Exhibit



## ***Implementation Strategies***

### ***Infrastructure***

Recommendations to optimize traffic flow include maintaining Enterprise Boulevard as a one-way northbound roadway between Ludice Parkway and Division Street; adding an exclusive eastbound right turn lane at Division at Churnovic to accommodate an influx of truck traffic; implementing positive guidance improvements to discourage trucks exiting Enterprise Boulevard onto Division Street; and converting the shared through/left lane of Patrick Drive at Weber Road to an exclusive left turn lane and removing the right turn overlap by changing the existing exclusive right turn lane to a shared through/right lane. An additional exclusive right turn lane may be needed in the future to accommodate an exclusive left turn lane, through, and right turn lane configuration on the east and west approaches of Patrick Drive and Weber Road. To develop recommended roadway improvements, CBBL estimated a cost of approximately \$11.6 million dollars (2022 dollars). Details of this cost estimate are provided in the appendix.

Infrastructure improvements such as a rail spurs may also be appropriate dependent on the needs of individual owners/tenants.

### ***Public-Private Partnership***

The City will need to work closely with property owners and developers in this area in development of the business park. Having this concept plan will aid in discussions with future developers, providing them with a clear vision from the City's perspective. The plan clearly highlights desired improvements, and provides a logical system of interconnected roadways. While developers will be expected to dedicate right-of-way and install needed public improvements like water and sewer extensions, roadway improvements, etc. – having this master plan will also potentially allow the City to seek grants or to explore other potential funding mechanisms such as Tax Increment Financing or an Enterprise Zone to partner with the private sector to implement the plans vision.

## Appendix

### New Truck Route Improvements at Crest Hill Business Park

#### Conceptual Estimate of Cost

7/11/2022

|                                | <b>Churnovic<br/>(Division to<br/>Lidice)</b> | <b>Lidice<br/>(Churnovic to<br/>Enterprise)</b> | <b>New Truck<br/>Route<br/>(Lidice to<br/>Weber)</b> | <b>Enterprise<br/>at Division</b> | <b>Totals</b>        |
|--------------------------------|---|---|--|-----------------------------------|----------------------|
| Construction                   | \$ 880,620                                    | \$ 1,056,120                                    | \$ 6,025,500   | \$ 65,000                         | \$ <b>8,027,240</b>  |
| Phase I/II Engineering (15%)   | \$ 132,093                                    | \$ 158,418                                      | \$ 903,825   | \$ 9,750                          | \$ <b>1,204,086</b>  |
| Construction Engineering (10%) | \$ 88,062                                     | \$ 105,612                                      | \$ 602,550   | \$ 6,500                          | \$ <b>802,724</b>    |
| Land Acquisition               | \$ -  | \$ -  | \$ 1,585,000   | \$ -                              | \$ <b>1,585,000</b>  |
| <b>TOTAL PROJECT COST</b>      | <b>\$ 1,100,775</b>                           | <b>\$ 1,320,150</b>                             | <b>\$ 9,116,875</b>                                  | <b>\$ 81,250</b>                  | <b>\$ 11,619,050</b> |

#### Notes

1. All costs in 2022 dollars.
2. Cost estimate does not any include utility relocation work.
3. Assumes that all engineering will follow federal project development procedures for Phase I and Phase II Engineering.
4. Assumes that any land acquisition plat of highways, appraisals and negotiations will follow federal project development procedures.