

Village of Huntley
REQUEST FOR PLAN COMMISSION ACTION
PUBLIC HEARING

The following report has been modified based on the February 22, 2021, Plan Commission meeting.
Modifications to the report are identified in red.

MEETING DATE: February 22, 2021

SUBJECT: Petition No. 21-01.02, Venture One Acquisitions, LLC, as petitioner, and 92131 LLC, as owner, relating to an approximately 261± acre parcel of real estate commonly known as the Stade Farm, 41W368 Freeman Road (the “*Property*”), the application is seeking approval of zoning relief which includes the following: (i) amendments to the Huntley I-90/IL 47 Gateway Plan to identify the Property as appropriate for light industrial and warehouse/distribution development; (ii) text amendments to the Huntley Zoning Ordinance, including amendments relating to creation of a new ORI-1 zoning district and standards for land use and planned unit developments within the ORI-1 district; (iii) amendments to the Huntley Zoning Map to zone the Property in the ORI-1 zoning district; and (iv) the granting of special use permits, planned development approvals, variations, and/or other zoning relief necessary to allow construction of a new warehouse/distribution facility in the first development phase and development of other complementary light industrial and business park uses, facilities, and improvements in future development phases on the Property. Petitioner is also seeking approval of a preliminary and final plat of subdivision for the Property pursuant to the Huntley Subdivision Regulations.

BACKGROUND INFORMATION

Petitioner: Venture One Acquisitions, LLC
9500 Bryn Mawr, Suite 340
Rosemont, IL 60018

Owner: 92131 LLC
Gordon Stade, Manager
41W368 Freeman Road
Huntley, IL 60142

Subject Location: Property commonly known as 41W368 Freeman Road, Huntley, IL (±261 acres)

Request: The petitioner’s application requests relief pursuant to the Huntley Zoning Ordinance and Subdivision Regulations relating to proposed development of the Property as a multi-phase planned unit development, which is proposed to include construction of a new warehouse/ distribution facility in the first development phase (consisting of an approximately 630,000± square foot building and associated pavement, utilities, traffic and access improvements, parking and loading facilities, lighting, signage, stormwater management facilities, and other related improvements) and development of other complementary light industrial and business park uses, facilities, and improvements in future development phases (the “*Proposed Development*”).

The Petitioner is seeking approval of zoning relief relating to the Proposed Development, which includes the following (collectively, the “Requested Relief”):

- (i) amendments to the Huntley I-90/IL 47 Gateway Plan to identify the Property as appropriate for light industrial and warehouse/distribution development;
- (ii) text amendments to the Huntley Zoning Ordinance, including amendments relating to creation of a new ORI-1 zoning district and standards for land use and planned unit developments within the ORI-1 district;
- (iii) amendments to the Huntley Zoning Map to zone the Property in the ORI-1 zoning district;
- (iv) the granting of special use permits, planned development approvals, variations, and/or other zoning relief necessary to allow the Proposed Development on the Property; and
- (v) preliminary and final plat of subdivision for the Property pursuant to the Huntley Subdivision Regulations.

Zoning, Land Use and Comprehensive Plan:

LOCATION	ZONING	CURRENT USE	COMPREHENSIVE PLAN
Property in Question	Unincorporated Kane County - “F” Farming	Agricultural	Business Park and Flex Space
North	“BP” Business Park and Unincorporated Kane County - “F” Farming	Manufacturing (Weber) and Agricultural	Business Park and Flex Space
South	“C-2” Regional Retail and “ORI” Office / Research / Industrial	Vacant and Warehouse/Distribution (Weber)	Mixed Commercial, Business Park and Flex Space, and Light Industrial
East	Unincorporated Kane County - “PUD” Special District and “F” Farming	Single Family Residential and Agricultural	Single Family Estate
West	“C-2” Regional Retail and “BP” Business Park	Vacant and Manufacturing (Weber)	Corridor Commercial and Light Industrial

DEVELOPMENT SUMMARY

Venture One Acquisitions (Venture One) has approached the Village to annex and develop property commonly known as the Stade Farm, 41W368 Freeman Road. The property is currently located in unincorporated Kane County and is approximately 261 acres with ±2,700 feet of frontage on Freeman Road. Venture One is a real estate private equity fund manager, developer and operating company specializing in the industrial property sector. Venture One is proposing to annex the entire 261-acre property and immediately develop the southern 152 acres with a building of approximately 629,186 square feet for a distribution center with an office component (approximately 44,186 square feet) and up to 1,000 jobs, for an investment of approximately \$100 million. The end user would operate as a Receive Center, which accepts bulk inventory and allocates it to fulfillment centers throughout the region. They want to be fully operational in the building by the second quarter of 2022.

The entitlement process requires the annexation of the property and zoning it for light industrial warehouse/distribution, and other complementary commercial uses and development. The developer is requesting that special use permits are granted up front through the annexation and zoning process to allow certain office, research, light industrial, manufacturing, and public utility and service uses. With exception to Lot 1, a specific user would not be identified for the remaining property as part of the

entitlement process. The developer is also requesting that a set of development standards for future phases be established and memorialized through the Planned Unit Development approval process. The development standards would establish design criteria for building design and architecture, landscaping, screening, lighting, signage, and other aspects of the future development. With these criteria in place, the developer would be able to submit a building permit and site plan that would be reviewed by staff for compliance with the approved uses, ORI-1 District regulations, and development standards; there would be no further public hearing, zoning approvals, or site plan review by the Plan Commission and Village Board. If the building and site plan meet the approved criteria/standards, as determined by staff review, a permit would be issued after going through the building permit review process.

AMENDMENTS TO THE HUNTLEY I-90/IL 47 GATEWAY PLAN

While the Gateway Subarea Plan of the Comprehensive Plan identifies similar uses, the plan is proposed to be amended to better reflect the proposed uses for the property. The amendment to the I-90/IL 47 Gateway Plan would identify the property for Light Industrial. It is currently shown as Business Park and Flex Space. The current designation states that appropriate land use activities within these areas include light manufacturing and production of specific types of goods, office-industrial flex spaces, especially those involving innovative technologies and health-care related offices and suppliers, home and corporate offices, including larger campuses, general offices and call centers, and research and development laboratories and testing facilities.

The petitioners are requesting to amend the I-90/IL 47 Gateway Subarea Plan to designate the subject site as Light Industrial. As revised, appropriate land use activities within Light Industrial Areas include:

- Light manufacturing and mass production of specific types of goods
- Warehousing, shipping and distribution facilities that provide for the storage, shipping, and coordination of materials and goods, including finished products from local manufacturing (~~excluding cross dock operations~~)
- Corporate/general offices, including larger campuses

TEXT AMENDMENTS TO THE HUNTLEY ZONING ORDINANCE

A new zoning district, Specialty Office/Research/Light Industrial-1 is proposed for the property. The ORI-1 District is intended to provide for the development of larger-scale light industrial, warehouse/distribution, light manufacturing, office, research, and other compatible uses in locations that are proximate to the I-90/IL47 interchange. The ORI Office/Research/Industrial-Light Manufacturing District allows a greater range of office, research, and light industrial uses are permitted on smaller sites and in conjunction with complementary commercial and retail uses. The ORI-1 District allows limited permitted and special uses as follows:

Permitted Uses

- (1) Offices
 - a) Administrative, business, professional, governmental and medical
- (2) Research/Industrial-Light Manufacturing Uses
 - a) Laboratories, offices and other facilities for research testing, data analysis and development
 - b) Light manufacturing
- (3) Accessory uses, buildings, and structures that are necessary and customarily incidental and subordinate to a permitted primary use.

Special Uses

- (1) Office/Industrial-Light Manufacturing/Warehouse and Distribution Uses:
 - a) Data processing and computer center, including service and maintenance
 - b) Direct selling establishments, where products are stored and distributed
 - c) Storage and distribution of bulk commodities
 - d) Wholesale, warehousing, and distribution of all kinds, including cross-dock facilities
 - e) Cartage, express and parcel delivery
 - f) Transit and transportation facilities
 - g) Food processing and handling
 - h) Industrial firms involved in the fabrication, processing, production, and/or manufacturing of materials, goods or products
 - i) Printing and publishing
 - j) Product research and development firms involved in servicing, packaging, cleaning, repair or storage of materials, goods or products
 - k) Food and/or beverage manufacturing, packaging and processing
 - l) Assembly firms
 - m) Medical laboratories

- (2) Public utility and service uses, including but not limited to:
 - a) Towers and antennas for commercial radio-, television- and telephone-transmitting, receiving or relay stations; and
 - ~~b) Wastewater treatment plant and lift stations~~
 - ~~e) Waterworks, reservoirs, pumping stations, filtration plants and wells~~
 - ~~d) Essential services, including fully automated gas regulating stations, telephone exchanges and electric substations~~

- (3) Planned Unit Developments (PUD) in accordance with the applicable provisions of the Zoning Ordinance, including Subsection 156.047(J).

- (4) Accessory uses, buildings, and structures that are necessary and customarily incidental and subordinate to an approved special use and that are operated in strict compliance with the applicable special use permit.

The ORI-1 District is designed and intended to be mapped in the area generally lying east of IL Route 47 and north of Freeman Road/Jim Dhamer Drive and only on properties with direct vehicular access to Freeman Road. The minimum size for the district is 250 acres and the minimum lot size is 10 acres.

The proposed front, rear, and side yard building setbacks are the same as those found in the ORI district; however, the residential building setback has been greatly increased from that required in the ORI district. The ORI district requires a 100 foot building setback from residential and the ORI-1 district is proposed to require a 350 foot building setback. Similarly, the ORI-1 parking setback of 200 feet is proposed to be double that of the 100 feet required in the ORI zoning district. The maximum building height in the ORI-1 District is 45 feet; however, principal structures in excess of 45 feet, but not exceeding 100 feet, in height may be authorized within a planned unit development provided that the building is set back from the perimeter of the lot on which it is located by an additional two (2) feet horizontally for every one foot of building height over 45 feet. This would require a 100-foot-tall building to be setback a minimum of 460 feet from residential (all required setbacks would be increased by 110 feet). The following is a comparison of the required setbacks in the existing ORI zoning district and those proposed in the new ORI-1 district proposed for the subject site.

<i>Building Setbacks</i>	<u>ORI</u>	<u>Proposed ORI-1</u>
Front & Corner Side	35 ft.	35 ft.
Rear	15 ft.	15 ft.
Minimum Side Yard	15 ft.	15 ft.
From Residential	100 ft.	350 ft.

* Principal structures in excess of 45 feet, but not exceeding 100 feet, in height may be authorized within a planned unit development in the ORI-1 District provided that the building is set back from the perimeter of the lot on which it is located by an additional two feet horizontally for every one foot of building height over 45 feet.

<i>Parking Setbacks</i>	<u>ORI</u>	<u>Proposed ORI-1</u>
Front & Corner Side	25 ft.	35 ft.
Rear	10 ft.	10 ft.
Minimum Side	10 ft.	10 ft.
From Residential	100 ft.	200 ft.

AMENDMENTS TO THE HUNTLEY ZONING MAP

Section 156.022 of the Village’s Zoning Ordinance states that any land annexed to the Village shall be classified in the RE-1 Residential Estate District except as may be provided for by an annexation agreement. The proposed annexation agreement provides for the immediate rezoning of the property upon annexation to ORI-1 Specialty Office/Research/Light Industrial, and the public hearing includes review of this proposed classification.

SPECIAL USE PERMITS, PLANNED DEVELOPMENT APPROVALS, AND VARIATIONS

Because the ORI-1 District is intended to accommodate larger-scale developments that require thoughtful and imaginative planning, unified design, and effective buffering, all lands zoned in the ORI-1 District must be developed as a planned unit development (PUD). The proposed amendment would also allow the Village Board to waive or modify the general preliminary and/or final PUD application requirements; however, the Village Board cannot waive, modify, or alter the public notice, public hearing, or public meeting procedures required for the review of a PUD. To the extent that the Village Board may waive or modify requirements for the submission of site design and technical plans in connection with a final PUD approval, then the ordinance granting final PUD approval shall include detailed development standards for the PUD and procedures for subsequent administrative approval of final technical plans and development permits. Such administrative approvals shall be authorized only subject to strict conformity with the Board-approved detailed development standards and procedures as set forth in the final PUD ordinance, and any deviation therefrom shall be deemed a major modification to the final PUD that requires Village Board approval.

The first phase of the Proposed Development would consist of constructing a ±629,186 square foot industrial building and distribution center (receive center); related office space; ancillary access, parking, and loading facilities; and other related on- and off-site improvements on the southern approximately 152-acre portion of the Property. The Applicant proposes to develop the Northern Parcel in one or more Future Phases in accordance with the proposed ORI-1 zoning district as supplemented by the detailed development standards.

Lot 1 - Site Plan

Venture One is proposing to immediately construct a ±629,186 square foot warehouse/distribution (Receive Center) building on the southernmost lot, fronting Freeman Road, for a specific user that has yet to be named. The site will also include 1,046 parking spaces for employees to the south of the building and 720 semi-trailer parking spaces to the east and west of the building. The semi-trailer parking would

be located within a secured fenced area. The existing wetlands and proposed stormwater detention will be located on the east side of the site where they will create a buffer of approximately 760 feet from the unincorporated residential to the east.

Access to the site would be provided from the existing signalized intersection on Freeman Road, which will include a new roadway extending north onto the property. The new roadway, Venture Court, will provide access to the subject site and future development further to the north. A second signalized intersection is also proposed further to the east at Weber Drive and will serve as the primary access point for trucks entering the site. Trucks would leave the site utilizing the new roadway at the existing traffic signal on Freeman Road. Employee parking would be accessible using the new roadway and a right-in/right-out located midway between the signalized intersections.

Lot 1 – Stormwater

The existing drainage pattern across the property flows from east to west to the southwest and northwest corners of the overall property. The neighboring unincorporated subdivision to the east drains into the subject property in multiple locations through the existing wetlands and low areas.

The overall proposed stormwater management of the site includes eight detention basins that will collect and then direct the runoff from the site to the southwest to a pipe under Freeman Road and to the northwest to a storm sewer, which bypasses the Weber manufacturing plant on Oak Creek Parkway. The detention basins will be planted with native and wetland vegetation to provide additional water quality benefits. The plan proposes to protect the two larger wetland areas and maintain the vegetation, hydrology and habitat within these areas. These wetland areas will continue to provide a natural buffer to the residential subdivision and maintain the existing drainage onto the site. As part of the proposed project, a long-term plan will be developed to establish a schedule for the required maintenance of all components of the stormwater management.

The stormwater management plan has been reviewed by the Village's in-house engineering staff as well as the Village's engineering consultant, Christopher B. Burke Engineering. The development of the site will be in compliance with the Kane County Stormwater Ordinance and Illinois Drainage Law.

Lot 1 - Building Elevations

The proposed building elevations primarily consist of precast concrete panels painted various shades of gray with blue accents on all elevations of the building. The south elevation, facing Freeman Road, includes the building's office space and main entrance for employees. The entrances will be accented with blue steel frame entry canopies and windows will run the length of the office space which extends the majority of the south elevation. The east, west and north building elevations will be lined with a total of 132 loading docks (52 on the east elevation, 32 on the north elevation, and 48 on the west elevation).

Building elevations have also been provided for the various accessory structures found on the site.

Lot 1 - Landscaping

The proposed landscape has been designed to substantially conform to the village's landscape ordinance and the proposed Development Standards. The plan includes the required parking lot landscaping within the employee parking lot and foundation plantings across the south elevation of the building. Perimeter landscaping which includes shade trees, evergreen trees, and deciduous and evergreen shrubs are in accordance with requirements of the proposed Development Standards.

Landscaping intended to screen the truck court from the residential and Freeman Road consists of a variety of evergreen trees **and a twelve-foot-tall sound wall along the eastern edge of the truck court. The sound wall will extend the full length (north to south) of the truck court.** An earthen berm is

proposed along the frontage of Freeman Road which will include a combination of shade and evergreen trees in addition to shrubs.

A total of 222 shade trees, 178 evergreen trees, and 488 shrubs, in addition to ornamental grasses and perennials, will be planted on Lot 1. The first phase of development will also include the installation of 189 shade trees along Venture Court.

Lot 1 – Exterior Lighting

The proposed exterior lighting on Lot 1 would primarily consist of LED pole mounted fixtures to illuminate the employee parking lot and truck court. The fixtures would be mounted at 33 feet in height; however, the height is reduced to 15 feet along portions of the perimeter of each area. The proposed light levels conform to the minimum light levels required within parking lots and the photometric plan indicates 0.0 footcandles at perimeter lot lines, with exception to driveway entrances along Venture Court.

Lot 1 - Signage

The proposed signage for Lot 1 includes four ground signs and two wall signs. Three of the proposed ground signs would be located along Venture Court at each driveway and the fourth would be located at the eastern most driveway on Freeman Road. The signage would include the tenants name/logo, building address, and directional signage. The signs would each measure nine (9) feet in height and twelve (12) feet in width with a sign face area of 88 square feet. The signs would be constructed of aluminum and the colors would match the gray and blue used on the building.

The two proposed wall signs would be located on the south elevation of the building, facing Freeman Road. The proposed signage would consist of the tenant's logo over the building main entrance (297 square feet) and near the southwest corner of the building (270 square feet). Both signs would be internally illuminated.

Approved Uses and Development Standards

The petitioner is requesting approval of the following ORI-1 District special uses for the property, such that these uses could be established in the future development phases without further public hearings, zoning relief, or site plan review by the Plan Commission and Village Board:

- (1) Office/Industrial-Light Manufacturing/Warehouse and Distribution Uses:
 - a) Data processing and computer center, including service and maintenance
 - b) Direct selling establishments, where products are stored and distributed
 - c) Storage and distribution of bulk commodities
 - d) Wholesale, warehousing, and distribution of all kinds, including cross-dock facilities
 - e) Cartage, express and parcel delivery
 - f) Transit and transportation facilities
 - g) Food processing and handling
 - h) Industrial firms involved in the fabrication, processing, production, and/or manufacturing of materials, goods or products
 - i) Printing and publishing
 - j) Product research and development firms involved in servicing, packaging, cleaning, repair or storage of materials, goods or products
 - k) Food and/or beverage manufacturing, packaging and processing
 - l) Assembly firms
 - m) Medical laboratories

- (2) Public utility and service uses, including but not limited to:

- a) Towers and antennas for commercial radio-, television- and telephone-transmitting, receiving or relay stations; and
 - ~~b) Wastewater treatment plant and lift stations~~
 - ~~e) Waterworks, reservoirs, pumping stations, filtration plants and wells~~
 - ~~d) Essential services, including fully automated gas regulating stations, telephone exchanges and electric substations~~
- (3) Accessory uses, buildings, and structures that are necessary and customarily incidental and subordinate to an approved special use and that are operated in strict compliance with the applicable special use permit.

As required by the proposed text amendment to the Zoning Ordinance, the PUD will establish Development Standards. Any development in future phases must be done in compliance with the ORI-1 District regulations, including bulk regulations (such as setbacks, building height, impervious coverage, etc.) and other general regulations, parking and loading, signage, and use limitations in addition to the Development Standards. The proposed standards provide criteria for building architecture and materials, site paving, signage, landscaping, exterior lighting, screening, outdoor storage, and fencing.

The proposed Development Standards are provided as an attachment to this report.

Traffic Study

Access to the Property is proposed to be provided off of Freeman Road via three access points. One access point, a new public road named Venture Court, would align opposite Factory Shops Boulevard and would be a full access, signalized intersection. The second access point would align opposite the existing Weber Drive and would be for trucks entering Lot 1. The third would be a right-in/right-out located mid-way between the signalized intersections and would provide access to the employee parking lot on Lot 1.

The petitioner's traffic study is based on the proposed Receive Center on Lot 1 and assumes two additional buildings totaling approximately 1.7 million square feet on the Northern Parcel, which would operate as storage and distribution facilities (the site plan within the traffic study was not revised to reflect the revised setbacks). The study also considers the future development of the former Outlet Center site as warehouse/industrial space and the remaining lots adjacent to the Weber Distribution Center (including a possible future expansion of the Weber Distribution Center).

The study assumes 85% of passenger car traffic is expected to access the site via Route 47 and Freeman Road west of the site and no truck traffic will be allowed to utilize Freeman Road east of the subject site. Based on the above, the following Freeman Road improvements were recommended by the study and are proposed by the developer to accommodate site traffic:

At Freeman Road/New Road (Venture Court) & Factory Shops Boulevard

- Modify existing signal equipment to include the proposed north leg.
- Provide a dedicated left-turn lane on the eastbound approach with 305 feet of storage.
- Provide one inbound lane and three outbound lanes striped as a dedicated left-turn lane, a through lane, and a dedicated right-turn lane on the southbound approach. The right-turn lane would provide a minimum 275-foot storage bay and the left-turn lane would provide a 125-foot storage bay.
- Reconfigure the northbound approach to provide a single dedicated left-turn lane, a through lane, and a dedicated right-turn lane.

At Freeman Road & Weber Drive

- Provide a single inbound lane on the north leg.

- Stripe a dedicated eastbound left-turn lane with 240 feet of storage for inbound left-turning vehicles within the existing two-way left-turn lane on Freeman Road.
- Install a traffic signal.

At Freeman Road and Right-in/Right-out to Employee Parking Lot

- Provide one inbound lane and one outbound lane with movements restricted to right turns in and right turns out only.
- Post minor-leg stop control for outbound movements.

The study also recommends that “in addition to the physical improvements identified above, further signal timing adjustments may be required to optimize performance at the signalized intersections during peak seasonal operations at the Receive Center. During these periods, traffic management personnel should also be utilized to direct traffic internally within the site and at the intersection of Freeman Road and the New Roadway (Venture Court)”.

The proposed roadway improvements to be completed by the developer, which include the construction of a new road (Venture Court), geometric and signalization improvements to Freeman Road, and the mill and overlay of approximately 900 feet of Freeman Road is expected to exceed a cost of \$2,500,000. Additionally, the petitioner is required to pay a Kane County transportation impact fee, which is estimated to be approximately \$175,000.

The petitioner’s traffic consultant will be in attendance at the meeting to provide a further explanation of the traffic study and to answer any questions. The Village’s traffic consultant will also be in attendance at the meeting to address any questions.

Requested Relief

The following relief is requested from the requirements of the Village’s Zoning and Subdivision Ordinances as part of the Planned Unit Development:

1. Relief is requested from the sidewalk requirement, Subdivision Ordinance Section 155.025. The petitioner is not proposing to install sidewalk along the easternmost frontage of Freeman Road and along a majority of Venture Court. The petitioner is proposing to install sidewalk from the western limits of the site to the eastern truck access driveway, along Freeman Road. The applicant is also proposing to install sidewalk along Venture Court up to the first access driveway of Lot 1.
2. Relief is requested to exceed the maximum cul-de-sac length of 750 feet, Subdivision Ordinance Section 155.003. The proposed cul-de-sac has a length of roughly 3,380 feet.
3. Relief is requested from the requirements of the Tree Preservation Ordinance, Zoning Ordinance Section 156.150. The petitioner has proposed construction of an earthen berm and additional perimeter landscaping adjacent to the east lot line of the Lot 2 and installation of a sound wall on Lot 1 in lieu of complying with Section 156.150.
4. Relief is requested to allow barbed wire above fencing, Zoning Ordinance Section 156.079(H). The fence surrounding the truck court on Lot 1 is proposed to be topped with barbed wire.
5. **Relief is required to allow the proposed fence and sound wall to exceed six (6) feet in height. The proposed security fence surrounding the truck court will be eight (8) feet in height and the sound wall proposed along the east side of the truck court will be twelve (12) feet in height.**
6. Relief is requested to modify the proposed pavement standards for pavement on private property, Subdivision Ordinance Sections 155.179 and 155.180.
7. Relief is requested to allow more than one (1) ground sign on Lot 1. The petitioner is proposing to install four (4) ground signs.

Standards for Special Uses

When reviewing a Special Use, the Plan Commission must consider the standards identified in Section 156.068(E) of the Zoning Ordinance. No Special Use Permit shall be recommended or granted pursuant to Section 156.068(E) unless the applicant establishes the following:

- (a) *Code and Plan Purposes.* The proposed use and development will be in harmony with the general and specific purposes for which this Code was enacted and for which the regulations of the district in question were established and with the general purpose and intent of the Official Comprehensive Plan.
- (b) *No Undue Adverse Impact.* The proposed use, drainage and development will not have a substantial or undue adverse effect upon adjacent property, the character of the area or the public health, safety and general welfare.
- (c) *No Undue Interference with Surrounding Development.* The proposed use and development will be constructed, arranged and operated so as not to dominate the immediate vicinity or to interfere with the use and development of neighboring property in accordance with the applicable district regulations.
- (d) *Adequate Public Facilities.* The proposed use and development will be served adequately by essential public facilities and services such as streets, public utilities (water consumption and waste generation), drainage structures, police and fire protection, refuse disposal, parks, libraries, and schools, or the applicant will provide adequately for such services.
- (e) *No Undue Traffic Congestion.* The proposed use and development will not cause undue traffic congestion nor draw significant amounts of traffic through residential streets.
- (f) *No Undue Destruction of Significant Features.* The proposed use and development will not result in the destruction, loss or damage of natural, scenic and historic feature of significant importance.
- (g) *Compliance with Standards.* The proposed use and development complies with all additional standards imposed on it by the particular provision of this Code authorizing such use.

In determining whether the applicant's evidence establishes that the foregoing standards have been met, the Plan Commission shall consider:

- (1) Public Benefit. Whether, and to what extent, the proposed use and development at the particular location requested is necessary or desirable to provide a service or a facility that is in the interest of the public convenience or that will contribute to the general welfare of the neighborhood or community. Additional facts to consider are those of job creation and aesthetics and enhancement of the Village's reputation; and
- (2) Mitigation of Adverse Impacts. Whether, and to what extent, all steps possible have been taken to minimize any adverse effects of the proposed use and development on the immediate vicinity through building design, site design, landscaping and screening.

Review Criteria for a Planned Unit Development

When reviewing a Planned Unit Development (PUD), the Plan Commission shall review and evaluate the PUD in terms of whether the proposal:

- i. Is compatible with the Village of Huntley Comprehensive Plan and community goals.
- ii. Promotes high standards in design, site planning and construction.
- iii. Provides a safe and desirable living environment.
- iv. Preserves natural features of the site.
- v. Provides adequate open space for recreation and other community purposes.
- vi. Represents a creative approach in land development.
- vii. The design is compatible with adjacent properties and neighborhood.

PRELIMINARY AND FINAL PLAT OF SUBDIVISION

The proposed Preliminary/Final Plat of Subdivision will subdivide the 261-acre site into four (4) lots and 6.51 acres for a public road. Two (2) lots will be utilized for stormwater management/wetlands and shall

not permit any buildings. All buildable lots exceed the minimum lot area and width for the new ORI-1 zoning district. The following is a summary of the proposed lots/outlots:

	PROPOSED USE	LOT AREA
Lot 1	Distribution Center	117.95 acres
Lot 2	Future Development	109.28 acres
Lot 3	Existing Wetlands	18.88 acres
Lot 4	Stormwater Management	9.17 acres
Roadway	Public Road (Venture Court)	6.51 acres
TOTAL		261.98 acres

PLAN COMMISSION CONCEPTUAL REVIEW

The Plan Commission conceptually reviewed and discussed the proposed plans on January 25 and February 16, 2021. These meetings also included public comment from nearby homeowners in the Prairie Oaks subdivision. Major discussion points focused on traffic, screening/buffering, stormwater, lighting, noise, and development of the north parcel. The petitioner provided a written response to homeowner concerns which was presented at the February 16 meeting. In response to additional concerns that were identified by both the Plan Commission and homeowners, the petitioner has revised the plans as follows:

1. The residential building setback was increased to 350 feet for the future phase of development on the northern parcel (this setback would increase by two feet for every one foot of building height over 45 feet). The residential building setback was previously proposed to be 200 feet.
2. The residential parking setback was increased to 200 feet. The residential parking setback was previously proposed to be 100 feet.
3. A variable height earthen berm, with a minimum elevation of 940, landscaped with minimum 8-foot tall evergreen trees, has been added along the Northern Parcel’s eastern property line extending to the northern boundary of the Property.
- 4. A 12-foot-tall sound wall has been added to the east of the truck court. The proposed sound wall will extend the full length of the truck court.**

ACTION REQUESTED

The petitioner requests a motion of the Plan Commission, to recommend approval of Petition No. 21-01.02, seeking zoning relief which includes (i) amendments to the Huntley I-90/IL 47 Gateway Plan to identify the Property as appropriate for light industrial and warehouse/distribution development; (ii) text amendments to the Huntley Zoning Ordinance, including amendments relating to creation of a new ORI-1 zoning district and standards for land use and planned unit developments within the ORI-1 district; (iii) amendments to the Huntley Zoning Map to zone the Property in the ORI-1 zoning district; and (iv) the granting of special use permits, planned development approvals, variations, and/or other zoning relief necessary to allow construction of a new warehouse/distribution facility in the first development phase and development of other complementary light industrial and business park uses, facilities, and improvements in future development phases on the Property; and (v) preliminary and final plat of subdivision for the Property pursuant to the Huntley Subdivision Regulations.

Staff recommends the following conditions be applied should the Plan Commission forward a positive recommendation to the Village Board:

Site Development

1. The Village of Huntley will require adherence to Illinois drainage law and best management practices for storm water management. The Applicant and assignees and successors are responsible for not increasing the rate of storm water runoff over the runoff estimated from the

Final Planned Unit Development and will be required, to the extent practicable, to minimize any increase in runoff volume through “retention” and design of multi stage outlet structures.

2. All public improvements and site development must occur in full compliance with all applicable Village Municipal Services (Engineering, Public Works, Planning and Building) site design standards, practices and permit requirements.
3. The petitioner will comply with all final engineering revisions to be approved by the Village Engineer and Development Services Department.
4. The petitioner is required to meet all development requirements of the Huntley Fire Protection District.
5. The existing overhead utility lines located at the southeast corner of the site running along Freeman Road shall be removed upon demolition of the existing structures located on the Property. The utility lines shall be buried if it is determined that they are still necessary following the demolition of the structures. This condition is not intended to require to the burial of overhead electric lines located on tubular steel poles along running Freeman Road at the southwest corner of the site and extending along the west lot line.

Architecture

6. Roof top mechanical equipment visible from any angle at ground level shall be screened to the full height of the equipment. Required rooftop screens shall be integrated into the architecture of the main building and may include screens mounted directly to the equipment.

Parking/Storage

7. Tractor trailer parking spaces shall be for the benefit of the tenants occupying the respective buildings. Said tractor trailer parking spaces shall not be leased to an off-premise business by the owner or tenant of the respective buildings.
8. No parking shall be allowed on Venture Court.
9. No loading or unloading activity is permitted to take place from Venture Court.
10. The outdoor storage of shipping/cargo containers shall be prohibited on all lots.

Traffic

11. Signage shall be installed prior to the first certificate of occupancy to prohibit truck traffic from traveling east on Freeman Road unless they are doing business with a facility on Weber Drive.
12. A barrier median shall be designed and constructed along Freeman Road between the Venture Court/Factory Shops Boulevard and Weber truck access (site Access 1) to reinforce traffic operations of the proposed right-in-right-out (site Access 2). One-way signage shall be placed within the Freeman Road median to indicate one-way westbound traffic for vehicles leaving the site from the right-in-right-out (site Access 2).
13. **No unattended vehicle parking shall be allowed on Freeman Road.**
14. **Signage shall be installed on Freeman Road, east of Carriage Way, stating “do not block intersection”**

Landscaping

15. The reference to a galvanized chain link fence shall be removed from the Site Improvement Plans and replaced with chain link with black vinyl coating.
16. The portion of the chain link fence parallel to Freeman Road shall be replaced with a decorative aluminum fence.
17. The petitioner shall obtain final approval of the Landscape Plan from the Development Services Department.

General

18. No building permits are approved as part of this submittal.
19. No sign permits are approved as part of this submittal.
20. The Applicant, assignees, and successors and all of its mortgagees shall certify in writing its acknowledgement that the conditions set forth above are integral to the Village’s approval of the planned unit development and their acceptance and agreement to abide by the conditions set forth above. The Applicant, assignees, and successors consent at their expense to authorize the Village to record said acknowledgment and conditions against the Subject Property.

Plat of Subdivision

21. The Plat of Dedication shall revise the name of the public right-of-way from Harrison Max Court to Venture Court.
22. The building setback lines shown on the Plat of Subdivision shall be revised to reflect the building setbacks required in the ORI-1 District.
23. In accordance with Section 155.221 of the Subdivision Ordinance, the Final Plat of Subdivision shall be recorded with Kane County within three (3) months of approval by the Village Board.

EXHIBITS

1. Site Aerial Photograph
2. Proposed Zoning Ordinance Amendments
3. Proposed Development Standards
4. Development Application
5. Color Conceptual Site Plan, dated 2/8/21
6. Conceptual Site Plan (black and white), dated 2/8/21
7. Street View Rendering of Lot 1 building, not dated
8. Project Pumpkin (Lot 1) Building Elevations, dated 1/11/21
9. Accessory Buildings Elevations, dated 2/8/21
10. Building and Monument Signage, dated 1/11/21
11. Project Pumpkin Overall Landscape Plan, dated 2/8/21
12. Parkway Landscape Plan, dated 2/8/21
13. Lot 2 Berm and Landscaping, dated 2/19/21
14. Cross Sections and Renderings, dated 2/2/21
15. Photometric Plan and Fixture Specifications, dated 2/8/21
16. Site Improvement Plans, dated 2/8/21
17. Traffic Study, dated 2/8/21
18. Turning Moving Exhibit, dated 2/8/21
19. Plat of Subdivision, dated 1/11/21
20. Plat of Dedication, dated 2/6/21
21. Kane-DuPage Land Use Opinion Reports (North and South Parcels), dated 2/4/21
22. Letters and Emails from Members of the Public, all correspondence received through 2/19/21