

PLANNING AND ZONING COMMISSION MINUTES
City of Geneva
109 James Street - City Council Chambers

March 24, 2022 – Meeting #38

Chairman Stocking called the meeting of the Geneva Planning and Zoning Commission to order at 7:00 p.m. and read a statement explaining the proceedings for the remote and in-person meeting.

Roll Call:

Present: Chairman Stocking, Commissioners Evans, Holoman, Matyskiel, Mead, Moran, Slifka

Staff Present Community Development Director David DeGroot and City Planner Chayton True

Also Present: Mr. Josh Bauer, 1015 Knollwood Road, Deerfield, IL; Jamie Putnam, Mr. Justin Opitz; Mr. Zach Bianchini, 1221 W. School St. Chicago, IL; Mr. Andy Perille, 988 W. Higgins Rd., Rosemont, IL; David Schoenbecker, 988 W. Higgins Rd., Rosemont, IL; Mr. Ryan Martin, 415 Ridge St., Arlington Heights, IL; Mr. Nick Eboli, 1545 Camelot Lane; Mr. Andrew Black, 653 Chippewa Dr.; Mr. Justin Opitz, 4101 Winfield Rd.; Recording Secretary Celeste Weilandt; Planet Depos Court Reporter Jacob Faden

Approval of the Agenda

Motion by Commissioner Mead, second by Commissioner Slifka to approve the agenda. Motion carried unanimously by voice vote of 7-0.

Approval of March 10, 2022 Minutes

Motion by Commissioner Moran, second by Commissioner Evans, to approve the March 10, 2022 minutes. Motion carried unanimously by voice vote 7-0.

Site Plan Review

A. Geneva Route 38 Logistics Center – A request for Site Plan Approval for a proposed 274,800 sq. foot light industrial building on 19.96 acres. Location: 33W300 IL Route 38, P.I.N. 12-01-426-019 and 12-12-200-021. Applicant: Duke Realty

Mr. Josh Bauer on behalf of applicant, Duke Realty, reviewed his client's request to obtain site plan approval for a 274,800 sq. foot warehouse. A map of the location under discussion was pointed out on the overhead. Mr. Bauer reminded the commissioners that his team was before the Planning & Zoning Commission and City Council in December 2021 with a concept plan to rezone from a B-4 district to I-1 Industrial district. The site plan did not change before this commission nor the City Council in December 2021. It is a by-right development and there were no variations from the City's development standards and all setbacks met code. The docks will be facing north, landscaping will be increased per feedback by the commission; landscape, engineering and a photometric plans are being finalized to comply with the City's East State Street design guidelines. The proposal aligns with the City's comprehensive plan.

Commissioners confirmed that the landscaping will be increased on the northwest side of the site and the team is working with staff on the landscaping plans for finalization. Access to the bike path from the parking lot will be incorporated. Mr. Putnam with Kimley Horn confirmed the connection will

take place on the north side of Illinois Rt. 38 and he will work with staff to create an access point sidewalk from the bike path to the front door. The current tree line on the west side of the property is significant but more trees will be added. There is the intent to preserve the east side of the tree line but if they cannot, then the applicant will comply with the City's tree ordinance. Confirmation was made that the east access drive will be a full access while the west access will be restricted. Mr. Putnam also confirmed there will be a direct access to the site off of Route 38, at the existing curb-cut. Lastly, Mr. Putnam stated the sidewalk, for now, will be in front of the proposed building.

Motion by Commissioner Moran, second by Commissioner Mead to approve a request for site plan approval for the construction of a 274,800 sq. foot light industrial building on 19.96 acres, subject to the findings of fact in staff's report and the following conditions:

1. **Final Engineering shall be approved prior to building permit issuance by the City.**
2. **The Lighting Photometric Plan shall be revised to comply with the East State Street Design Guidelines.**
3. **The Site Plan shall be revised to provide a pedestrian connection from the 10-foot side path along Illinois Route 38 to the proposed building.**
4. **The Landscaping Plan shall be revised:**
 - a) **To show proper clearances around the transformer. Three feet on three sides and ten feet on the side with the doors. Doors should face east or south so the primary and secondary conduits do not cross each other under the vault. Secondary conduits would have to be 7'-8' deep if that was the case.**
 - b) **To eliminate trees in NW corner of property to allow for access to the existing switchgear. A truck and 20' trailer need to be able to get to that switch to pull wire now and in the future.**

Roll call:

Aye: Evans, Holoman, Matyskiel, Mead, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 7-0

Per staff, the above recommendation will be sent to City Council on April 4, 2022, 7:00 p.m., in the Council chambers.

Public Hearing

A. Fox Valley Commerce Center – Annexation, a Zoning Map Amendment from the RR Rural Residential District to the I1 Light Industrial District, Preliminary Planned Unit Development (PUD) and Plat of Subdivision Approval to allow the construction of a three to four building light industrial development totaling 1,043,820 sq. feet. Location: Generally located at the northwest corner of Kautz Road & Geneva Drive, P.I.N. 12-01-200-001. Applicant: HIP VI Enterprises, LLC / C/O Hillwood.

Planner Chayton True read into the record the contents of the planning file. Chairman Stocking proceeded to swear in those individuals who would be speaking on the proposal.

Mr. Don Schoneheider with Hillwood introduced his team: Andy Perille, VP of Development, Zack Bianchini, development manager, and Jamie Putnam with Kimley Horn. Mr. Schoneheider thanked staff for their assistance in this plan and proceeded to provide a background on Hillwood, a private national development company. Tonight's focus would be on a warehouse distribution manufacturing project.

Variation 1 includes Site Plan A which incorporates 2 plans: Plan 1 depicts the construction of four separate buildings with Phase 1 constructing buildings 1 and 2 while Phase 2 would be Buildings 3 and 4 to the east. Phase 1 would break ground this summer.

Variation 2 includes Site Plan B which would include two smaller buildings, with the possibly of phase 2 being one larger building on the east side of the site. Examples of various elevations followed. The docks, on the west elevation will be screened from Kirk Road. Per their traffic study, there is no need to connect Geneva Drive west to Kirk Road. Geneva Drive will remain as is. However, staff has asked that they make accommodations for the possibility of an extension for Division Street. Access to and from the site will be by Kautz Road. Per a noise study done by the applicant, the anticipated sound level for the site will be 44 to 48 decibels. A photometric/lighting plan followed. The lighting on the far east and west sides of the property will not spill over their property.

Mr. Schoneheider briefly reviewed the types of tenants that utilize Hillwood spaces, noting a majority of them come from the Fox Valley area. A landscape plan followed. The proposed buildings will be near LEED standards and be sustainable, but not LEED-certified.

Chairman Stocking invited commissioner comment. Conversation centered on the extensive truck parking that was occurring on Geneva Drive currently and the fact that Mr. Schoneheider planned to work with the Geneva Police to enforce the parking issues. Director DeGroot proceeded to share that he did reach out to the property owner on the south side of Geneva Drive across the proposed parcel to relay that once the proposal begins construction, the trucks will have to be relocated off the road, possibly utilizing their own 2.5 acres to the west of their own property. Continuing, when the two buildings are developed, the landscaping on the eastern half will be graded with grass and natural plantings to look attractive, as described by Mr. Schoneheider. No electronic charging stations will be installed at this time, but there will be parking spaces for electric vehicles.

Mr. Schoneheider confirmed that once the buildings are constructed they are eventually sold but are kept for some length of time. The proposed buildings have been designed to be split into quarters if necessary. He also confirmed that while the warehouse business is in demand, the development of the last building(s) will depend on the market at the time, but there is already an interest.

Per further commissioner questions, Mr. Schoneheider stated the proposed buildings will not be in any flight path of the nearby DuPage Airport. The building height request was necessary for flexibility purposes and for potential users (food companies).

Regarding the applicant's request for a 0-foot side yard setback for trailer parking, Mr. Ryan Martin, with Kimley Horn, referred to the site plan and explained how the first two buildings will have a shared parking lot within the truck court and have a lot line down the middle of the court. Easement rights will exist to allow trucks to go back and forth. While there is a request to go to 90% lot coverage for an individual building, Mr. Martin confirmed, for the overall development, it would not exceed the code by 80%. Mr. Schoneheider explained why LEED certification was not being sought.

Addressing landscaped parking islands for the shared parking lot, Mr. Randy Perille explained that the ends of the internal parking lot, between Buildings 1 and 2, would include landscaping islands but no islands within the shared parking lot because they were not conducive to the maneuvering of trucks. Mr. Schoneheider confirmed with Commissioner Slifka that their expectation was that their property would be able to handle the truck/trailer traffic under normal conditions for Geneva Drive, as per their traffic study. Mr. Perille added that roof parapets would be used to hide air conditioning units, roof drainage, etc. Dialog followed as to what the petitioner's noise study took into account wherein the applicant pointed out the study took into account the normal use of manufacturing and warehouse distribution light assembly. It was pointed out the proposed buildings were to be constructed in such a way as to keep the noise on site and not go west. There was no plan to land bank. Asked what

recourse the City had to get Linear Logistics trucks onto their undeveloped site, DeGroot indicated enforcement would have to take place. Linear Logistics was notified that once construction begins, the parked trucks would have to be relocated.

Lastly, Commissioner Mead pointed out that once the proposed two eastern-most buildings are developed, they will sit lower than the western buildings, so the 55 ft. height would not be an issue. Regarding the proposed site Plan B, should one single building be constructed, the applicant explained that its parking would be located on the east and west perimeter.

Chairman Stocking invited public comment.

Mr. John Dashner, 733 Lexington Drive, Geneva, appreciated the applicant's informative presentation, but asked that the commission take its time in reviewing the traffic study for this corridor, consider any IDOT and KDOT issues, and consider the future. He asked the commission to review stormwater management closely, especially with the 100-year rain events and its impact on the area. He liked the plan but he also inquired how will the detention pond be constructed to deter birds, especially near the airport. Lastly, Mr. Dashner suggested that the applicant add some solar panels to the roof to catch renewable energy.

Mr. Kevin Mosciano, 558 Lexington Drive, also liked the presentation. He asked to see the Kirk Road view at night with the lights on. He asked to have more landscaping added on the west side of the first building, and voiced concern about truck parking and having the green and red lights blinking at the residents to the west. He asked to add more landscaping on the west facade. Mr. Mosciano voiced concern about the traffic pattern and the accuracy of the traffic study, screening of the air conditioning units, and how would the developer deal with peak seasons of grocery tenants.

Mr. Hendrick Rieck, 674 Greenmeadow Lane, appreciated the transparency of the presentation, asked for an estimate of taxes coming to the City, what was the future plan for Geneva Drive and would there be an evening traffic pattern due to the residents.

Mr. David Walendziak, 578 Lexington Drive, wanted to confirm that Phase 2 would be a warehousing use. He was concerned about truck traffic on Geneva Drive and the current trucks parking on Kautz Road, should there be an emergency.

Chairman Stocking invited virtual comments from the public. None received.

In response to the questions raised, Mr. Schoneheider confirmed the west elevation will have no docks nor lights -- only pole lighting. The proposed building will be more of a varied warehouse building versus the more specialized, such as the Lineage building, which houses cooling refrigeration. Mr. Perille explained the traffic study in more depth. The proposed traffic will go to Kautz Road away from the building. With regard to future development, traffic engineer Justin Opitz discussed the future development of Kautz Road, which he explained will be able to handle the future traffic counts. Mr. Jamie Putnam, engineer, returned and stated the detention pond does address the 100-year flood. The pond design will include native plantings with an under-drain in order to deter birds and other fowl from landing in an open area. The rerouting of trucks to Route 38 will take place because there is a weight limit from Geneva Drive to the north on Kautz Road, and the traffic model takes that into account. The landscaping on the west side of the site was addressed and it will have additional screening. As for incorporating solar power, Mr. Perille explained that the region does not have many sunny days and it would require additional structures to construct on top of the buildings. There is the possibility that Phase 2 could begin construction simultaneously with Phase 1. There was no tax impact study done and the proposed buildings will not have truck terminals.

Commissioner Evans inquired about a proposed residential development coming to Kirk Road and Route 38 and whether that applicant had expressed concern about the amount of truck traffic coming to the area, wherein City Planner True indicated that applicant has not specifically raised that concern. However, KDOT and IDOT would be involved in the review and approval of any ingress/egress from the development. Per Commissioner Holoman's questions, staff confirmed the City's 2003 comprehensive plan does call for the connection of Division Street from Kirk Road to Kautz Road but at this time the developer does not need the extension of Division, which is why it was not being connected at this time. Per staff, the expansion of Kautz Road would be done by late 2022 or early 2023.

Mr. Schoneheider closed his presentation by thanking staff for their assistance.

Motion by Commissioner Mead, second by Commissioner Moran to close the public hearing. Roll call:

Aye: Evans, Holoman, Matyskiel, Mead, Moran, Slifka, Stocking
Nay: None **MOTION PASSED. VOTE: 7-0**

Motion by Commissioner Mead, second by Commissioner Slifka to approve a Zoning Map Amendment upon annexation of the project site from the RR Rural Single-Family Residential District to the I1 Light Industrial District, subject to staff's findings of fact in the staff report. Roll call:

Aye: Evans, Holoman, Matyskiel, Mead, Moran, Slifka, Stocking
Nay: None **MOTION PASSED. VOTE: 7-0**

Motion by Commissioner Mead, second by Evans to approval a Preliminary Planned Unit Development (PUD) and Plat of Subdivision approval for a light industrial development consisting of three to four buildings upon 75.23 acres with the following tailored development standards as listed on pages 2 and 3 of the staff report:

- a. Truck and trailer parking as a primary use (in addition to any other uses permitted by the I1 district) will be an enumerated Special Use.
- b. Ten (10) feet for Street setback along Geneva Drive and a zero-foot side yard setback for trailer parking.
- c. Lot coverage may not exceed 90% for each individual lot or 80% for the subdivision.
- d. Interior parking lot landscaping requirements shall not apply to truck courts, truck parking, and/or trailer parking areas and shall only apply to passenger vehicle parking lots.
- e. Maximum Building Height shall not exceed fifty-five (55) feet.
- f. Landscaped islands be provided for every 12 passenger vehicle parking stalls or less, and that no landscaped island be required with respect to truck and trailer parking areas.
- g. The stormwater basin shall be modified to allow appropriate landscaping associated with a naturalized basin per the approved Landscape Plan prepared by a licensed Professional Landscape Architect, but may also adhere to Section 11-10-6A2 of the Geneva Zoning Ordinance.
- h. Each required parking space shall be nine feet (9') in width and at least eighteen feet (18') in length.
- i. One car parking stall per 1,500 SF of warehousing shall be required.
- j. Lots 1 and 2 on Preliminary PUD Plan Alternate A or B, 1 stall per 1,500 SF of warehousing be required, but shall be calculated with respect to Lots 1 and 2 as a whole as opposed to being calculated individually as to Lot 1 without reference to Lot

- 2 (i.e. a “Shared Parking Approach”), and vice versa, and if the Developer develops either of said Lots 1 or 2 to necessitate the Shared Parking Approach to meet the enforced on an individual lot basis. Passenger car parking shall be shared across all Lots, then the Developer shall be required to create a record a cross-parking easement agreement as against Lots 1 and 2 in form satisfactory to the City.
- k. The number of driveways shown on the Preliminary PUD Plans shall be allowed.
 - l. The maximum driveway width criteria does not apply in particular to the inbound and outbound truck driveways and the minimum widths for the two passenger-car only driveways be reduced to 27’ wide back of curb to back of curb.
 - m. Monument Signs:
 - i. Maximum height 10 feet.
 - ii. Double sided signs are permitted with the area of each face not exceeding 80 square feet.
 - iii. Monument signs shall have a masonry base, and the body of the sign shall be in such color as to be architecturally consistent with the overall appearance of the building to which it pertains.
 - iv. Each monument sign may be located within five (5) feet of the lot line, including in the front yard.
 - n. Façade Signs:
 - i. For any building occupied by a single tenant, such tenant shall be entitled to façade signage equal to two (2) square feet of sign area (including accessory signage) for each lineal foot of the building such tenant occupies, not to exceed 300 square feet.
 - ii. If a building is occupied by more than one tenant, then each tenant shall have a similar signage right; provided, however, that the maximum façade square footage of 300 square feet shall be allocated between the tenants in proportion to the building square footage that they each occupy.

Roll call:

Aye: Evans, Holoman, Matyskiel, Mead, Moran, Slifka, Stocking

Nay: None

MOTION PASSED. VOTE: 7-0

Per staff, the above recommendation will go before City Council on April 18, 2022 at 7:00 p.m. in the Council chambers.

Public Comment - None.

Other Business

Planner True confirmed the commission will have a meeting on April 14, 2022 with two items for review. Valley Animal Hospital is asking for a revision to a preliminary and final PUD and a comprehensive plan amendment. Director DeGroot indicated the department is very busy and most likely there will be a meeting on April 28th. The position for assistant planner has been posted on the City’s web site and there is a good pool of applicants. Planner True announced the text amendment and sign variation discussed at last month’s meeting were approved recently by City Council.

Adjournment

A motion was made by Commissioner Evans to adjourn the meeting at 8:44 p.m. Motion carried unanimously by voice vote of 7-0.