

VILLAGE OF HUNTLEY
PLAN COMMISSION
SPECIAL MEETING
February 16, 2021
6:30 PM
AGENDA



Due to restrictions associated with the COVID-19 pandemic, seating capacity is limited in the Village Board Room. Additional limited capacity will be provided in the lobby's overflow seating area. The lobby has a live audio feed to the meeting. Anyone who has signed up to speak during the Public Comment portion of the meeting will be able to do so, but may be required to listen to the proceedings from the lobby's overflow seating area if seating capacity is not available in the Village Board Room. After commenting, speakers may be requested to return to the overflow seating area so the next speaker can address the Plan Commission. Comments may also be submitted via e-mail in advance of the meeting to huntley@huntley.il.us. The e-mail should include the topic to be commented on in the subject line. All comments received before 5:00 p.m. on the date of the meeting will be entered into the record. All those in attendance will be required to follow proper social distancing and face covering guidelines. The public may also call in to listen to the meeting. The call in number for the meeting is: 847-748-0565 PIN: 44575

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of Minutes
 - A. Approval of the January 25, 2021 Plan Commission Meeting Minutes
5. Petition(s)
 - A. Petition No. 21-01.02, Venture One Acquisitions, LLC, as petitioner, and 92131 LLC, as owner, 41W368 Freeman Road, Discussion of the Proposed Annexation and Development of Approximately 260 Acres Commonly known as 41W368 Freeman Road, Huntley, IL.
6. Public Comment
7. Discussion
8. Adjournment

MEETING LOCATION
Village Board Room
10987 Main Street
Huntley, IL 60142

The Village of Huntley is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding accessibility of the meeting or the facilities, please contact David Johnson, Village Manager at (847) 515-5200. The Village Board Room is handicap accessible.

VILLAGE OF HUNTLEY
PLAN COMMISSION MEETING
Monday, January 25, 2021
MINUTES

5

CALL TO ORDER

Chairman Tom Kibort called to order the Village of Huntley Plan Commission meeting for January 25, 2021 at 6:30 p.m. *In light of the COVID-19 public health emergency and the prohibition of public gathering of 10 or more, the Plan Commission conducted the meeting remotely via an online video platform. Persons with public comments were asked to email written comments to staff by 5:00 pm on January 25, 2021 and the comments would be read into the public record. In addition, all interested parties were able to call in via telephone and listen to the meeting.*

15 **PLEDGE OF ALLEGIANCE** Chairman Kibort led the Pledge of Allegiance.

ROLL CALL

PLAN

20 **COMMISSIONERS:** Commissioners Darci Chandler, Terra DeBaltz, Lori Nichols, Ron Hahn, Robert Chandler, Vice Chair Dawn Ellison, and Chairman Tom Kibort.

COMMISSIONERS

25 **ABSENT:** None

ALSO PRESENT: Director of Development Services Charles Nordman and Development Manager Margo Griffin

30 **4. Public Comments**
There were six (6) public comments emailed to the Village of Huntley. Manager Griffin read the written comments out loud and into the public record, as follows:

A. Glenn and Shirley Dau, 41W193 Cheryl Court, Huntley, IL

35 *Our names are Glenn and Shirley Dau and we live at 41W193 Cheryl Ct. Huntley IL. We have received notice of what is being approved on the Stade farm. We have many concerns pertaining to the building site. Our subdivision has already been hampered with the annoying semi noise from Weber grill and their unusual use of parking in the middle of Freeman Road. Our biggest concerns with the new project are many:*

40 *1) The way the building and loading docks are positioned will definitely affect our neighborhood. Why can't the building be repositioned so the docks are facing West and not East.*

45 *2) The noise from semis is extremely bothersome to our quiet neighborhood. We moved in Prairie Oaks 25 years ago with the intention of enjoying the nature of the woods, wetlands, and quiet of the countryside. We understand the progress is always going to change things; however, we feel Huntley must be more considerate of the neighborhoods that progress is unsettling.*

- 3) *We were told that berms would be installed however, berms were installed around Weber and they did nothing to control the noise of the semis.*
- 4) *We definitely do not want the existing woods not the wetlands disturbed.*
- 5) *Will this have any effect on Commonwealth Edison's easement properties on the east side of the proposed site.*
- 6) *All the existing drainage tiles that are on the existing farm will be destroyed – how is this development going to handle the run off of storm water?*
- 7) *Asphalt parking lots and building roofing does not absorb rain water!*
- 8) *Could you please confirm that only semi-trailers and not small delivery trucks will be used at this location. We are very concerned about how this would impact traffic.*
- 9) *Will this facility be operating 24 hours a day 7 days a week*
We will definitely be listening to tonight's meeting for any all info that the board can provide.
Thank you
Glenn and Shirley Dau

B. Mike and Pam Figolah, 41W092 Derby Court, Huntley, IL

Dear Village Board Members and Plan Commission Members,
My name is Mike Figolah and my wife, Pam and I live at 41W092 Derby Court. We are residents of the Prairie Oaks subdivision located to the east of the subject property.

We and many of our neighbors have been aware that this Freeman Road property has been planned for industrial development even prior to when we purchased our homes. As such, we are not surprised to see a development such as this being proposed, and we do see positive benefits from such a development including a positive impact on the Kane County property tax base.

We been following the conceptual submittal of the proposed developments plans of the 41W368 Freeman Road property. We have had conversations with several of our neighbors and are writing these comments on their behalf as the consensus of our opinions.

We ask that these comments, all of which pertain to the conceptual review of Petition 21-01.22 which is Agenda Item 6.A, be read into the meeting record during Agenda Item 4: Public Comments.

The comments and concerns that we have at this time, based upon a review of the concept documents included in the Plan Commission Agenda Packet, are as follows:

- 1) *Traffic Study - the agenda background information notes that the petitioner will be submitting a traffic study*
- a) *As nearby residents, we have noted recent traffic concerns which may be outside the limits of a typical traffic study, but we mention them here and ask that they be included also. A considerable increase in traffic on Freeman Road east of this subject area has been occurring within the last few years, both at the intersection of Freeman Road and Carriage Way, and also at the intersection of Freeman Road and Galligan Road. With the projected employment at this site we would expect a considerable portion of employee traffic to utilize Freeman Road from the east, thereby continuing to increase traffic and add to these concerns*
- i) *At Carriage Way, through traffic on Freeman Road is already causing delays both in safely exiting our subdivision, and also in entering our subdivision*

travelling from the west. There is no left turn lane for eastbound traffic from Freeman Road entering our subdivision, nor is there a westbound right turn lane for traffic to enter our subdivision from that direction. In addition, there is a hill on Freeman Road west of Carriage Way that affects sight distance when we are attempting exit our subdivision

(1) We are aware that this section of Freeman Road is Village of Huntley jurisdiction, and we ask that the traffic study be extended at least to the eastern Village limits to evaluate the need for turn lanes at the Carriage Way intersection.

(2) We do note that turn lanes were recently constructed at Freeman Road and Hannah Pearl Drive (which we do know is outside Village limits), even though the current (and future) number of residents using that entrance will be less than the current number of residents which access our subdivision at the Carriage Way intersection

ii) At the Freeman Road and Galligan Road intersection, traffic congestion issues and close calls continue to increase, and with an anticipation of some percentage of employee traffic coming from this direction, the need for turn lanes and traffic signals will only become more apparent. We are aware that the Kane County DOT has this intersection improvement included within their current Comprehensive Road Improvement Program, and we ask that the petitioner and the Village extend the traffic study eastward to include this intersection to determine if these intersection improvements should be expedited for the safety of the motoring public

b) Will the traffic study and development agreement require that all truck traffic can only access the site to and from RT 47?

c) Also, will the traffic study document whether this is simply a distribution warehouse or will home-delivery box van type vehicles also utilize this facility? If so, will those also be restricted only to access to/from RT 47, or will those be allowed to travel east of Freeman Road beyond the project site?

2) Construction noise and dust concerns

a) We ask that information be provided regarding allowable hours of construction, and that due to the proximity to a residential area that no exceptions to Village ordinances regarding working hours be allowed

b) We would expect that a very extensive amount of earthwork is going to be required for the redevelopment of this site, and that measures be implemented to ensure all appropriate dust control requirements are met

3) Site lines and screening

a) The concept site plan shows the eastern 760 feet or more of the property will consist of wetland protection and stormwater detention, thereby placing the development a considerable distance away from our residences

b) With that said, there are open field areas around the southern wetland and stormwater detention facilities that lend themselves to placement of additional landscaping plantings that over time will provide visual screening of the proposed development from the residences

c) Can the Village request the petitioner to provide scaled renderings from the rear yard perspective of a couple of the more exposed residences so that we have a better understanding of these site lines?

4) Stormwater Drainage and wetland protection

- a) *The concept plan shows wetland protection areas east of the development, along with stormwater detention facilities throughout the site*
- b) *There appears to be a buffer area around the wetlands, and we would request that the majority of existing trees located within that buffer remain so as to preserve the buffer and to preserve the majority of existing screening*
- c) *In regards to stormwater detention, we have no doubts that this development will comply with all requirements of the Village of Huntley Stormwater Ordinance and the Kane County Stormwater Ordinance.*
- d) *Due to the extent of nuisance goose problems which currently plague the area due to other stormwater detention basins that have mowed turfgrass to the waters edge, we strongly urge the Village to require the petitioner/developer to utilize naturalized buffers around the proposed detention facilities to minimize additional attractive nuisances to geese.*

5) *Hours of Operation*

- a) *With the massive amounts of truck parking proposed at this site, we have concerns about noise and lights related to late hours of operations*
- i) *What anti-idling measures and restrictions will be implemented?*
- ii) *What measures will be implemented to limit late hours of operation?*
- iii) *Can any necessary late hours of operation be limited to truck docks along the west face of the building, at the further locations away from residences*

6) *Lighting*

- a) *We understand that typical municipal lighting requirements restrict the allowable light spillage beyond the development property line*
- b) *Given how far to the west the proposed building and parking are planned, can those light spillage requirements become more restrictive? After all, what is the point of allowing light spillage over wetlands and stormwater detention areas east of the development?*

7) *Communication*

- a) *A few residents have voiced there concerns was the first they heard about this project was through reading local newspapers or seeing comments on social media.*
- b) *What types of notifications will be provided to area residents in advance of the next steps in the annexation and public hearing process?*

8) *Notice of Future additional comments*

- a) *We do note that that all of these comments have been generated from reviewing only a few pages of concept submittals, and we do expect that many of these questions/comments will be addressed during the typical Village plan and annexation agreement review process.*
- b) *We do however expect that as additional documents are provided for the public as part of the development and public hearing process, we will likely have additional comments that we request be considered by the Plan Commission and Village Board.*
- c) *Please note that these comments are not on behalf of all residents of the Prairie Oaks subdivisions, as due to the expedited schedule of this project we have not yet had the opportunity to obtain input from all residents.*
- d) *We do expect that additional comments will be provided by other residents of our subdivision as additional development information is made available*

We thank you for your consideration of our comments and concerns, and we look forward to working cooperatively with the Village of Huntley as this development process moves forward.

Please feel free to contact either of us if you have any questions or are looking for any clarification of these comments.

Sincerely,

Mike Figolah

Pam Figolah

C. Lynn and Richard Nowinski, 41W198 Charles Lane, Huntley, IL

I am a resident of Prairie Oaks and would like to request permission to speak at tonight's meeting. My husband and I totally support the letter submitted by Mike and Pam Figolah. In addition, we live on Charles Lane and worked with Kane County and spent in excess of \$20,000 to fix the flooding problem in our yard. We are very concerned about the drainage plans for this project.

Thank you,

Lynn Nowinski (Richard)

41W198 Charles Lane

D. Patricia and Harold Mierisch, 18N527 Carriage Way Lane, Huntley, IL

Topics/concerns:

Harold and I both agree with the content of the letter dated January 24, 2021 sent by Mike and Pam Figolah.

Not only to voice concern regarding traffic study but I wanted to make sure that everyone is aware that directly to the east of our subdivision entrance there are wetlands on both sides of the road. The area of road in between these two wetlands collapsed last year and had to have the road reinforced and repaired. If this is what is occurring with this road with current traffic we are very concerned with the road collapsing again with additional traffic.

We are also very concerned that residents had to find about of this development via a Daily Herald newspaper article dated Jan. 21, 2021. It was my belief that properties adjacent to development/rezoning parcels have to legally receive a certified letter notifying of any meetings or that a billboard has to be erected with notification of any hearings. Thank you.

E. Paul Arnone, no address provided

Hello,

The area west of the Prairie Oaks subdivision is home to an Illinois Protected species: Swainson's Hawk.

<https://www2.illinois.gov/dnr/conservation/NaturalHeritage/Pages/Birds.aspx>

Is the committee aware of this? Any comment?

Thank you,

-Paul

F. Carol Dyrek, Prairie Oaks Subdivision, Huntley, IL

Before reading the email from Carol Dyrek, Manager Griffin stated the following email made assumptions on the name of the end user for the Project Pumpkin development. Manager Griffin stated the end user has not been announced yet and reminded the listeners to take this into account while the letter is read into the public record.

I am writing to express serious concerns about the Amazon facility going up off of Freeman Road. I am a 22 year resident of Prairie Oaks subdivision and fear my way of life is about to change along with all the other residents here. Among my concerns are: noise, lighting, truck fumes, crime, storm drainage and traffic problems. I don't expect Amazon to listen to the concerns of the little people but I do hope you and others on the board of Huntley will. Why is bringing this major company into Huntley necessary? This is the village with "rural charm". I don't think so... not anymore. Between Weber Grill and now Amazon residents are being forced out of here. The biggest tax base here has to be Sun City yet Huntley doesn't take them into consideration when it comes to crime, traffic and congestion. I hope to attend a village meeting in person to speak to these concerns. Please inform me if and when I can do this.
Carol Dyrek

Manager Griffin announced she had completed reading the letters emailed to the Village and this was the conclusion of the Public Comments. She then turned the meeting back to Chairman Kibort.

5. Approval of Minutes

A. Approval of the January 11, 2021 Plan Commission Meeting Minutes

No additions or corrections were noted.

A MOTION was made to approve the January 11, 2021 Plan Commission Meeting Minutes.

MOVED:	Commissioner Ron Hahn
SECONDED:	Commissioner Terra DeBaltz
AYES:	Commissioners Ron Hahn, Darci Chandler, Lori Nichols, Terra DeBaltz, Robert Chandler, Vice Chair Dawn Ellison, and Chairman Tom Kibort
NAYS:	None
ABSTAIN:	None
MOTION CARRIED	7:0:0

6. Petitions:

- A. Petition No. 21-01.02, Venture One Acquisitions, LLC, as petitioner, and 92131 LLC, as owner, 41W368 Freeman Road, Conceptual Review of the Proposed Annexation and Development of Approximately 260 Acres Commonly known as 41W368 Freeman Road, Huntley, IL.

Chairman Kibort announced Director Nordman would be giving a PowerPoint presentation to review the

petition.

Director Nordman reviewed a PowerPoint presentation and referenced the staff report.

5 *Development Summary*

Director Nordman stated 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 260 acres with $\pm 2,780$ 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 260-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. Director Nordman stated the end user wants to be in the building by the second quarter of 2022, which will require Venture One to complete the entitlement process and begin site work by March of this year.

Director Nordman reviewed the entitlement process which requires the annexation of the property and zoning it for industrial development. Director Nordman stated the developer is requesting that special use permits for warehouse/distribution are granted up front through the annexation and zoning process. With exception to Lot 1, a specific user would not be identified for the remaining property as part of the entitlement process. Director Nordman stated the developer is also requesting that a set of design criteria is established and memorialized through the Planned Unit Development approval process. The design criteria would establish bulk regulations (setbacks, building height, lot coverage, etc.) and design standards for building, landscaping and signage. With these criteria in place, the developer would be able to submit a building permit and site plan that would be reviewed by staff; there would be no 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.

Director Nordman continued with his review of the entitlement process. He stated the formal entitlement process will include the annexation of the property and approval of an annexation agreement by the Village Board in addition to the following:

- Amend the Zoning Ordinance to create a new ORI-1 zoning district. The ORI-1 district would have limited permitted uses, but it would allow all of the uses proposed by developer as special uses and incorporate basic bulk, setback, height, and other development standards. A Planned Unit Development (PUD) would also be allowed as a special use and could include approval of deviations from the general standards for the ORI-1 district and/or the general standards for PUDs under Section 156.070 of the Zoning Ordinance. This would be done by ordinance (the form of which would be an exhibit to the annexation agreement) immediately after the property is annexed.
- Amend the I-90/IL 47 Gateway Plan to identify the property for Light Industrial. It is currently shown as Business Park and Flex Space.

- Re-zone the property into the new ORI-1 district. This would be done by ordinance (the form of which would be an exhibit to the annexation agreement) immediately after the property is annexed.

- Approve a special use permit, PUD, and preliminary/final plat of subdivision for the property that:

- Divides the 260-acre property into Lots 1 and 2.
- Authorizes all of the desired special uses for the entire property.
- Grants preliminary and final PUD approval for Lot 1 based on the specific plans for immediate development.
- Grants preliminary and final PUD approval for Lot 2 as a second phase of the development. This approval would allow Lot 2 to be developed for any of the approved uses in accordance with certain development and design standards and all other applicable codes and ordinances, but would not approve detailed plans. To undertake any future development on Lot 2 that is within the PUD parameters, the owner would just come in for administrative approvals (e.g. building permit, stormwater permit, access permit, etc.) and the detailed plans would be reviewed in that context.
- This would be done by ordinance (the form of which would be an exhibit to the annexation agreement) immediately after the property is annexed.

- Any further subdivision of Lot 2 would require subdivision plat approval in accordance with the Subdivision Code, but the discretionary zoning approvals would be in place.

Director Nordman stated that prior to the annexation, all zoning actions must be considered at a public hearing before the Plan Commission and the Village Board must also hold a public hearing on the annexation agreement.

Site Plan

Director Nordman reviewed the major components of the site plan. Director Nordman stated Venture One is proposing to immediately construct a ±629,186 square foot warehouse/distribution 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.

Director Nordman reviewed the site access for the project. 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 will provide access to the subject site and future development further to the north. A second signalized intersection is also proposed, subject to meeting warrants, 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. Director Nordman stated the petitioner will be submitting a traffic study with their development application to demonstrate warrants are met for the new signal and determine the Freeman Road improvements necessary to accommodate the proposed development of the site.

Building Elevations

Director Nordman reviewed the 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).

Conceptual Review

Director Nordman concluded his PowerPoint presentation, and began to review the instructions regarding conceptual reviews of plans. Director Nordman stated the petitioner has requested the Plan Commission to conceptually review the proposed annexation and development of the subject site. The Plan Commission is not required to provide a formal position statement on the proposal, and the petitioner shall not be required to comply with any position statements which are offered. The concept review shall provide the petitioner with initial comments and concerns that should be considered as they proceed in the formal review process. The Plan Commission and its individual members are not bound by any comments made during the discussion and the petitioner acknowledges that it cannot claim in the future any reliance whatsoever on those comments.

Director Nordman concluded his presentation and introduced Ryan Stoller from Venture One.

Ryan Stoller, Principal at Venture One, stated they are a developer and investor of industrial and distribution type facilities. He stated he was very excited to be making this investment in the community of Huntley.

Mr. Stoller explained that there are substantial wetlands exist on the site that they intend to maintain. Mr. Stoller explained the wetlands create an approximately 2000 feet wide of natural buffer between the east property line and where the building will be constructed.

Mr. Stoller further explained that Venture One will be conducting the traffic study and storm water management studies with our civil engineers and will be conforming all of it to the Village and Kane County standards.

Mr. Stoller stated their engineer Matthew Kramer of Jacob and Hefner was on the line to answer questions.

Chairman Kibort asked for questions from the Commission.

Vice Chair Ellison inquired about the runoff of the water. She stated there was a lot of pavement on the site and asked whether there was any reason to be concerned about runoff into the neighboring community.

Mr. Stoller responded stating there is substantial new detention that is included in the plans. This is in addition to the existing wetlands that will remain in place. Ryan Stoller introduced Mr. Kramer to respond further.

- 5 Mr. Kramer responded regarding the stormwater management. He restated the plans will meet the Kane County Storm Water Management regulations and any modifications set forth by the Village of Huntley. Mr. Kramer stated the site is accepting a flow from the wetlands to the east, and they are replacing any depressional storage that will be filled in on site, and also providing on site detention storage to replace the new imperviousness of the overall site. He explained that at the end of their engineering analysis,
10 they will be required to prove they will reduce the peak runoff leaving the site during all storm events, including, and up, to the 100-year storm event.

Vice Chair Ellison asked about the distance from the proposed building to the east lot line.

- 15 Mr. Stoller stated it was about 700 feet from the eastern edge of pavement, and approximately 2000 feet from the east wall of the building.

Vice Chair Ellison asked about the truck docks and whether one side of the building was for unloading trucks and the other was for loading.

- 20 Ryan Stoller stated that was likely how the user would utilize the truck docks.

Mr. Mark Goode of Venture One added they anticipate inbound trucks to enter the site at the east entrance and leave the site on the west side of the site.

- 25 Vice Chair Ellison asked about the hours of business and whether they anticipate 24 hour operations.

Mr. Stoller stated it will be a 24-hour operation; however, there will be peak times and off-peak times.

- 30 Chairman Kibort called upon Commissioner Hahn for questions.

Commissioner Hahn began with a statement regarding the need to look at the entire project now, including the north piece which they have not seen plans for as of yet. He cited the landscaping plans as an example.

- 35 Mr. Stoller responded Venture One is working closely with the Village to create landscaping standards that they would need to adhere to for the entire project. This includes very detailed plans for the caliper of trees, types of species, landscape berms, and more.

- 40 Commissioner Hahn asked if both entrances would have signalization.

Mr. Stoller stated there is already a signal at the west entrance and they are proposing to install a signal at the east entrance.

Commissioner Hahn stated he thought this project could bring a large increase in traffic. He was interested in traffic studies and how far east of the property they would be reviewing. He explained that he thought it could be beneficial to go as far as the intersection of Freeman Road/Galligan Road.

- 5 Mr. Stoller stated they have engaged two firms to work on the traffic studies. They both will be addressing the regional flow of traffic in addition to the two new access roads for the property.

10 Commissioner Hahn noted that the wetlands offer a significant separation from the development to the east; however, they do not always screen the line of sight. He explained that some taller growing tree or evergreens could be added at the property line to provide additional screening where needed.

Chairman Kibort called on Commissioner Darci Chandler for comments.

- 15 Commissioner Darci Chandler stated Commissioners Ellison and Hahn stated most of her concerns, which centered upon the wetlands. She had no further comments.

20 Chairman Kibort stated he had a few comments regarding the wetlands. He discussed the history of the wetlands in the area, including previous issues at the Prairie Oaks subdivision. He asked about the site plan and if the uneven yellow border around the site represented the area where earthwork would occur.

Director Nordman confirmed that was the case and the actual property line was shown as black dashed line. He added the area to the east includes the wetland area.

- 25 Chairman Kibort stated the Huntley ordinance requires native plantings around the detention areas to restrict to impact of geese and that the final landscaping must be monitored for 5 years. He also discussed utilizing vegetated swales for improving conservation design.

Chairman Kibort is also in favor of looking out to Galligan Road with the traffic study.

- 30 Chairman Kibort explained that he will be interested in the following items when the petitioner returns with their formal request:

- Studying drainage, including the subdivision to the east (Prairie Oaks)
- Turn lanes at Prairie Oaks
- The height of plant materials for screening
- 35 • High quality native plantings
- Lighting and light pollution
- He will be looking at the site design standards for the northern lot

Chairman Kibort called on Commissioner Nichols.

- 40 Commissioner Nichols stated she is interested in the drainage impact on the subdivision. She is also in favor of sufficient buffers to reduce noise levels.

Chairman Kibort called on Commissioner DeBaltz.

Commissioner DeBaltz had nothing to add.

Chairman Kibort called on Commissioner Robert Chandler.

Commissioner Robert Chandler stated he agreed with previous comments on landscaping, buffers, and stormwater runoff. He added that he was interested to see what will be presented on noise and lights, including a review of the site photometric plan.

Chairman Kibort requested that all light fixtures in parking lots to point downward, and include shields. He summarized his major points, including:

- Traffic
- Light
- Sound
- Screening and buffering
- Improving any impacted wetlands
- Project Design standards
- Conservation design elements
- The design of the northern lot for future development

Mr. Stoller thanked the Commission, staff, and neighboring residents for their comments.

6. Discussion

Director Nordman stated the public hearing for Venture One is targeted for February 22, 2021, and the public notices will be going out in early February.

7. Adjournment

At 7:35 pm, a MOTION was made to adjourn the January 25, 2021 Plan Commission meeting.

MOVED:	Commissioner Lori Nichols
SECONDED:	Commissioner Terra DeBaltz
AYES:	Commissioners Lori Nichols, Darci Chandler, Robert Chandler, Ron Hahn, Terra DeBaltz, Vice Chair Dawn Ellison, and Chairman Tom Kibort
NAYS:	None
ABSTAIN:	None
MOTION CARRIED	7:0:0

Respectfully submitted,
Margo Griffin
Development Manager
Village of Huntley

MEMORANDUM



TO: Chairman Kibort and Members of the Plan Commission

FROM: Charles Nordman, Director of Development Services

RE: Venture One Acquisitions –
Development of the Stade Farm, 41W368 Freeman Road

DATE: February 12, 2021

The petitioner, Venture One Acquisitions, previously appeared before the Plan Commission on January 25, 2021, to introduce their project and to respond to initial questions, comments, and concerns from the Commission. Several members of the public also provided written comments that were read into the record as part of the public comment portion of the meeting. In follow-up to the January meeting, and in anticipation of the Plan Commission public hearing scheduled for February 22, 2021, staff and the petitioner believe it is important to continue to provide the Commission and public with information and opportunities to learn more about the project. This also includes providing responses to the questions raised at the previous meeting.

To further assist in the sharing of information with the public, a special webpage was created on the Village's website to make the petitioner's application, proposed plans, and additional information related to the proposed development available for the public to easily view. Additionally, residents that previously provided public comment regarding the project and also those residing within 250 feet of the proposed development were provided a courtesy notice for Tuesday's meeting.

Attached to this memorandum you'll find the petitioner's response to the public comments, many of which are similar to topics raised by the Plan Commission.

The following is a summary of the questions and comments provided by members of the Plan Commission on January 25:

1. A concern was expressed about the amount of water runoff from the pavement. Additional information was requested about the possibility of runoff into the neighboring community.

A member of the public expressed a similar concern. The petitioner responded with the following: Stormwater runoff will be conveyed via various networks of storm sewer pipe and overland flow routes towards eight separate stormwater detention basins located throughout the site. The proposed stormwater detention basins will have a combined stormwater storage volume of approximately 89 ac-ft (28,500,000 gallons) of water. The stormwater runoff will be slowly released towards two outfall locations, located at the southwest corner and the northwest corner of the site, in accordance with existing tributary areas to each outfall point. The proposed peak runoff rate from the site towards the outfall locations will be decreased by approximately 66% during the 100-year storm event, when compared to existing peak runoff rates. The proposed stormwater management system will perpetuate existing drainage from upstream properties and will not increase water surface elevations.

A Drain Tile Investigation has been conducted for the subject property. As part of the Civil Engineering design, Jacob & Hefner (petitioner's civil engineer) has identified any existing drain tiles that convey upstream flow and will perpetuate the existing flow pattern in accordance with the Kane County Stormwater Management Ordinance.

The proposed stormwater management system, consisting of storm sewers, overland flow routes, and stormwater detention basins has been designed to meet or exceed the minimum criteria set forth in the Kane County Stormwater Management Ordinance, along with any modifications recognized within the Village of Huntley standards. The stormwater management system has been reviewed by in-house Village of Huntley Engineering Staff (two Professional Engineers), along with the Village's third-party reviewer, Christopher B. Burke Engineering.

2. A question was asked about the distance from the building to the east lot line.

The petitioner has provided an exhibit illustrating the distance from the proposed building and parking areas to residential subdivision to the east. Those exhibits indicate there is approximately 1,000 feet from the edge of the trailer parking area to the rear of an existing home in the Prairie Oaks subdivision and approximately 1,525 feet from the proposed building to the rear of an existing home in the subdivision.

3. A question was asked about the type of trucks and how they would circulate around the site.

As stated in the petitioner's traffic study, the site would operate as a Receive Center which accepts bulk inventory and allocates it to fulfillment centers throughout the region. The petitioner explained that trucks delivering inventory would enter the site at the eastern driveway on Freeman Road and circulate counterclockwise around the building and exit the site on the new roadway.

4. A question was asked about the hours of business and whether they anticipate 24 hour operations.

The petitioner confirmed the facility would operate 24 hours a day.

5. A question was asked if both entrances would have traffic signals.

The petitioner has prepared a traffic study that signalizes both intersections.

6. A concern was expressed about the amount of traffic that could be generated by the site. A question was then asked about the extent to which the traffic study considered Freeman Road to the east and the intersection of Freeman Road and Galligan Road.

A member of the public asked a similar question. The petitioner provided the following response: Since no truck traffic and only 15 percent of site-generated automobile traffic is expected to be oriented to and from the east on Freeman Road, the Traffic Impact Study included the intersection of Freeman Road and Carriage Way as the eastern limit of the study area. Traffic movements at Freeman/Carriage Way currently operate with minimal delays (levels of service A and B) and will continue to operate at levels of service A and B. Because the impact of site-generated traffic was determined to be

limited at this intersection, it can be assumed that any impacts to the Galligan Road intersection (approx. 2.5 miles from the site) will also be limited.

The developer will also be required to pay a sizable Kane County Road Impact Fee which is used to make improvements to roadways maintained by Kane County. Staff notes that Galligan Road is a Kane County maintained roadway and identified for future improvements by the County's Comprehensive Road Improvement Plan.

Furthermore, a proposed condition of the Planned Unit Development will restrict truck traffic from traveling east on Freeman Road. This same restriction was applied to the Weber distribution facility.

7. It was noted that the wetlands provide significant separation between the development to the east, but not necessarily screening for line of sight. It was recommended that additional trees and evergreens be added near lot lines to provide a visual buffer.

The petitioner has provided two section views to illustrate the distance and landscaping between the proposed development and the subdivision to the east. Renderings were also provided from the southeast and northeast illustrate the amount of existing and proposed landscaping.

8. A general comment was made regarding the importance of reviewing a photometric plan and light fixture specifications.

A member of the public expressed a similar concern. The petitioner responded with the following: The applicant only seeks to provide site lighting to facilitate onsite operations within the paved vehicular areas and pedestrian areas. The applicant does not seek to provide lighting around the perimeter green areas or wetland areas. The light poles along the eastern pavement will be located approximately 750' away from the site's eastern property line and will result in 0.0 Foot-Candles of light at the property. Furthermore, the light fixtures will be fully shielded/night sky friendly, with a reduced lamp color.

A copy of the proposed photometric plan and fixture specifications have been provided as an exhibit to this memorandum.

Plan Commission Public Hearing - February 22, 2021

When the petitioner returns before the Plan Commission for the public hearing on February 22, 2021, the Plan Commission will be asked to consider the following development actions:

- Amendments to the Huntley I-90/IL 47 Gateway Plan to identify the Property as appropriate for light industrial development

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. Per the plan, 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, 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

The new ORI-1 district will serve to identify allowed uses and bulk regulations (setbacks, lot coverage, building height, etc.). The proposed development and design standards that would be specific to the subject site will be addressed by the Ordinance approving the Planned Unit Development (PUD) and annexation agreement.

- Amendments to the Huntley Zoning Map to zone the Property in the ORI-1 zoning district
- The granting of special use permits, planned development approvals, variations, and/or other zoning relief necessary to allow the Proposed Development on the Property

This approval would allow the northern lot to be developed for any of permitted or special uses allowed in the new ORI-1 zoning district in accordance with certain development and design standards and all other applicable codes and ordinances, but would not approve detailed plans. To undertake any future development on the northern lot that is within the PUD parameters, the owner would submit for administrative approvals (e.g. building permit, stormwater permit, access permit, etc.). The detailed plans would be reviewed by staff to confirm compliance with the approved development and designs standards and other applicable Village ordinances.

- Approval of a preliminary and final plat of subdivision for the Property pursuant to the Huntley Subdivision Regulations

The Village Board will subsequently consider the annexation and annexation agreement for the Property and as well as Plan Commission's recommendations for the above actions.

Upon approval of the requested actions any further subdivision of the northern lot would require subdivision plat approval in accordance with the Subdivision Code, but the discretionary zoning approvals would be in place.

February 8, 2021

Village of Huntley
Attn: Charles Nordman, AICP
10987 Main Street
Huntley, Illinois 60142

Dear Mr. Nordman,

Venture One Real Estate, LLC., along with our team of design professionals are in receipt of the public comments from surrounding residents that were read aloud at the Plan Commission Meeting held on January 25, 2021. Please see a categorical response to each of the topics raised by the residents:

Site Configuration and Site Operations:

Resident Comment: Can the building be repositioned so that docks are facing west and not east?

Venture One Response: Truck docks are currently proposed to be on the east, north, and west faces of the building. Due to the user's processes, alterations cannot be made to the building. Please note that the building is positioned approximately 1,325' (1/4 mile) away from the eastern property line of the development. Furthermore, there is a 50' strip of land, located between the subject property and the residential development to the east.

Resident Comment: How is noise going to be controlled?

Venture One Response: Much of the onsite semi-truck circulation will occur near the building, which is positioned approximately 1,325' (1/4 mile) away from the nearest residential property line. Additionally, the existing wetlands, existing vegetation, and newly proposed landscape vegetation will also serve to mitigate noise. Landscaped berms will be added throughout the site whenever practicable. A sound study for this specific operation was commissioned and the conclusion was that all on-site sound emissions are expected to comply with the State and County standards.

Resident Comment: Will this development have any effect on the Commonwealth Edison's easement properties on the east side of the proposed site?

Developer Response: No, the 50' Commonwealth Edison property is located between the subject property and the residential properties. The proposed development will not disturb the Commonwealth Edison owned property.

Resident Comment: Will this facility be operating 24 hours per day 7 days per week?

Venture One Response: Yes, this will be a 24 hour operation.

Resident Comment: What measures will be implemented to limit late hours of operation? Can late night operations be contained to the west side of the site, away from the residences?

Venture One Response: According to the commissioned sound study, all on-site sound emissions meet the respective average hourly limits at nearby, noise-sensitive receptors. With the majority of residences greater than 1,500 feet or more from truck activity, maximum sound levels will meet code limits before averaging.

Resident Comment: Multiple residents expressed concerns regarding screening from the residents and requested additional berms and landscaping along the development's eastern property line.

Venture One Response: Venture One has worked with the Village of Huntley Staff to establish landscaping standards for this development. These standards will be memorialized in an Annexation Agreement. The proposed site improvements will meet or exceed the standards set forth in the Annexation Agreement. Please refer to the landscape cross section that depict the separation between the existing residences and the proposed project.

Stormwater Management

Resident Comment: Multiple residents raised concerns about how stormwater runoff will be accommodated by the proposed development.

Venture One Response: Stormwater runoff will be conveyed via various networks of storm sewer pipe and overland flow routes towards eight separate stormwater detention basins located throughout the site. The proposed stormwater detention basins will have a combined stormwater storage volume of approximately 89 ac-ft (28,500,000 gallons) of water. The stormwater runoff will be slowly released towards two outfall locations, located at the southwest corner and the northwest corner of the site, in accordance with existing tributary areas to each outfall point. The proposed peak runoff rate from the site towards the outfall locations will be decreased by approximately 66% during the 100-year storm event, when compared to existing peak runoff rates. The proposed stormwater management system will perpetuate existing drainage from upstream properties and will not increase water surface elevations.

A Drain Tile Investigation has been conducted for the subject property. As part of the Civil Engineering design, Jacob & Hefner has identified any existing drain tiles that convey upstream flow and will perpetuate the existing flow pattern in accordance with the Kane County Stormwater Management Ordinance.

The proposed stormwater management system, consisting of storm sewers, overland flow routes, and stormwater detention basins has been designed to meet or exceed the minimum criteria set forth in the Kane County Stormwater Management Ordinance, along with any modifications recognized within the Village of Huntley standards. The stormwater management system has been reviewed by in-house Village of Huntley Engineering Staff, along with the Village's third-party reviewer, Christopher B. Burke Engineering.

Wetlands and Natural Resources:

Resident Comment: A neighbor expressed concern regarding the preservation of the existing wetlands and wooded areas onsite.

Venture One Response: The wetlands along the east side of the site, along with any trees contained within the wetland boundaries will be preserved as part of the Project Pumpkin development. The perimeter of the wetlands will be enhanced with additional native plantings, selected by the Landscape Architect.

Resident Comment: Resident requested that stormwater detention basins not utilize turf grass to control nuisance goose problems.

Venture One Response: Proposed stormwater management basins that are proposed to retain water will be planted with naturalized plantings and not turf grass.

Resident Comment: The area west of the Prairie Oaks Subdivision is home to an Illinois Protected Species: Swainson's Hawk.

Venture One Response: The development team is aware of the potential presence of the Swainson's Hawk and is taking measures to mitigate impacts to this endangered species.

Traffic

Resident Comment: Please confirm that only semi-trailers and not small delivery trucks will be used at this location. We are very concerned with how this would impact traffic.

Venture One Response: To our knowledge, the user's current plan is to utilize semi-trucks. The Traffic Impact Study, prepared by Sam Schwartz Engineering, has taken into consideration the traffic projections provided by the user.

Resident Comment: Resident raised concern about the existing lack of turn lanes present at the intersection of Freeman Road and Carriage Way. The resident also indicated that there is a sight distance issue located to the west of Carriage Way.

Venture One Response: Approximately 85 percent of site-generated automobile traffic and all truck trips are expected to be oriented to and from the west via IL Route 47, a Strategic Regional Arterial and Class II truck route. Traffic volumes do not currently warrant a dedicated turn lane and are not expected to warrant consideration for a left-turn lane with the addition of projected traffic volumes (IDOT BDE Manual, Figure 36-3.F). While a sight distance issue for intersections beyond a crest vertical curve or crash history may warrant consideration for a left-turn lane, a sight distance study was not conducted at this intersection and any sight distance issue on Freeman Road at Carriage Way is an existing condition that the proposed project will not change.

Resident Comment: An area of Freeman Road, located to the east, "collapsed" last year, and the road had to be repaired; how is the increased traffic going to affect this?

Venture One Response: Most site-generated automobile traffic and all truck trips are expected to be oriented to and from the west via IL Route 47 and away from this area of concern. Furthermore, all traffic utilizing this development will be required to obey any laws or ordinances as they pertain to vehicle weight.

Resident Comment: Resident requested that the traffic study be expanded to the Galligan Road intersection to understand impacts to that intersection.

Venture One Response: Since no truck traffic and only 15 percent of site-generated automobile traffic is expected to be oriented to and from the east on Freeman Road, the Traffic Impact Study included the intersection of Freeman Road and Carriage Way as the eastern limit of the study area. Traffic movements at Freeman/Carriage Way currently operate with minimal delays (levels of service A and B) and will continue to operate at levels of service A and B. Because the impact of site-generated traffic was determined to be limited at this intersection, it can be assumed that any impacts to the Galligan Road intersection (approx. 2.5 miles from the site) will also be limited.

Resident Comment: Will the Development Agreement require that all truck traffic only access the site to and from Route 47?

Venture One Response: The likelihood of a truck traveling east of the site on Freeman Road is low. Sam Schwartz anticipated that all truck traffic will be oriented to and from the west via IL 4, which is a Strategic Regional Arterial, Class II truck route, and provides access to the Interstate system. Freeman

Road to the east of the site has a 25-ton weight restriction that would prevent utilization by many loaded semi-trucks.

Construction Phase

Resident Comment: Resident requested that information be provided regarding allowable hours of construction, and that due to the proximity to residential area that no exceptions to Village ordinance regarding working hours be allowed.

Venture One Response All village ordinances will be followed during the construction of the project.

Resident Comment: Resident requested that dust control measure be implemented during construction.

Venture One Response: Water trucks will be available to control dust during construction operations.

Lighting:

Resident Comment: Can lighting standards be increased to limit light spillage over the wetlands and stormwater detention basins?

Venture One Response: The applicant only seeks to provide site lighting to facilitate onsite operations within the paved vehicular areas and pedestrian areas. The applicant does not seek to provide lighting around the perimeter green areas or wetland areas. The light poles along the eastern pavement will be located approximately 750' away from the site's eastern property line and will result in 0.0 Foot-Candles of light at the property. Furthermore, the light fixtures will be fully shielded/night sky friendly, with a reduced lamp color.

Miscellaneous

Resident Comment: Residents were concerned about the mode of communication that they found out about the project; how is future communication going to be conveyed?

Venture One Response: Official applications for Plan Commission and Village Board action will be accompanied by three forms of community notification, in accordance with the Village of Huntley Zoning Ordinance. The three modes of communication will include public notice sign posted at the subject property, newspaper notification, and written notices mailed to surrounding property owners.

Resident Comment: Resident expressed concern about crime.

Venture One Response: This development will be staffed by security personnel 24 hours per day/7 days per week. In addition, the premises will be continuously monitored electronically as the building and grounds will be equipped with a state-of-the art security system including cameras, fenestration sensors, guard monitored entry screening, etc. Moreover, there will be a fully staffed guardhouse regulating truck entry onto the site, and truck courts will be fully fenced and monitored electronically.

Resident Comment: Residents expressed concerns regarding diesel truck exhaust and health effects.

Venture One Response: This development should have no additional effects on the local environment.

Sincerely,

The Venture One Team.



PROJECT PUMPKIN

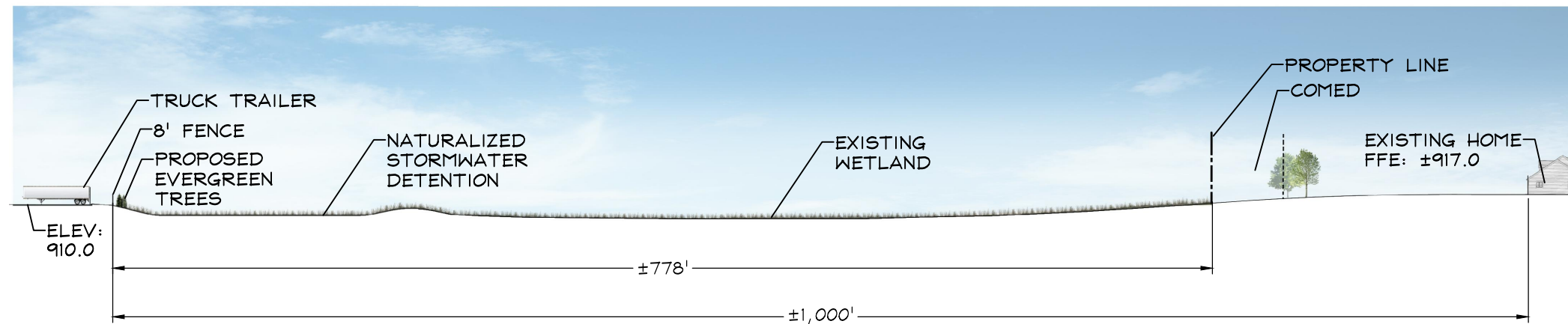
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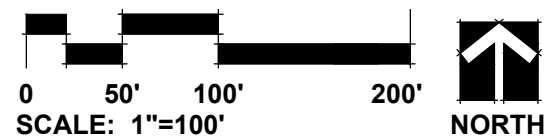
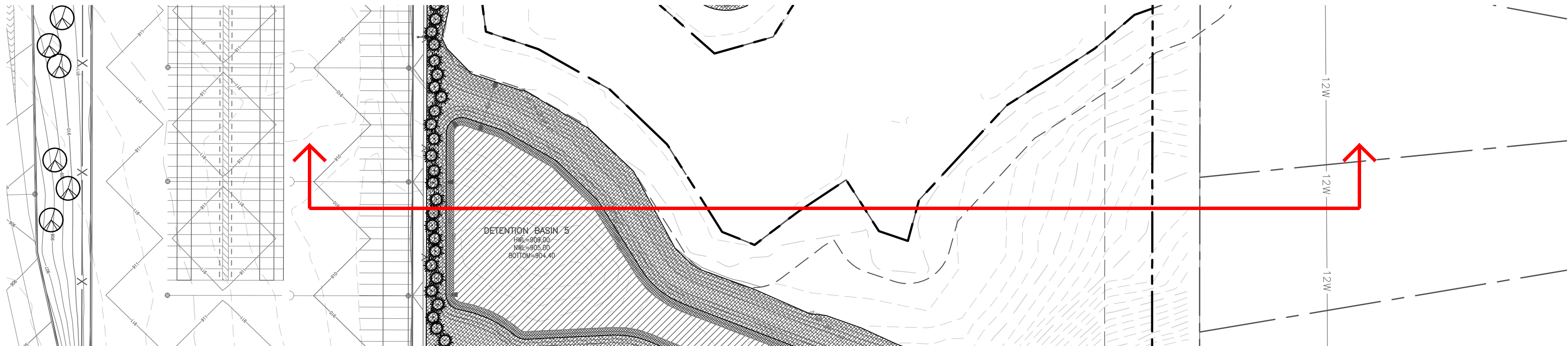


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SECTION A
SCALE: 1"=100'



SECTION A

PROJECT PUMPKIN

HUNTLEY, ILLINOIS

2/02/2021

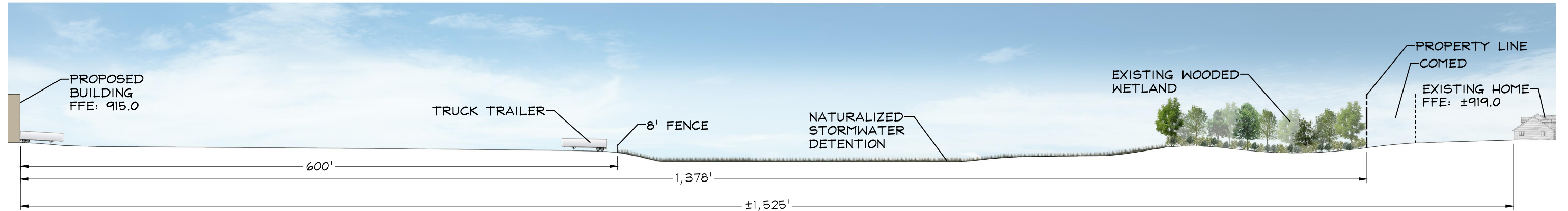


JACOB & HEFNER
ASSOCIATES

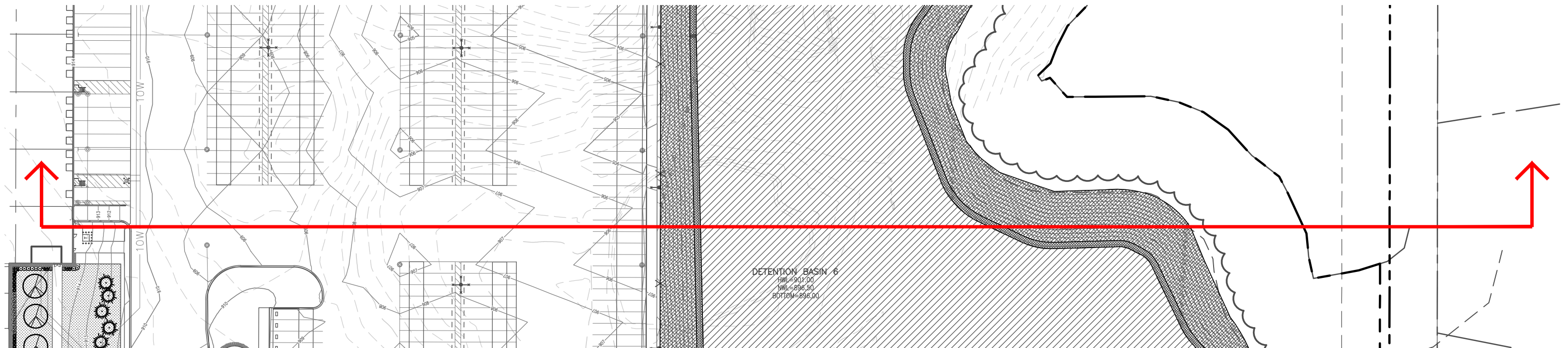


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SECTION B
SCALE: 1"=100'



SECTION B

PROJECT PUMPKIN

HUNTLEY, ILLINOIS

2/02/2021



JACOB & HEFNER
ASSOCIATES



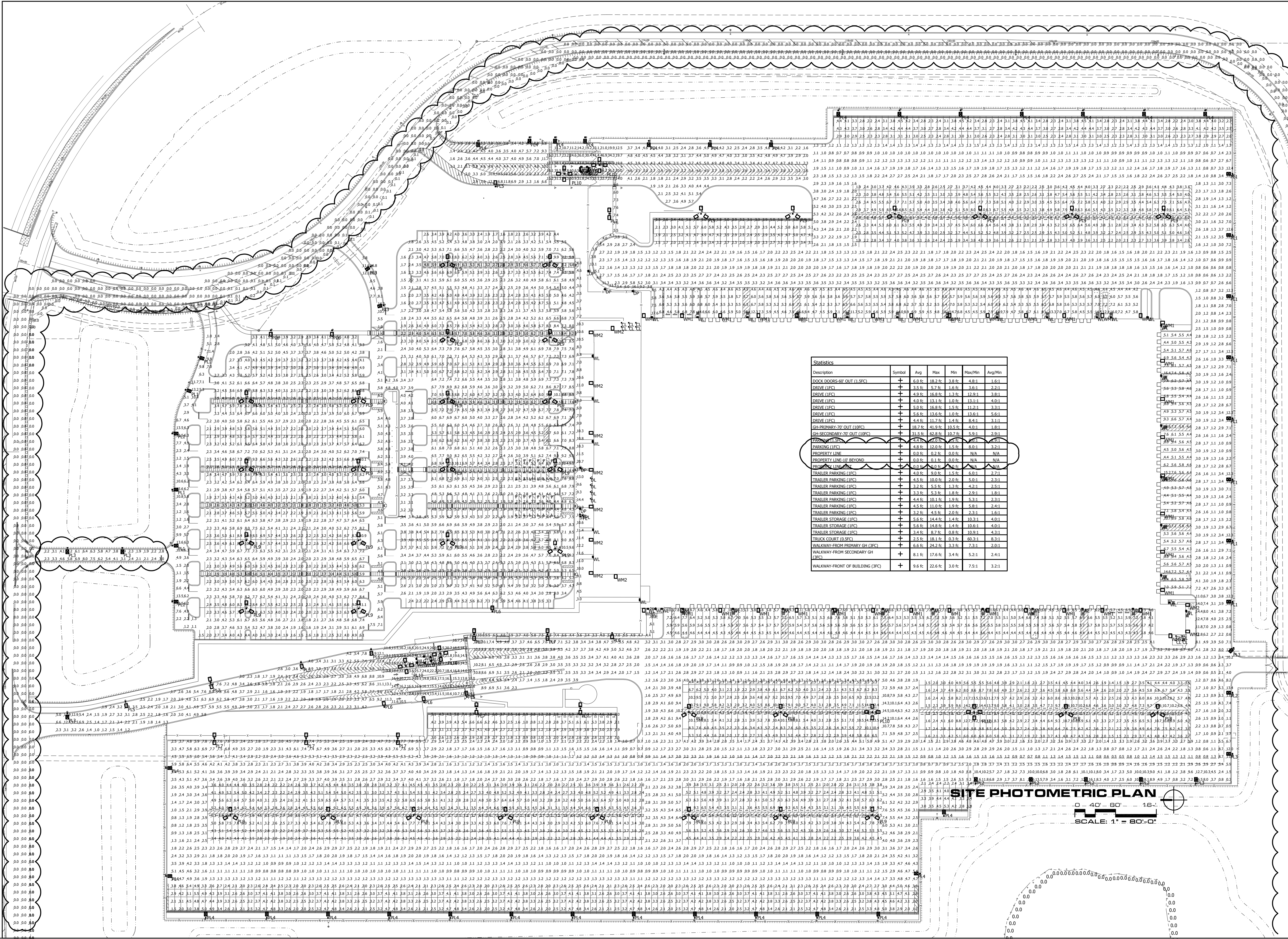
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Southeast Perspective







Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
DOCK DOORS-60' OUT (1 SEC)	+	6.0%	18.7%	3.8%	4.8:1	1.6:1
DRIVE (1 FC)	+	3.5%	5.7%	1.6%	3.6:1	2.2:1
DRIVE (1 FC)	+	4.9%	16.8%	1.3%	12.9:1	3.8:1
DRIVE (1 FC)	+	4.0%	13.1%	0.6%	13:1	4.0:1
DRIVE (1 FC)	+	5.0%	16.8%	1.5%	11:1	3.3:1
DRIVE (1 FC)	+	5.6%	13.6%	0.6%	13.6:1	5.6:1
DRIVE (1 FC)	+	4.4%	11.7%	1.4%	8.4:1	3.1:1
GH-PRIMARY-70' OUT (10 FC)	+	18.7%	41.9%	10.5%	4.0:1	1.8:1
GH-SECONDARY-70' OUT (10 FC)	+	31.5%	62.8%	10.7%	5.9:1	2.9:1
TRUCK COURT (1 FC)	+	4.3%	12.0%	0.5%	24:1	4.3:1
PARKING (1 FC)	+	0.0%	0.2%	0.0%	N/A	N/A
PROPERTY LINE	+	0.0%	0.2%	0.0%	N/A	N/A
PROPERTY LINE-10' BEYOND	+	0.0%	0.1%	0.0%	N/A	N/A
PROPERTY LINE-10' BEYOND	+	0.0%	0.1%	0.0%	N/A	N/A
TRAILER PARKING (1 FC)	+	4.0%	9.0%	1.5%	6.0:1	2.7:1
TRAILER PARKING (1 FC)	+	4.5%	10.0%	2.0%	5.0:1	2.3:1
TRAILER PARKING (1 FC)	+	3.2%	5.5%	1.3%	4.2:1	2.5:1
TRAILER PARKING (1 FC)	+	3.3%	5.3%	1.8%	2.9:1	1.8:1
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TRAILER PARKING (1 FC)	+	4.5%	11.0%	1.9%	5.8:1	2.4:1
TRAILER PARKING (1 FC)	+	3.2%	4.8%	2.0%	2.3:1	1.6:1
TRAILER STORAGE (1 FC)	+	5.6%	14.4%	1.4%	10.3:1	4.0:1
TRAILER STORAGE (1 FC)	+	5.6%	14.4%	1.4%	10.6:1	4.0:1
WALKWAY-FROM PRIMARY GH (3 FC)	+	3.4%	8.7%	0.8%	10.9:1	4.3:1
WALKWAY-FROM PRIMARY GH (3 FC)	+	6.6%	13.6%	0.6%	23.1:1	6.6:1
WALKWAY-FROM SECONDARY GH (3 FC)	+	8.1%	17.6%	3.4%	5.2:1	2.4:1
WALKWAY-FROM BUILDING (3 FC)	+	9.6%	22.6%	3.0%	7.5:1	3.2:1

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JAMES MILTON JONES, JR.
062-067190
STATE OF ILLINOIS

02.08.21

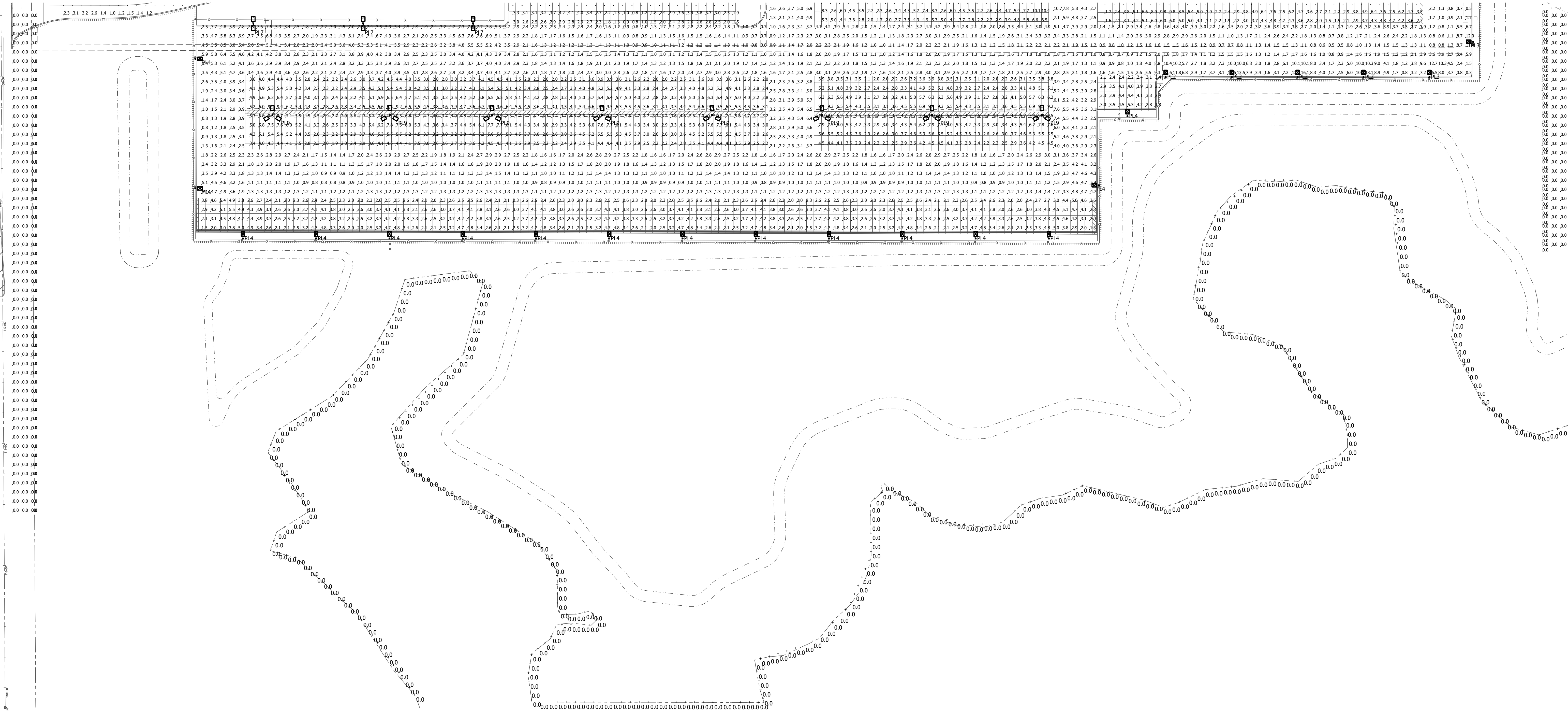
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PROJECT PUMPKIN
VENTURE ONE REAL ESTATE
FREEMAN ROAD
HUNTLEY, ILLINOIS

CONCEPTUAL DESIGN
01-11-20
Revisions
02/08/21

22-21113-00
SITE
PHOTOMETRIC
PLAN
E1.1

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Feb 05, 2021 10:40am - jph



Statistics						
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DOCK DOORS-60' OUT (1.5FC)	+	6.0 fc	18.2 fc	3.8 fc	4.8:1	1.6:1
DRIVE (1FC)	+	3.5 fc	5.7 fc	1.6 fc	3.6:1	2.2:1
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PARKING (1FC)	+	4.8 fc	12.0 fc	1.5 fc	8.0:1	3.2:1
PROPERTY LINE	+	0.0 fc	0.2 fc	0.0 fc	N/A	N/A
PROPERTY LINE-10' BEYOND	+	0.0 fc	0.1 fc	0.0 fc	N/A	N/A
PROPERTY LINE-20'	+	0.0 fc	0.0 fc	0.0 fc	N/A	N/A
TRAILER PARKING (1FC)	+	4.0 fc	9.0 fc	1.5 fc	6.0:1	2.7:1
TRAILER PARKING (1FC)	+	4.5 fc	10.0 fc	2.0 fc	5.0:1	2.3:1
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TRAILER STORAGE (1FC)	+	3.4 fc	8.7 fc	0.8 fc	10.9:1	4.3:1
TRUCK COURT (0.5FC)	+	2.5 fc	18.1 fc	0.3 fc	60.3:1	8.3:1
WALKWAY-FROM PRIMARY GH (3FC)	+	6.6 fc	24.2 fc	3.3 fc	7.3:1	2.0:1
WALKWAY-FROM SECONDARY GH (3FC)	+	8.1 fc	17.6 fc	3.4 fc	5.2:1	2.4:1
WALKWAY-FRONT OF BUILDING (3FC)	+	9.6 fc	22.6 fc	3.0 fc	7.5:1	3.2:1

SITE PHOTOMETRIC PLAN

0 40' 80' 16'
SCALE: 1" = 80'-0"

PROJECT PUMPKIN

VENTURE ONE REAL ESTATE

01-11-20

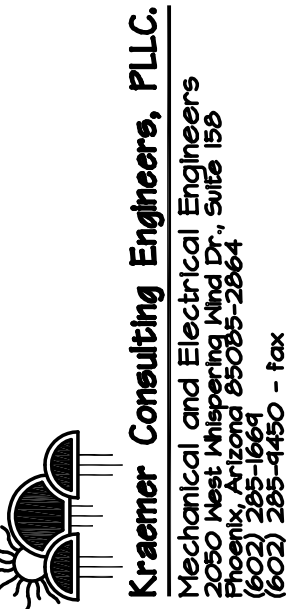
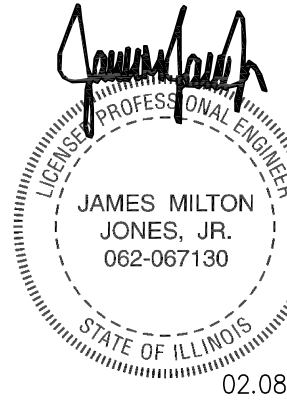
Revisions

02/08/21

22-21113-00

SITE
PHOTOMETRIC
PLAN

E1.2





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NTS

PROJECT PUMPKIN




































CONCEPTUAL DESIGN

01-11-20
Revisions

△02/08/2

22-21113-00
SITE
LIGHTING
SCHEDULE
AND
STATISTICS

E1.3

Schedule										
Symbol	Label	Image	QTY	Manufacturer	Catalog Number	Description	Lumens per Lamp	LLF	Wattage	Distribution
	WL		39	LITHONIA	WST LED P3 30K VF 277V	WALL LIGHT AT 12' AFF. WITH INTEGRAL PHOTOCELL, CONNECTED TO GENERATOR	6165	0.85	50	TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G1
	WLG		14	LITHONIA	WST LED P3 30K VF 120V EM	WALL LIGHT AT 10' AFF. WITH INTEGRAL PHOTOCELL AND 90 MINUTE EM BATTERY	6165	0.85	50	TYPE III, VERY SHORT, BUG RATING: B1 - U0 - G1
	DL		4	LITHONIA	LDW6 40/05 LOWR	RECESSED DOWNLIGHT	484	0.85	5.83	DIRECT, SC, 0=1.02, 5C- 90=1.03
	DP		5	LITHONIA	M82 LED 42C 700 30K 582 MVOLT	POST TOP LIGHT ON 8' POLE AND FLUSH-WITH-GRADE POLE BASE	6629	0.85	100	TYPE III, VERY SHORT, BUG RATING: B1 - U2 - G1
	CL		10	WHITEWAY		SURFACE MOUNTED CANOPY LIGHT	9938	0.85	66.3	
	FPL		3	HYDREL	M9700C LED P3 30K MSP FLC LSF	IN-GRADE FLOOD LIGHT FOR FLAG POLE	5018	0.85	47.2	5 X 4
	WM1		36	Lithonia Lighting	DSX2 LED P8 30K TFFIM MVOLT	WALL LIGHT AT 30'	45655	0.85	431	TYPE IV, SHORT, BUG RATING: B4 - U0 - G5
	WM2		12	Lithonia Lighting	DSX2 LED P6 30K TFFIM MVOLT	WALL LIGHT AT 17'	37861	0.85	343	TYPE IV, SHORT, BUG RATING: B3 - U0 - G5
	PL1		14	Lithonia Lighting	DSX2 LED P2 30K BLC MVOLT	POLE LIGHT ON 12' POLE AND 36" BASE WITH HOUSE SIDE SHIELD	18306	0.85	185	TYPE III, SHORT, BUG RATING: B2 - U0 - G3
	PL2		5	Lithonia Lighting	DSX2 LED P5 30K TSM MVOLT HS	POLE LIGHT ON 12' POLE AND 36" BASE WITH HOUSE SIDE SHIELD	27729	0.85	321	TYPE III, SHORT, BUG RATING: B3 - U0 - G4
	PL3		6	Lithonia Lighting	DSX2 LED P5 30K TFFIM MVOLT HS	POLE LIGHT ON 12' POLE AND 36" BASE WITH HOUSE SIDE SHIELD	27504	0.85	321	TYPE III, VERY SHORT, BUG RATING: B3 - U0 - G4
	PL4		30	Lithonia Lighting	DSX2 LED P8 30K TFFIM MVOLT HS	POLE LIGHT ON 30' POLE AND 36" BASE WITH HOUSE SIDE SHIELD	35646	0.85	431	TYPE III, VERY SHORT, BUG RATING: B3 - U0 - G5
	PL5		3	Lithonia Lighting	DSX2 LED P5 30K TSM MVOLT	POLE LIGHT ON 30' POLE AND 36" BASE	34220	0.85	321	TYPE III, MEDIUM, BUG RATING: B4 - U0 - G5
	PL6		8	Lithonia Lighting	DSX2 LED P8 30K TFFIM MVOLT	POLE LIGHT ON 30' POLE AND 36" BASE	46806	0.85	431	TYPE IV, SHORT, BUG RATING: B4 - U0 - G5
	PL7		9	Lithonia Lighting	DSX2 LED P8 30K TSM MVOLT	POLE LIGHT ON 30' POLE AND 36" BASE	51710	0.85	862	TYPE VS, BUG RATING: B5 - U0 - G5
	PL8		4	Lithonia Lighting	DSX2 LED P8 30K TSM MVOLT	POLE LIGHT ON 30' POLE AND 36" BASE	51710	0.85	1293	TYPE VS, BUG RATING: B5 - U0 - G5
	PL9		32	Lithonia Lighting	DSX2 LED P8 30K TSM MVOLT	POLE LIGHT ON 30' POLE AND 36" BASE	51371	0.85	1293	TYPE VS, BUG RATING: B5 - U0 - G5
	PL10		6	Lithonia Lighting	DSX2 LED P8 30K TSM MVOLT	POLE LIGHT ON 30' POLE AND 36" BASE	51710	0.85	1724	TYPE VS, BUG RATING: B5 - U0 - G5