

# Staff Summary: HSA Commercial Building, Washington Ave & Hwy V

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## Site Details

The proposed site in question is located along State Trunk Highway 20, also known as Washington Avenue, and Carrington Drive. This site will also feature access to the development from the extension of Kilbourn Drive. The plat is taken from CSM 3331 Lot #1. On the western side of the Lot, where Washington Avenue and Carrington Drive meet, to the beginning of Kilbourn Drive, HSA Commercial proposes developing on a 12.86 acre site, and would stretch from Washington Avenue to Kilbourn Drive. The current zoning for the parcel is AG-2 (General Agriculture).

## Project Background

HSA Commercial intends to build a 226,146 square foot development on the western-most portion of Lot 1 of the aforementioned CSM. The proposed building would be a 226,148 square foot warehouse/distribution center. The new warehouse would be fully compliant with sprinkler systems and a supporting steel structure. The development also includes concrete wall panels, paving, and full utilities. The dimensions of the building are 260' depth, 32' in height, and 870' long. Access points to the site include 4 office entries, 287 car parking spaces, 4 drive-in doors, 26 fully equipped truck docks, and 64 trailer parking spots.

HSA Commercial Real Estate is a real estate development firm that specializes in the construction of commercial buildings that include retail, office, industrial, or other uses. They are headquartered in Chicago, Illinois and have properties throughout the entire nation. HSA



Commercial is the 14th largest owner of commercial real estate as noted by Midwest Real Estate News and their current portfolio is valued at over \$2.5 billion.

## Business Park (BP) Zoning Regulations

To comply with the rezoning from AG-2 (General Agriculture) to BP (Business Park), the development must adhere to a number of zoning regulations. These include:

- Minimum setback of 25 feet
- Driveway side setback of 25 feet
- Rear setback of 25 feet
- Maximum height of 90 feet
- Within permitted or conditional uses, which this development is in line with
- Adherence to parking lot landscaping regulations
  - One canopy tree and 100 sq ft of landscaping area for every 4 parking spaces
- Adherence to lighting standards
  - Not more than 2.0 footcandles at lot line
  - Not more than 1.2 footcandles abutting a public right-of-way
  - A minimum of 0.5 footcandles is required in all parking areas
  - Sources of light must be shielded to prevent glare
  - Fixture height may not exceed 30' in parking lots

The proposed development fits most of the necessary standards when it comes to the Business Park (BP) zoning regulations. The principal building is set back 91' from Kilbourn Drive. The rear of the building is set back about 95.5' from the southern lot line (on Washington Ave). The building reaches a height of a maximum 41', well within the limit. The given landscape plan accounts for the required amount of canopy trees and landscaping area per given number of parking spaces. As for lighting, fixture heights are set at 30' high, which is within the limit. The fixtures also utilize shielding to reduce glare. The lighting reaches the minimum amount needed



within the parking areas and is within the maximum at the lot line. However, at the entrance of the development, there are a couple of spaces where the footcandle measurements exceed the maximum abutting the public right-of-way.

## Conditional Recommendation

Though most of the site plan adheres to regulations in the zoning code, the lighting near the entrance to the complex exceeds the maximum allotted footcandles abutting a public right-of-way. This can be distracting and a nuisance to drivers and neighboring properties. To better comply with Village zoning code, the developer should find a solution to lessen the illumination of the public right-of-way from the property. This could include reconfiguration of the parking lot lighting structures or installation of vegetation to create a barrier that will be able to hinder the illumination from reaching the Road. The developer should also look into refitting some of the exterior siding near the entrances to offer a better architectural appeal. This could include either brick or stone veneer to create a more interesting structure. This retrofitting could be limited to 15% if near entrances to the building. If the developer is able to meet this condition, we can recommend that this development be approved by the Plan Commission.