

**CITY OF BELVIDERE  
PLANNING AND ZONING COMMISSION AGENDA  
Tuesday, January 10, 2023  
City Council Chambers  
401 Whitney Boulevard  
6:00 pm**

**ROLL CALL**

**Members:**

Paul Engelman, CHM  
Daniel Druckrey, VCHM  
Carl Gnewuch  
Robert Cantrell  
Art Hyland  
Alissa Maher  
Brad Anderson

**Staff:**

Gina DelRose, Community Development Planner  
Kim Whitt, Administrative Assistant

**MINUTES:** Approve the minutes of the December 13, 2022 meeting.

**PUBLIC COMMENT:**

**UNFINISHED BUSINESS:** None.

**NEW BUSINESS:**

**2023-01: Manhard Consulting, Ltd (RZ):** Application of William Hupperich (Manhard Consulting, Ltd), 1 Overlook Point, Suite 290, Lincolnshire, Illinois 60069 on behalf of the property owner, Dieter W. Kempf (Karl Kempf Trust 052206), 8520 N. Springfield Avenue, Skokie, IL 60076 for a map amendment (rezoning) on approximately 55 acres southwest of South Appleton Road and the Railroad, Belvidere, IL 61008 from GI, General Industrial District to HI, Heavy Industrial District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. PIN: 05-34-200-027.

**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2023-02: Manhard Consulting, Ltd (PP):** Application of William Hupperich (Manhard Consulting, Ltd) for preliminary plat approval for Crosslink Business Park No. 2 Subdivision. The plat consists of 4 lots comprised of approximately 205 acres. PINs: 05-34-326-004; 05-34-326-002; 05-34-376-001; 05-34-327-003; 05-34-327-002; 05-34-400-008; 05-34-376-003; 05-34-400-009; 05-34-400-010; and 05-34-200-027.

**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2023-03: Manhard Consulting, Ltd (SU):** Application of William Hupperich (Manhard Consulting, LTD), 1 Overlook Point, #290, Lincolnshire, IL 60069 on behalf of property owners, Dieter W. Kempf (Karl Kempf Trust 052206), 8520 N. Springfield Avenue, Skokie, IL 60076 and Sjostrom & Sons, Inc, 1129 Harrison Avenue, Rockford, IL 61104 for a special use to permit a planned development in the HI, Heavy Industrial District (pending rezoning approval) in the Crosslink Business Park Subdivision and southwest of S. Appleton Road and the Railroad, Belvidere, IL 61008. The planned development will allow for the following departures: Section 150.105(C)(9)(G)(2)(E) allowing for the maximum primary building height to be increased from 45 feet to 125 feet; Section 150.105(C)(9)(G)(2)(E) allowing for the maximum auxiliary building height to be increased from 45 feet to 60 feet; Section 150.702(J) allowing for the maximum width of the driveway to be increased from 35 feet to 87 feet; Section 150.702(J) allowing for the maximum flare of the driveway to be increased from 5 feet to 45 feet; Section 150.704(F)(8) allowing for the

minimum width of parking stalls to be reduced from 10 feet to nine feet; Section 150.704(F)(8) allowing for the minimum width of a two-way drive aisle to be decreased from 26 feet to 24 feet; Section 150.707(E)(1) allowing the maximum luminaire height to be increased from 30 feet to 35 feet; Section 150.1003 allowing for the maximum size of directional signs to be increased from 3 square feet to 100 square feet; Section 150.1003 allowing for the maximum size of a logo on a directional sign to be increased from 1 square-foot to 35 square feet; Section 150.1003 allowing for the maximum height of a directional sign to be increased from five feet to 8.5 feet; Section 151.41(B)(8) allowing for the reduction of the minimum centerline radius of a horizontal curve from 300 feet to 160 feet Sections 98.22/151.41(E)(2)/151.65(1) allowing for the waiver of installing sidewalks in the public right-of-way and 150.904 Special Use Review and Approval Procedures. The planned development is being requested in order to construct a distribution center in the proposed Crosslink Business Park Subdivision Plat 2. PINs: 05-34-326-004; 05-34-326-002; 05-34-376-001; 05-34-327-003; 05-34-376-002; 05-34-400-008; 05-34-376-006; 05-34-400-009; 05-34-400-010 and 05-34-200-027.

**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2023-04: Orland Kids Academy, LLC (SU):** Application of Orland Kids Academy, LLC, 555 W. Kinzie Street #4002, Chicago, IL 60654 on behalf of the property owner, The Board of Trustees of the University of Illinois, PO Box 4595, Oakbrook, IL 60522 for a special use to permit a daycare center at 2170 Pearl Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105(C)(2)(B)(2) Daycare Center (3+ children) and 150.904 Special Use Review and Approval Procedures) in the PO, Planned Office District on approximately 2.0 acres. PIN: 07-01-102-004

**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2023-05: Pinnacle Engineering Group (VAR):** Application of Pinnacle Engineering Group, 1051 Main Street, East Dundee, IL 60118 on behalf of the property owner, Scannell Properties #554 LLC, 8801 Rover Crossing Boulevard #300, Indianapolis, IN 46240, for a variance at 1210 Irene Road within the HI, Heavy Industrial District (Belvidere Zoning Ordinance 150.702(J) Width of Driveways: Maximum Width of Access Drives 35 feet with a Maximum Flare of 5 feet and Section 150.909 Variance Review). The variance will allow for the access drive to be 125 feet wide with flares totaling 227.5 feet for a total width of 352.5 feet where it connects to Irene Road. PIN: 05-33-300-006.

**Staff (Approval); PZC ( )**

**2023-06: Belvidere Retail Subdivision Final Plat 2 (RP):** Application of Belvidere Retail, LLC for a replat approval for Belvidere Retail Subdivision. The plat consists of 4 lots comprised of approximately 9 acres. PINs: 08-06-152-004; 08-06-100-010; 08-06-152-003; 07-01-276-008; 08-06-152-002.

**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**2023-07: Heartland Leaf, LLC (SU):** Application of Heartland Leaf, LLC, 200 Sheridan Road, Highland Park, IL 60035 on behalf of the property owner, Belvidere Retail, LLC, 5277 Trillium Blvd, Hoffman Estates, IL 60192 for a special use to permit a planned development in the PB, Planned Business District at 1874 Crystal Parkway, Belvidere, IL 61008. The planned development will allow for the following departures: Section 150.105(C)(4)(B)(2) allowing for a Adult-use Cannabis Dispensing Organization; 150.105(C)(4)(G)(2)(C) allowing for the minimum setback for an accessory structure to be reduced from three feet to zero feet; 150.105(C)(4)(G)(2)(C) allowing for the minimum pavement setback to be reduced from five feet

**City of Belvidere  
Planning and Zoning Commission Agenda  
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to zero feet; 150.702(J) allowing for the maximum width of the driveway to be increased from 35 feet to 42 feet; 150.702(J) allowing for the maximum flare of the driveway to be increased from 5 feet to 21 feet; 150.704(F)(8) allowing for the minimum width of parking stalls to be reduced from 10 feet to nine feet; 150.704(F)(8) allowing for the minimum width of a two-way drive aisle to be decreased from 26 feet to 25 feet; 150.707(3)(A) allowing for lighting levels greater than 0.50 foot-candles at the property line (3.5 foot-candles); Table 150.1007(A)(1) allowing for the maximum square-footage of a freestanding sign to be increased from 150 square feet to 300 square feet; Table 150.1007(B)(1) allowing for the maximum allowed wall signage to be increased from 300 square feet to 600 square feet on the front and rear walls; 150.1010 allowing for off-site signage (on southeast side of property); and 150.904 Special Use Review and Approval Procedures. PIN: 08-06-152-003

**Staff (Approval); PZC ( ); CC-1 ( ); CC-2 ( )**

**OTHER BUSINESS:**

**DISCUSSION:**

**Staff report**

**ADJOURNMENT**

**CITY OF BELVIDERE  
PLANNING AND ZONING COMMISSION  
Minutes  
Tuesday, December 13, 2022  
City Council Chambers  
401 Whitney Boulevard  
6:00 pm**

**ROLL CALL**

**Members Present:**

Paul Engelman, Chair  
Carl Gnewuch  
Alissa Maher  
Bob Cantrell  
Brad Anderson  
Dan Druckrey Vice-Chair

**Staff Present:**

Gina DelRose, Community Development Planner  
Kimberly Whitt, Administrative Assistant  
Mike Drella, City Attorney

**Members Absent:**

Art Hyland

The meeting was called to order at 6:00 p.m.

**MINUTES:** It was moved and seconded (Maher/Druckrey) to approve the minutes of the November 8, 2022 meeting. The motion carried with a 6-0 voice vote.

**PUBLIC COMMENT:** None

**UNFINISHED BUSINESS:** None

**NEW BUSINESS:**

**2022-26: Mendez, 1550 Pearl Street (SU):** Application of Ruth Mendez, 531 Pearl Street, Belvidere, IL 61008 on behalf of the property owner, LHC Properties, LLC, 992 Belvidere Road, Belvidere, IL 61008 for a special use to permit indoor sales or service which includes but is not limited to retail sales of goods and nonprofessional services at 1550 Pearl Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105(C)(1)(B)(2) Indoor Commercial Entertainment and 150.904 Special Use Review and Approval Procedures) in the NO, Neighborhood Office District on approximately 0.50 acres. PIN: 05-36-308-003

**PUBLIC HEARING FOR CASE 2022-26 OPENED : 6:03 PM**

Ms. Gina DelRose was sworn in. Ms. DelRose stated the case was published in the Boone County Journal on November 23, 2022 and notifications were sent by certified mail to property owners within 250 feet of the subject property on November 17, 2022. Ms. DelRose summarized the staff report dated December 6, 2022 and stated the recommendation is for approval of case #2022-26 for a special use to

permit indoor sales or service which includes but is not limited to retail sales of goods and nonprofessional services at 1550 Pearl Street, Belvidere, IL 61008 subject to the following conditions:

1. The hours of operation shall be limited to 11:00 pm.
2. The privacy fence shall not inhibit safe sight distance for motorists entering and leaving the property.
3. The parking lot shall be re-stripped in substantial compliance with the Belvidere Zoning Ordinance.
4. Parking lot light fixtures shall adhere to residential requirements and not exceed 25 feet in height.

Ms. Ruth Mendez was sworn in. Ms. Mendez explained her plans for retail, free craft classes for children and dance classes. Business will be multi-cultural.

There was discussion regarding headlights affecting the neighbors. Gina DelRose stated that the privacy fence would keep the lights from bothering the neighbors.

Discussion regarding parking spaces. Gina DelRose informed the commission members that only 11 parking spaces are required. The parking lot has potential for 20+ parking spaces.

Ms Mendez stated her hours of operation will most likely be 10 am to 9 pm.

Mike Drella asked what hours were permitted. Gina DelRose stated 6 am to 11 pm. Mr Drella stated that the finding of facts must state that information.

#### **PUBLIC HEARING FOR CASE 2022-26 CLOSED: 6:20 PM**

It was moved and seconded to (Maher/Cantrell) to approve the findings of fact as presented by staff. The motion carried with a 6-0 roll call vote

Motion to amend condition 1. (The hours of operation shall be limited to 11:00 pm. To read 1. The hours of operation shall be limited from 6:00 am to 11:00 pm.) was moved and seconded (Gnewuch/Maher). Motion carried 6 – 0 roll call vote.

It was moved and seconded (Maher/Gnewuch) to recommend approval of Case 2022-26 subject to the conditions as needed. The motion carried with a 6-0 roll call vote.

Gina DelRose stated the case would go to City Council on December 19, 2022 and on January 3, 2023 for a second reading and final vote.

**2022-27: Boone County Government, 1204-1212 Logan Avenue (VAR):**  
Application of property owner, County of Boone, 1212 Logan Avenue, Belvidere, IL

61008 for a variance at 1204-1212 Logan Avenue within the GB, General Business District (Belvidere Zoning Ordinance Table 150.1007(A)(1) Freestanding Signs, Setbacks: 10 feet and Section 150.909 Variance Review). The variance will allow for the required sign setback to be reduced from ten feet to five feet along the southern property line to allow for a freestanding sign to be constructed along Logan Avenue. PIN: 05-36-228-020

**PUBLIC HEARING FOR CASE 2022-27 OPENED : 6:26 PM**

Ms. Gina DelRose was sworn in. Ms. DelRose stated the case was published in the Boone County Journal on November 23, 2022 and notifications were sent by certified mail to property owners within 250 feet of the subject property on November 17, 2022. Ms. DelRose summarized the staff report dated December 7, 2022 and stated the recommendation is for approval of case #2022-27 for a variance at 1204-1212 Logan Avenue within the General Business District for freestanding signs and setback to be reduced from 10 ft to 5 ft.

Discussion regarding the size of the sign. Gina DelRose stated the condition cannot be placed on a variance.

Isamari Mandujano, Boone County Planner, was sworn in. Ms Mandujano stated there are various departments in the building and each will be noted on the sign. The sign will also inform the public about up-coming meetings and events.

No questions for comments for the staff or applicant from the audience.

**PUBLIC HEARING FOR CASE 2022-26 CLOSED: 6:35 PM**

It was moved and seconded (Gnewuch/Maher) to approve the findings of fact as presented by staff. The motion carried with a 6-0 roll call vote.

It was moved and seconded (Cantrell/Druckrey) to recommend approval of Case 2022-27. The motion carried with a 6-0 roll call vote.

**Staff Report:** Gina DelRose informed the commission there will most likely be 7 new cases for the January 3<sup>rd</sup> 2023 meeting. Dairy Queen broke ground December 9, 2022. The car wash out by Speedway should be opening soon.

**ADJOURNMENT:**

The meeting adjourned at 6:45 p.m.

**Recorded by:**

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**Kimberly Whitt  
Administrative Assistant**

**Reviewed by:**

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**Gina DelRose  
Community Development Planner**

**CITY OF BELVIDERE**

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

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January 3, 2023

**ADVISORY REPORT**

**CASE NO:** 2023-01

**APPLICANT:** Manhard Consulting, LTD.  
SW S. Appleton Road/Railroad Tracks

**REQUEST AND LOCATION:**

The applicant, William Hupperich (Manhard Consulting, Ltd), 1 Overlook Point, Suite 290, Lincolnshire, Illinois 60069 on behalf of the property owner, Dieter W. Kempf (Karl Kempf Trust 052206), 8520 N. Springfield Avenue, Skokie, IL 60076 is requesting a map amendment (rezoning) on approximately 55 acres southwest of South Appleton Road and the Railroad, Belvidere, IL 61008 from GI, General Industrial District to HI, Heavy Industrial District pursuant to the Belvidere Zoning Ordinance Section 150.903 Amendment to Official Zoning Map. The subject property has historically been used for row crop production and contains a natural tree line and floodplain and wetland areas along the western and southern property lines, adjacent to the creek. PIN: 05-34-200-027.

**BACKGROUND:**

A special use for a quarry in what is now known as Crosslink Business Park (adjacent property) was petitioned for in 1998 and was ultimately withdrawn by the petitioner. In 2005, when the City adopted a new zoning ordinance and map, the properties to the west and south of the subject property were inadvertently zoned General Industrial along with the subject property in order to follow the comprehensive plan. In 2006, all of the adjacent property was rezoned to the Heavy Industrial District to be more in line with the anticipated development noted with the more recent annexation agreements for the area. However, the subject property was never rezoned to heavy industrial in order to be consistent with surrounding properties.

Since the subject property is landlocked, it must develop in conjunction with the adjacent property or a public road would need to be extended to it. In order to develop in conjunction with the adjacent property, the zoning districts will need to be consistent, meaning the subject property would need to be rezoned to the Heavy Industrial District.

The established residential area to the east is separated from the property by the railroad tracks and South Appleton Road. A small outdoor recreational area is located to the north along with more railroad tracks. Crosslink Business Park and additional industrial property is located to the south and west. The anticipated development will be accessed by Morriem Drive which is located off of Townhall Road and Grant Highway.



**2023-01; Manhard Consulting, LTD, SW S. Appleton Rd/Railroad Tracks**

The Boone County Soil and Water Conservation District's NRI Report 1713 provided a favorable opinion of the change of zoning for the subject property. The Boone County Soil and Water Conservation District notes that the development should be conscious of concerns regarding soil erosion, soil compaction, the stream corridor and the Rusty Patch Bumblebee's habitat.

**FINDINGS OF FACT:**

Per Section 150.903 (D) of the City of Belvidere Zoning Ordinance, the criteria for granting an Amendment of the Official Zoning Map are as follows:

**A. Existing uses and intensities of property within the general area of the property in question.**

Findings:

**Subject property:** Row Crop Production

**North:** Railroad and Belstone Club (County)

**South:** Creek and Row Crop Production

**West:** Creek, Row Crop Production and Belstone Club (County)

**East:** Railroad and South Appleton Road

Although the property is primarily surrounded by row crop production, the lots are zoned heavy industrial. The lots within Crosslink Business Park are part of the planned development that is triggering the need to rezone the subject property. Aside from industrially zoned land being used for agricultural purposes until time of development, the railroad separates the parcel from South Appleton Road, creating an additional buffer between the potential industrial development and the established residential area to the east.

**B. The zoning classification of property within the general area of the property in question.**

Findings:

**Subject property:** GI, General Industrial District

**North:** GI, General Industrial District and A1, Agricultural Preservation Area District (County)

**South:** HI, Heavy Industrial District

**West:** HI, Heavy Industrial District and A1, Agricultural Preservation Area District (County)

**East:** GI, General Industrial District

The heavy industrial zoning allows for office, indoor and outdoor storage or wholesaling, distribution centers, light industrial and heavy industrial land uses. Land uses that are more intense and not permitted in the general industrial district such as junkyards, freight terminals and extraction uses are permitted by special use approval.

The adjacent agriculturally zoned county property is approximately 12 acres in size and is currently used for outdoor recreational purposes while the adjacent general industrial zoned property is the railroad spur line that is utilized by Stellantis.

**C. The suitability of the property in question for the uses permitted under the existing zoning classification.**

Findings: The property is suitable for the existing zoning classification in its current state with the existing improvements located on the subject property.

**2023-01; Manhard Consulting, LTD, SW S. Appleton Rd/Railroad Tracks**

Although the existing use on the subject property is allowed, once the adjacent properties develop, it will no longer be suitable for agricultural production. Since the property is landlocked, its accessibility for agricultural equipment would more than likely be hindered when the adjacent property is developed.

The location of the property and nearby infrastructure lends itself to industrial development. By rezoning the subject property to a more appropriate district it can develop along with the adjacent properties.

- D. The trend of development, if any, in the general area of the property in question, including changes (such as the presence of new roads or other infrastructure, additional development, annexation, or other zoning changes), if any, that may have taken place since the day the property in question was placed in its present zoning classification and that make the property more appropriate for a different zoning district.**

Findings: The adjacent Crosslink Business Park was preliminary platted in 2004 and a portion of it was final platted in 2005. Although no significant development has taken place since prior to the recession of 2007, the park along with the adjacent industrially zoned property to the west was rezoned from General Industrial to Heavy Industrial in 2006. This would allow the properties to be more compatible with the uses referenced in the annexation agreement in effect at the time. Since the subject property is landlocked and accessed by way of the adjacent properties, having the same zoning designation is appropriate for future development.

- E. Whether the proposed amendment is consistent with the plans and policies of the Comprehensive Plan adopted by the City**

Findings: The proposed rezoning is somewhat consistent with the plans and policies of the Comprehensive Plan adopted by the City.

The subject property is designated primarily as "General Industrial" with very limited "Environmental Corridor" by the City of Belvidere Comprehensive Plan, adopted July 15, 1999. The General Industrial map category encourages indoor industrial land uses and controlled outdoor storage areas, with moderate landscape and signage. The Environmental Corridor map category includes floodplains, wetlands, woodland and other sensitive features.

The applicant wishes to rezone to heavy industrial to better accommodate the trend of industrial development in the area and so that it may develop in conjunction with the adjacent properties.

- F. Whether the proposed Official Zoning Map amendment furthers the purposes of the Zoning Ordinance and the applicable rules and regulations of the State of Illinois and the Federal Emergency Management Agency (FEMA).**

Findings: The proposed Official Zoning Map amendment will further the purposes of this Chapter and the applicable rules and regulations of the State of Illinois and the Federal Emergency Management Agency (FEMA).

**2023-01; Manhard Consulting, LTD, SW S. Appleton Rd/Railroad Tracks**

The subject property is currently in row crop production. All future development will be required to adhere to all applicable codes and ordinances in addition to advised recommendations for development that may be provided by agencies at a later date.

**G. Whether a mistake was made in mapping on the Official Zoning Map or if an area is developing in a manner and purpose different from that for which it is mapped.**

Findings: The trend of development to the west has been heavy industrial development and the Stellantis plant located south of Grant Highway is also zoned heavy industrial. The subject property is one of only two properties zoned General Industrial District within the City's corporate limits in the area that lies between the railroad tracks, South Appleton Road, Grant Highway and Irene Road.

**SUMMARY:**

The planning staff believes that the proposed rezoning for the subject site is not more intense than the other developed uses or anticipated uses in the general area. The development of the subject property includes the development of the remaining vacant parcels within Crosslink Business Park which is zoned Heavy Industrial District.

The Heavy Industrial District requirements will regulate lot coverage, landscaping and aesthetics of new construction. These regulations will lessen any negative impacts the rezoning may cause to the area.

**RECOMMENDATION:**

The Planning staff recommends the approval of case number 2023-01 to rezone approximately 55 acres southwest of South Appleton Road and the railroad tracks from GI, General Industrial District to HI, Heavy Industrial District

**Submitted by:**

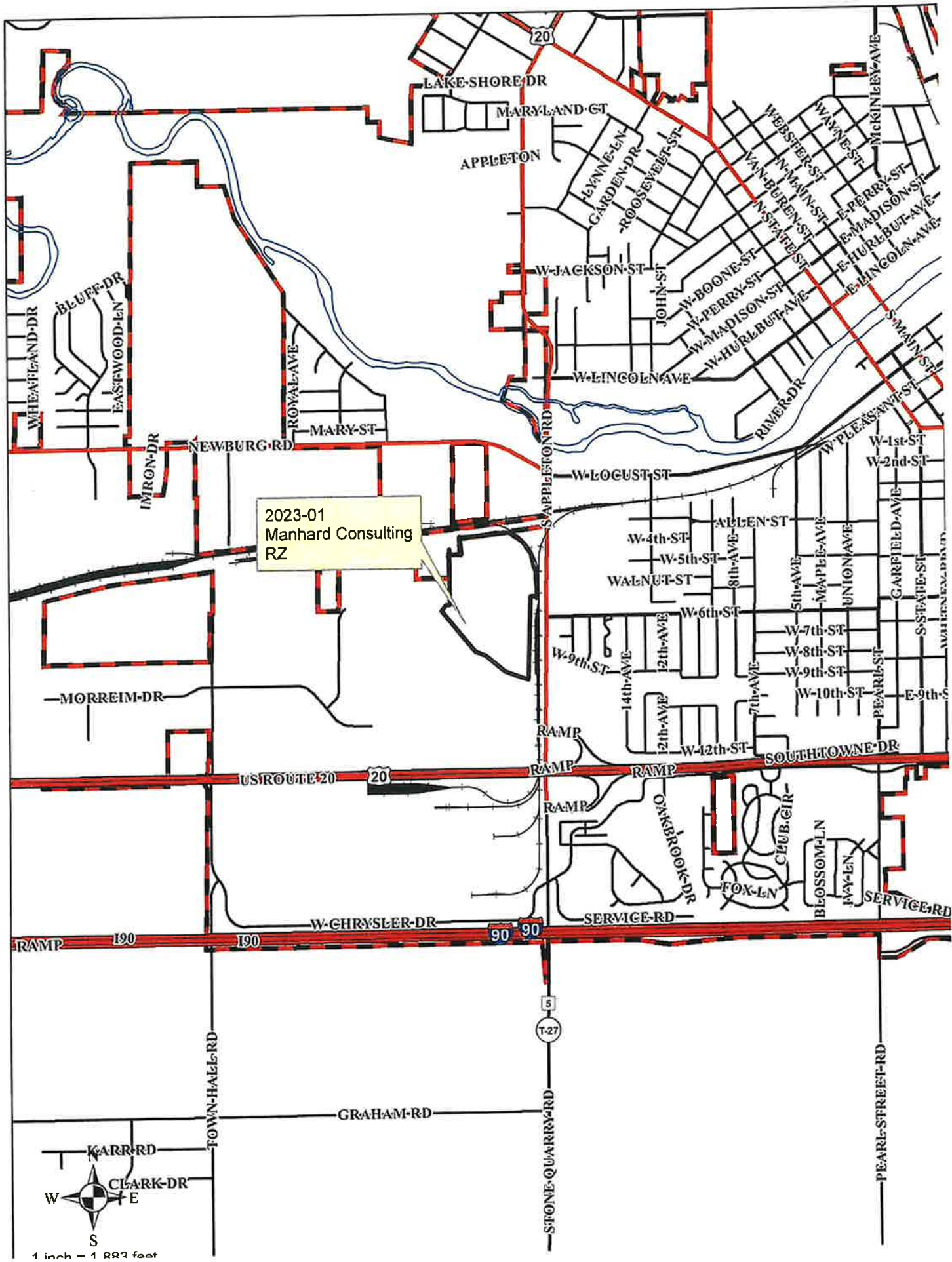
  
Gina DelRose, Community Development Planner

**PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION**

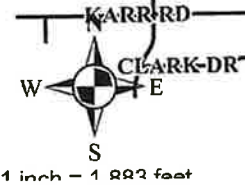
The Planning and Zoning Commission shall make and forward findings of fact as to the whether the proposed map amendment furthers the purposes of the Zoning Ordinances and make a recommendation to the City Council. The City Council shall review the findings and recommendation and may accept or reject the findings and recommendation of the Planning and Zoning Commission in whole or in part; or the City Council may refer the matter back to the Planning and Zoning Commission for further consideration. Any approval shall be considered the approval of a unique request and not be construed as precedent for any other proposed map amendment.

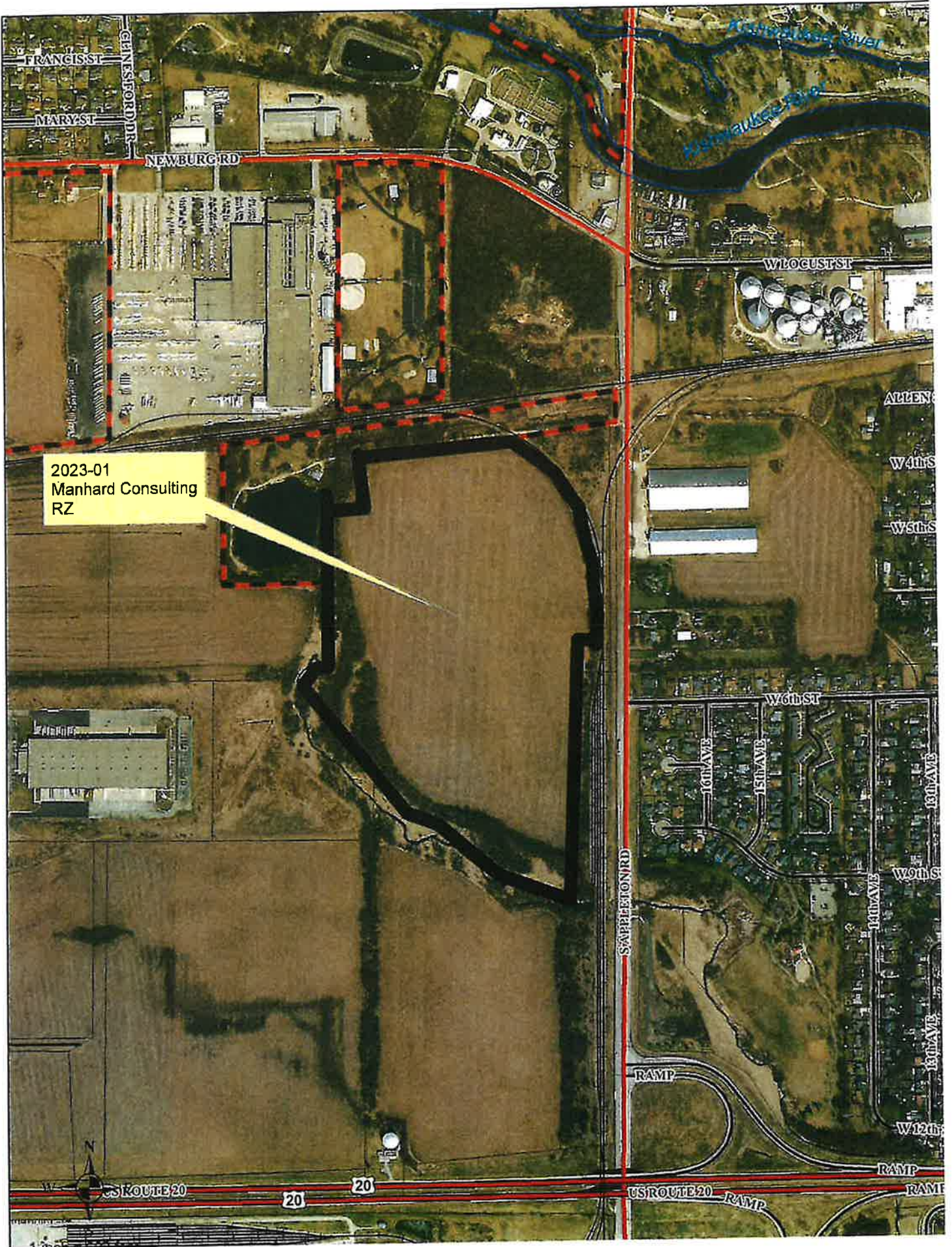
**ATTACHMENTS**

1. Location Map by Planning Staff.
2. Aerial photo by Planning Staff.
3. Zoning Maps by Planning Staff.
4. Narrative submitted by Applicant.
5. Subdivision Concept Plan
6. NRI Report 1713 opinion, executive summary and comments submitted by Teagan Duffy, Boone County Soil and Water Conservation District dated November 30, 2022.



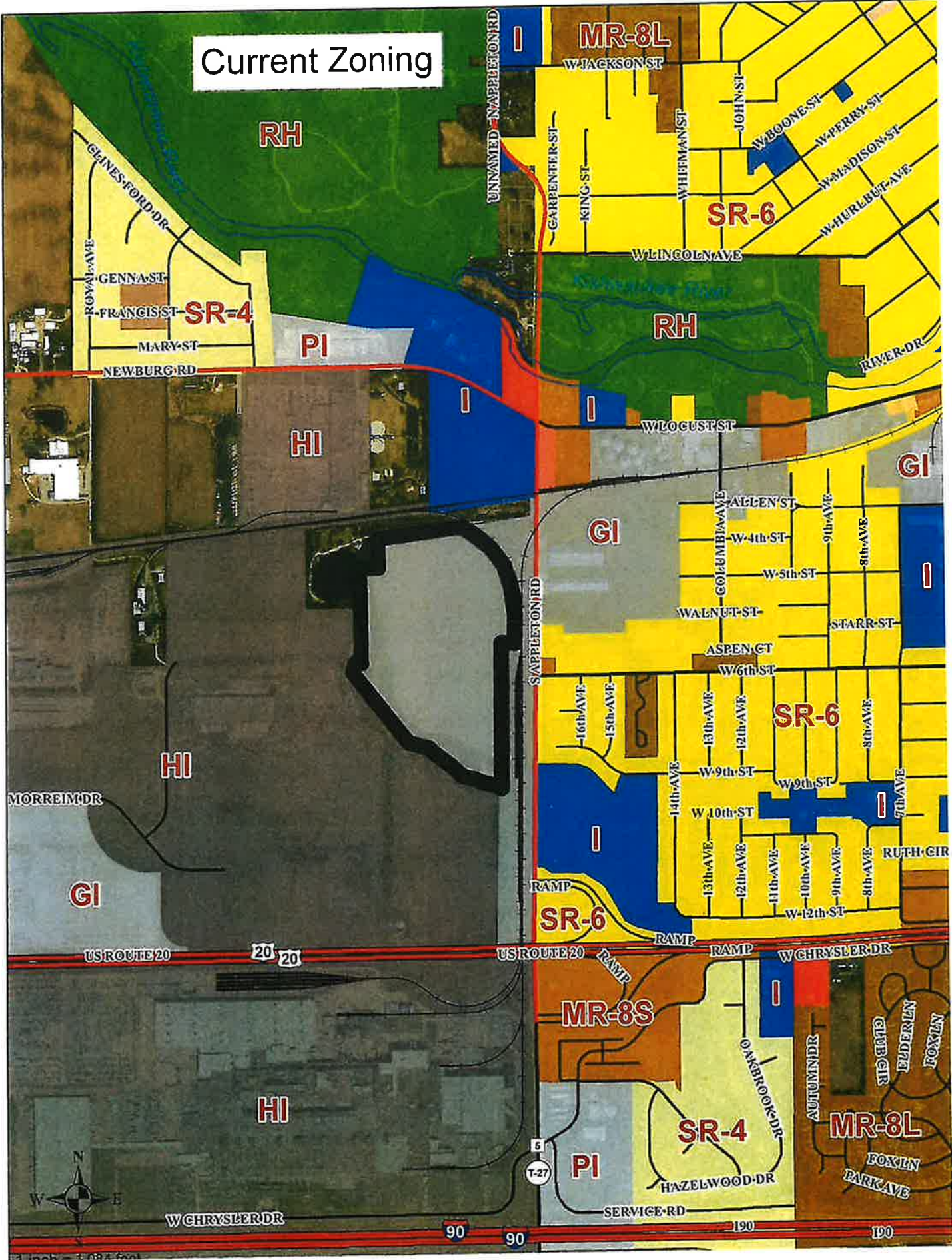
2023-01  
Manhard Consulting  
RZ



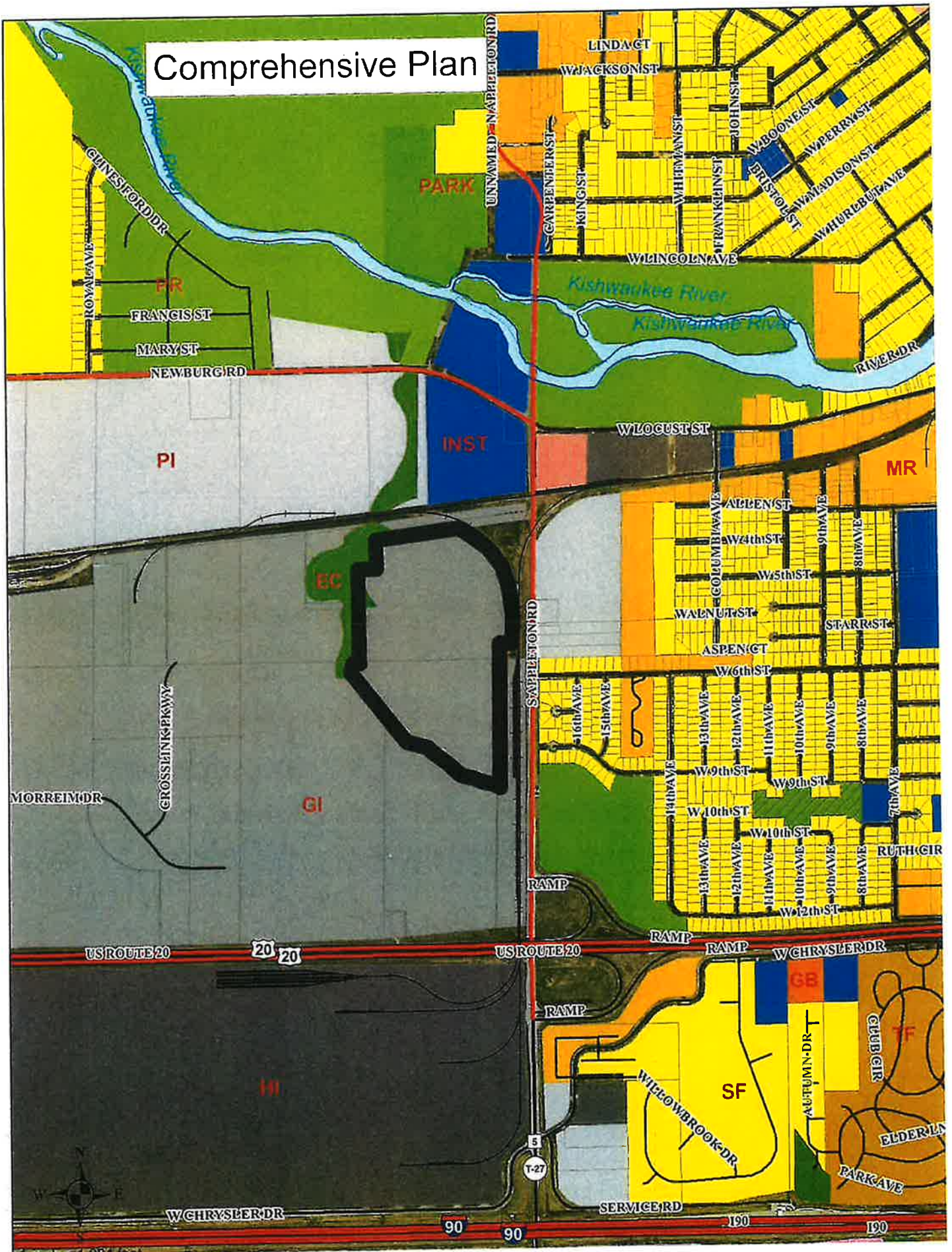


2023-01  
Manhard Consulting  
RZ

# Current Zoning



# Comprehensive Plan





## **City of Belvidere Rezoning Application Narrative**

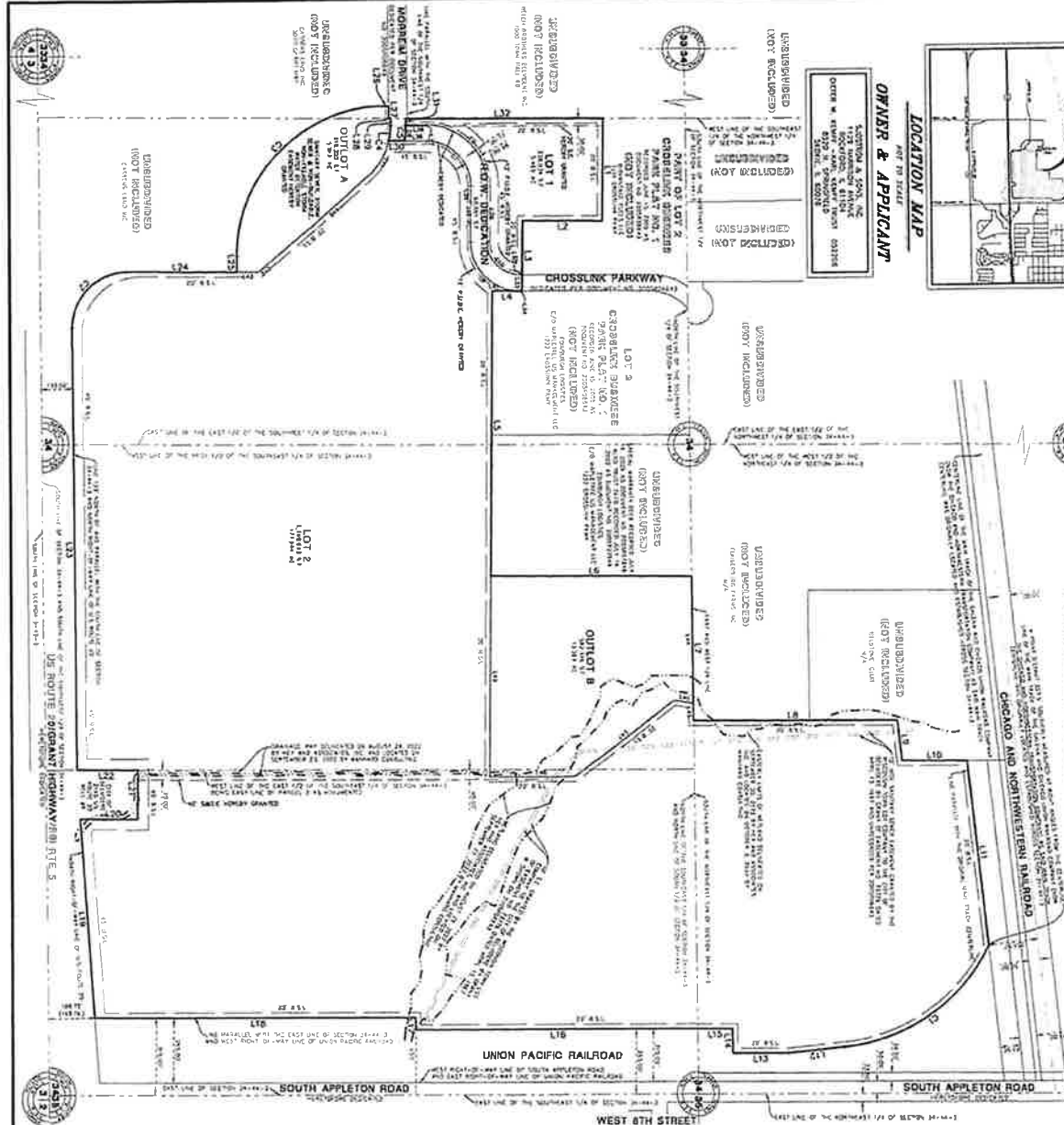
### **Project Yukon**

**12/13/22**

The subject property of this rezoning request is a 55.5-acre parcel currently zoned GI (General Industrial), located at the northwest corner of US Route 20 and South Appleton Road. The parcel is bounded by the Union Pacific Railroad to the north and east, and Tributary A to the Kishwaukee River to the south and west. The rezoning of this parcel is being requested so that it may be developed in conjunction with a larger proposed 144-acre parcel located across the Tributary to the southwest from the 55.5 acres, and east of the intersection of Crosslink Parkway and Morriem Drive. The 144 acres is currently in the HI (Heavy Industrial) zoning district. The 55.5 acre-parcel is proposed to be combined with a portion of the 144-acre property, through a resubdivision of the Crosslink Business Park Subdivision. The intended use for the proposed combined property is a cold storage facility.

The requested rezoning of the subject property to HI (Heavy Industrial) would be consistent with the neighboring properties to the south and west (HI District) and would allow for the developer to combine the subject parcel with the larger south parcel.

# PRELIMINARY PLAT OF CROSSLINK BUSINESS PARK NO. 2 SUBDIVISION



**PN'S**

00-24-230-000 (PART OF) LOT 2 CROSSLINK BUSINESS PARK PLAT NO. 1  
00-24-230-000 (PART OF) LOT 2 CROSSLINK BUSINESS PARK PLAT NO. 1  
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00-24-230-000 (PART OF) LOT 2 CROSSLINK BUSINESS PARK PLAT NO. 1

**SHEET INDEX**

SHEET NO.	DESCRIPTION
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4	PRELIMINARY PLAT OF CROSSLINK BUSINESS PARK NO. 2 SUBDIVISION
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9	PRELIMINARY PLAT OF CROSSLINK BUSINESS PARK NO. 2 SUBDIVISION
10	PRELIMINARY PLAT OF CROSSLINK BUSINESS PARK NO. 2 SUBDIVISION



**PROPERTY AREA**

LOT 1 - 1.00 ACRES  
LOT 2 - 1.00 ACRES  
LOT 3 - 1.00 ACRES  
OUTLOT A - 0.10 ACRES  
OUTLOT B - 0.10 ACRES

**SURVEYOR'S NOTES**

1. ALL DIMENSIONS AND BEARINGS ARE AS SHOWN ON THIS PLAT.  
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**ABBREVIATIONS**

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**CHANG TABLE**

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## Opinion of the Boone County SWCD Board

Manhard Consulting has submitted a request for a Natural Resource Information Report as part of an application for a zoning change from General Industrial to Heavy Industrial. This parcel involves approximately 200 acres, located in section 34 of township 44N in range 3E. The parcel identification numbers are 05-34-326-004, 05-34-326-002, 05-34-327-003, 05-34-376-001, 05-34-376-002, 05-34-376-003, 05-34-400-009, 05-34-400-008, 05-34-400-010, 05-34-200-027.

The Boone County Soil & Water Conservation District Board has a

Favorable

Unfavorable

Other: Please see board concerns

opinion of the proposed land use change. The Board concerns are stated below. More detailed information is presented throughout the various sections of this document.

Signature of Board Chairman:

Brian Hall

on 11-30-2022

### Board Concerns:

The board has a favorable opinion for the implementation of the proposed zoning change with a few notable concerns. This parcel involves a wetland area inside of a floodplain. The board recommends that special care be taken to preserve this area and prevent contamination of surrounding natural areas. See 'Wetland and Floodplain Regulations' for more information. This parcel also involves areas of prime farmland that may be displaced if developed. The board recommends that prime farmland be preserved whenever possible and practical.

**EXECUTIVE SUMMARY  
NRI REPORT #1713**

The Boone County Soil and Water Conservation District (SWCD) has completed this Natural Resource Information (NRI) Report #1713 in response to a request for a change in zoning from general industrial to heavy industrial and variance for building height, driveway width, and light pole height. The project involves approximately 199.5 acres, located at PINs: 05-34-326-004, 05-34-326-002, 05-34-327-003, 05-34-376-001, 05-34-376-002, 05-34-376-003, 05-34-400-009, 05-34-400-008, 05-34-400-010, 05-34-200-027. The site is located in Belvidere Township of Boone Co., State of Illinois.

The surrounding land use is mixed between industrial and residential.

The purpose of the Natural Resources Information Report is to serve as a tool for determining appropriate land uses and the effect of particular land uses on the integrity of the natural resources present on or in the vicinity of the parcel.

According to the USDA Natural Resources Conservation Service Boone County Soil Survey, the site has the following soils:

Soil Type	Name	# of Acres	% of Total Acres	Land Evaluation
125A	Selma loam, 0 to 2 percent slopes	3.1	1.3	88
221B	Parr silt loam, 2 to 5 percent slopes	0.8	0.3	80
363C2	Griswold loam, 4 to 6 percent slopes, eroded	3.9	1.7	74
440A	Jasper silt loam, 0 to 2 percent slopes	39.8	17.4	88
440B	Jasper silt loam, 2 to 5 percent slopes	21.1	9.2	88
440C2	Jasper silt loam, 5 to 10 percent slopes, eroded	3.4	1.5	82
528A	Lahoguess loam, 0 to 2 percent slopes	13.1	5.7	86
623A	Kishwaukee silt loam, 0 to 2 percent slopes	70.3	30.7	92
728B	Winnebago silt loam, 2 to 5 percent slopes	7.4	3.2	82
728C2	Winnebago silt loam, 5 to 10 percent slopes, eroded	19.4	8.5	77
802B	Orthents, loamy, undulating	34.8	15.2	54
864	Pits, quarry	0.3	0.1	0
939C2	Rodman-Warsaw complex, 4 to 6 percent slopes, eroded	1.7	0.8	62
3776A	Comfrey loam, 0 to 2 percent slopes, frequently flooded	0.9	0.4	84
8776A	Comfrey loam, 0 to 2 percent slopes, occasionally flooded	8.7	3.8	94

**Land Evaluation** - Land Evaluation encompasses information regarding soils found on the site and their suitability for agricultural purposes. For purposes of the Land Evaluation portion of the LESA system, each soil is assigned a relative value number from 0 to 100, a 0 being the worst for crop production, 100 the best.

Land Evaluation Score: 82.3

**Farmland Classification:** Prime agricultural soils are an important resource to Winnebago County. Some of the most productive soils in the United States occur locally. Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops.

- All areas are prime farmland: 68.9%
- Prime farmland if drained: 5.2%
- Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season: 0.4%
- Farmland of statewide importance: 9.6%
- Not prime farmland: 15.9%

**Hydric Soils:** Hydric soils by definition have seasonal high water at or near the soil surface and/or have potential flooding or ponding problems. All hydric soils range from poorly suited to unsuitable for building.

- Hydric Inclusions: 11.2%
- Not Hydric: 88.8%

**Small Commercial Buildings** - Small commercial buildings are structures that are less than three stories high and do not have basements. The foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper. The ratings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility (which is inferred from the Unified classification of the soil). The properties that affect the ease and amount of excavation include flooding, depth to a water table, ponding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

- Somewhat Limited: 94.4%
- Not Limited: 5.6%

**Shallow Excavation:** Shallow excavations are trenches or holes dug to a maximum depth of 5 or 6 feet for graves, utility lines, open ditches, or other purposes. The ratings are based on the soil properties that influence the ease of digging and the resistance to sloughing. Depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, the amount of large stones, and dense layers influence the ease of digging, filling, and compacting. Depth to the seasonal high water table, flooding, and ponding may restrict the period when excavations can be made. Slope influences the ease of using machinery. Soil texture, depth to the water table, and linear extensibility (shrink-swell potential) influence the resistance to sloughing.

- Somewhat Limited: 88.1%
- Very limited: 11.9%

### **Soil Features:**

**Depth to Any Soil Restrictive Layer:** A restrictive layer is a nearly continuous layer that has one or more physical, chemical, or thermal properties that significantly impedes the movement of water and air through the soil or that restricts roots or otherwise provides an unfavorable root environment.

- 147 cm: 29.9%
- >200 cm: 70.1%

**Frost Action:** Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost action occurs when moisture moves into the freezing zone of the soil. Temperature, texture, density, saturated hydraulic conductivity (Ksat), content of organic matter, and depth to the water table are the most important factors considered in evaluating the potential for frost action. It is assumed that the soil is not insulated by vegetation or snow and is not artificially drained. Frost heave and low soil strength during thawing cause damage to pavements and other rigid structures. The potential of frost action is expressed as low, moderate, or high.

- Low: 0.7%
- Moderate: 93.7%
- High: 5.6%

**Risk of Corrosion - Steel:** Risk of corrosion pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens uncoated steel. The rate of corrosion of uncoated steel is related to such factors as soil moisture, particle-size distribution, acidity and electrical conductivity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The steel in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the steel in installations that are entirely within one kind of soil or within one soil layer. The risk of corrosion is expressed as low, moderate, or high.

- Low: 4.5%
- Moderate: 24.8%
- High: 70.7%

**Risk of Corrosion – Concrete:** Risk of corrosion pertains to potential soil-induced electrochemical or chemical action that corrodes or weakens concrete. The rate of corrosion of concrete is based mainly on the sulfate and sodium content, texture, moisture content, and acidity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The concrete in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the concrete in installations that are entirely within one kind of soil or within one soil layer. The risk of corrosion is expressed as low, moderate, or high.

- Moderate: 41.6%
- Low: 58.4%

**Soil Susceptibility to Compaction:** Soils are rated based on their susceptibility to compaction from the operation of ground-based equipment for planting, harvesting, and site preparation activities when soils are moist. Soil compaction is the process in which soil particles are pressed together more closely than in the original state. Typically, the soil must be moist to be compacted because the mineral grains must slide together. Compaction reduces the abundance mostly of large pores in the soil by damaging the structure of the soil. Compaction also increases the soil strength which can limit root penetration and growth. The ability of soil to hold water is adversely affected by compaction since the large pores hold water. The degree of compaction of a soil is measured by its bulk density, which is the mass per unit volume, generally expressed in grams per cubic centimeter.

Interpretation ratings are based on soil properties in the upper 12 inches of the profile. Factors considered are soil texture, soil organic matter content, soil structure, rock fragment content, and the existing bulk density. Definitions of the ratings: Low - The potential for compaction is insignificant. This soil is able to support standard equipment with minimal compaction. Medium - The potential for compaction is significant. High - The potential for compaction is significant.

- Low: 19.3%
- Medium: 80.7%

**Local Roads and Streets:** Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use.

- Somewhat Limited: 93.7%
- Not Limited: 0.7%
- Very Limited: 5.6%

**Erosion Hazard – Road/Trail:** The ratings in this interpretation indicate the hazard of soil loss from unsurfaced roads and trails. The ratings are based on soil erosion factor K, slope, and content of rock fragments. The ratings are both verbal and numerical. The hazard is described as "slight," "moderate," or "severe." A rating of "slight" indicates that little or no erosion is likely; "moderate" indicates that some erosion is likely, that the roads or trails may require occasional maintenance, and that simple erosion-control measures are needed; and "severe" indicates that significant erosion is expected, that the roads or trails require frequent maintenance, and that costly erosion-control measures are needed.

- Slight: 58.8%
- Moderate: 41.2%

#### **Water Features:**

**Hydrologic Soil Group:** Based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms. The soils are assigned to four groups (A, B, C and D). Group A soils have high infiltration rates. Group B soils have a moderate infiltration rate when thoroughly wet. Group C soils have a slow infiltration rate when thoroughly wet. Group D soils have a very slow infiltration rate (high runoff potential) when thoroughly wet. If a soil is assigned to a dual hydrologic group (A/D B/D or C/D) the first letter is for drained areas and the second is for undrained area

- A: 0.7%
- B: 11.2%
- C: 16.3%
- B/D: 71.8%

**Depth to Water Table-** a saturated zone in the soil. It occurs during specified months. Estimates of the upper limit are based mainly on observations of the water table at selected sites and on evidence of a saturated zone, namely grayish colors (redoximorphic features) in the soil. A saturated zone that lasts for less than a month is not considered a water table.

- >200 cm: 72.5%
- 130 cm: 15.9%
- 84 cm: 0.4%
- 46 cm: 5.6%
- 15 cm: 5.6%

**Ponding-** Ponding is standing water in a closed depression. The water is removed only by deep percolation, transpiration, or evaporation or by a combination of these processes. Ponding frequency classes are based on the number of times that ponding occurs over a given period. Frequency is expressed as none, rare, occasional, and frequent.

- Frequent: 5.6%
- None: 94.4%

**Flooding-** the temporary inundation of an area caused by overflowing streams or by runoff from adjacent slopes

- Frequent: 0.4%
- Occasional: 3.8%
- None: 100%

**Drainage Class:** The frequency and duration of wet periods under conditions similar to those under which the soil formed. Seven classes of natural soil drainage are recognized-excessively drained, somewhat excessively drained, well drained, moderately well drained, somewhat poorly drained, poorly drained, and very poorly drained.

- Well Drained: 87.7%
- Moderately Well Drained: 0.4%
- Excessively drained: 0.7%
- Poorly Drained: 5.6%
- Somewhat Poorly Drained: 5.6%

**Watershed Impacts:** The PIQ is located in the Kishwaukee River Watersheds. The PIQ is in the upper end of each watershed, and do not have any off-site contributory flow going through the area. Increased stormwater runoff from the site, and soil that erodes from the site, can degrade the water quality of the watershed and the downstream environment.

**Biological Resources:** The IL Department of Natural Resources Natural Resources Awareness Tool for applicators and other GIS maps in the office indicate eighteen sensitive resources in the vicinity of the project. For a more detailed investigation, an EcoCAT Informational Request or Local Government Consultation Request report should be done.

**Floodplain Review:** FEMA's National Flood Hazard Layer shows there are floodplains within the boundary of the proposed project area.

**National Wetlands Inventory:** According to the US Fish and Wildlife Service National Wetlands Inventory, there are mapped wetlands within proposed project area.

**Cultural Resource Review:** There does not appear to have been a structure on the PIN number on based on the Plats of 1886 and 1905.

**Geologic Information:** This site has the Galena Group bedrock formation, which is predicted to be within 25 feet below the land surface.



## **Boone County SWCD Comments NRI REPORT #1713**

### **Erosion Concerns**

The proposed land use of this site is heavy industrial. It is currently agricultural land with a stream corridor. Soil disturbance will occur as a result of developing the site, which is moderately sloping and susceptible to erosion. If the area of disturbance will be greater than one acre, an IEPA NPDES permit will be required; as well as any City/County Permit requirements.

Soil disturbance can create soil erosion which must be properly managed to prevent adverse environmental impacts. Erosion from construction sites is a leading cause of water quality problems in Illinois. Problems caused by this sediment include:

- Increased flooding – Sediment build-up lowers the flow capacity of channels causing more frequent flooding in areas that rarely or never flooded before
- Financial burden to taxpayers - Sediment that finds its way into streets, storm sewers, and ditches result in additional maintenance costs for local, state and federal governments
- Water quality impairment - Sediment laden runoff transfers nutrients and other pollutants to downstream lakes and rivers degrading aquatic habitats and increasing costs for water treatment.

Simple but effective controls include preserving existing trees and grass where possible, using silt fence to trap sediment on the down slope sides of the area of disturbance, using a gravel drive used by all vehicles to limit tracking of mud onto streets, cleaning up sediment carried off-site by vehicles or storms, installing curb inlet controls, using downspout extenders to prevent roof runoff from eroding exposed soil, locating soil piles away from any roads or waterways, and reseeding or sodding the site as soon as possible. The materials (silt fence, stakes, gravel entrance, inlet controls, and grass seed) are easy to find and relatively inexpensive.

The Illinois Urban Manual is a resource of practices used throughout the State and can be accessed at <http://www.aiswcd.org/iuim/>. The concept of these practices can be carried over to good housekeeping measures after development occurs and buildings are occupied to prevent stormwater runoff from becoming contaminated.

### **Soil Compaction**

Soil compaction occurs when soil particles are pressed together, reducing the pore space between them. This increases the weight of solids per unit volume of soil (bulk density). Soil compaction occurs in response to pressure (weight per unit area) exerted by field machinery or animals. Other factors affecting compaction include the composition (texture, organic matter, plus clay content and type), soil water content and the number of passes by equipment. The risk for compaction is greatest when soils are wet. A dry soil is much more resistant to compaction than a moist or wet soil.

Compaction restricts rooting depth, which reduces the uptake of water and nutrients by plants. It decreases pore size, increases the proportion of water-filled pore space at field moisture, and decreases soil temperature. This affects the activity of soil organisms by decreasing the rate of decomposition of soil organic matter and subsequent release of nutrients. Compaction decreases infiltration and thus increases runoff and the hazard of water erosion.

Sandy loam, loam, and sandy clay loam soils compact more easily than silt, silt loam, silty clay loam, silty clay, or clay soils. Compaction may extend to 20 inches. Deep compaction affects smaller areas than shallow compaction, but it persists because shrinking and swelling and freezing and thawing affect it less.

The persistence of soil compaction is determined by the depth at which it occurs, the shrink-swell potential of the soil, and the climate. As the depth increases, the more persistent the condition. The type and percentage of clay determine the shrink-swell potential. The greater the shrink-swell potential and number of wet/dry cycles, the lower is the duration of compaction at a particular depth. Freeze/thaw cycles also help decrease near surface compaction.

Soil organic matter promotes aggregation of soil particles. This increases porosity and reduces bulk density (i.e., compaction). It also increases permeability and may increase plant available water. Addition of manure, compost, or other organic materials including newspaper, and woodchips, can improve soil structure, helping to resist compaction. Compaction can be reduced by reducing the number of trips across an area, working with or on the soils when dry, reducing pressure of equipment, and maintaining organic matter in the soil.

### Rusty Patch Bumble Bee

The PIQ has been identified to be in a Rusty Patch Bumble Bee high potential zone. The U.S. Fish and Wildlife Service listed the rusty patched bumble bee as endangered under the Endangered Species Act. Endangered species are animals and plants that are in danger of becoming extinct. The rusty patch bumble bee is a pollinator that lives in prairies and grasslands which are one of the last species to go into hibernation. They need areas that provide nectar and pollen from flowers, nesting sites (underground), and overwintering sites for hibernating queens (undisturbed soil).

Many factors have led to the rust patch bumble bee becoming an endangered species. Most of prairies and grasslands of the Upper Midwest and Northeast have been converted to monoculture farms or developed areas, such as cities and roads. Grasslands that remain tend to be small and isolated. Increases in farm size and technology advances improved the operating efficiency of farms but have led to practices that harm bumble bees, including increased use of pesticides, loss of crop diversity which results in flowering crops being available for only a short time, loss of hedgerows and the flowers that grew there, and loss of legume pastures.

There are numerous programs, research, and groups working towards helping the rusty patch bumble bee. Some things you can do to help include having flowering plants, providing natural areas with native plants, and minimize the use of pesticides and chemical fertilizer.

### Stream Corridor

A stream corridor refers to rivers, creeks, streams and the adjacent areas that water influences. Streams are among the most important natural resources, their complex ecosystem provides habitat for a diversity of species. Stream corridors have great social, cultural, and environmental value. Healthy streams create critical habitat for fish and wildlife, water for recreational activities

and help filter out pollutants. Streams surrounded by a healthy mix of vegetation including grasses, shrubs and trees buffer the effects of surrounding land.

Streams and their surrounding areas can be damaged very quickly, but it often takes much time and effort to repair the damage. Whether it is a natural event or a human induced activity, disturbances bring changes to stream corridors. Disturbances place stress on the stream and have the potential to alter its structure and impair its ability to perform key ecological functions.

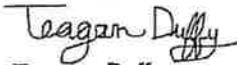
Urban development is one of the leading causes of stream degradation. Development increases the amount of stormwater runoff because of impervious surfaces such as parking lots like in the northern half of the site. Increased amounts of impervious surfaces reduce the amount of water that is able to infiltrate into our ground which runs off urban impervious surfaces instead, while washing pollutants away with it.

Contaminated stormwater runoff can reach local water resources if not properly managed. Removing plant buffers along streams prevents vegetation from filtering out pollutants and holding the soil in place. Maintain the vegetation within the stream corridor for protection against degradation.

**\*\*Any acreage discrepancies are due to the acres included with Right of Ways\*\***

Thank you for taking the SWCD's concerns under consideration. If you have any questions or comments about this report or its findings, please contact the Boone County Soil and Water Conservation District at (815) 544-3465 ext. 3

Sincerely,



Teagan Duffy  
*Resource Conservationist*

**CITY OF BELVIDERE**

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

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January 3, 2023

**ADVISORY REPORT**

**CASE NUMBER:** 2023-02

**APPLICANT:** Crosslink Business Park No. 2, PP

**REQUEST:**

The applicant is requesting preliminary plat approval of the 4-lot Crosslink Business Park No. 2 Subdivision.

**LOCATION AND DESCRIPTION OF SITE:**

The subject property is located northwest of South Appleton Road and Grant Highway and encompasses portions of the original Crosslink Business Park preliminary plat and the Kempf property (currently being rezoned to heavy industrial). It is approximately 205 acres in size and is in row crop production with a creek and some woodlands (see attached aerial photo). PINs: 05-34-326-004; 05-34-326-002; 05-34-376-001; 05-34-327-003; 05-34-327-002; 05-34-400-008; 05-34-376-003; 05-34-400-009; 05-34-400-010; and 05-34-200-027.

**BACKGROUND:**

The original preliminary plat for Crosslink Business Park was approved in 2004 and encompassed approximately 176 acres and was comprised of 15 lots (2 being outlots) ranging from 7.5 to 27 acres. Shortly after the preliminary plat was approved, approximately 60 acres were final platted into 5 buildable lots and 2 outlots. It appears that the State Plat Act was used to adjust two of the lots within the final plat at a later date. Although at the time of platting the lot sizes were considered adequate, the current trend for industrial development requires larger lot sizes.

The proposed preliminary plat will encompass the remaining unplatted property, the two outlots, a portion of Lot 2 from the final plat and the Kempf property located north of the creek for a total of 205 acres. The two outlots will remain the same, Lot 1 is a 5.465 acre lot to the west of Crosslink Parkway and Lot 2 is 177.884 acres and is currently under zoning review for a planned development to allow a distribution center.

Noticeable differences between the two preliminary plats is the road configuration in order to accommodate the size of Lot 2. Sjoström Drive is no longer proposed. Portions of Morriem Drive are vacated and Crosslink Parkway is re-aligned. In order to achieve the new road layout and adequate access to existing buildings a deviation to the subdivision code is required. This deviation is part of the planned development being requested and would allow the centerline radius of a horizontal curve to be reduced from 300 feet to 160 feet. The applicant is also

## 2023-02; Crosslink Business Park No. 2 Subdivision Preliminary Plat

requesting that the requirement for sidewalks be waived considering that they were waived in the first final plat.

A sanitary sewer line that primarily services Stellantis runs north-south through the property. Sjoström Drive was originally intended to be constructed over the sanitary sewer, an easement will be placed on the plat instead. As Lot 2 is developed, certain construction will be restricted within the easement area.

A request for comments was sent to 18 departments, agencies, or other parties. Comments received were either addressed by the applicant or have been incorporated into the recommended conditions of approval.

### SUMMARY OF FINDINGS:

Provided that the suggested conditions of approval are met, the Preliminary Plat of Crosslink Business Park No. 2 Subdivision is in conformance with the City of Belvidere's Subdivision Code and Zoning Ordinances.

### RECOMMENDATION:

Planning staff recommends the **approval** of the preliminary plat for Crosslink Business Park No. 2 Subdivision (case number **2023-02**) subject to the following conditions:

1. The word "proposed" shall replace "hereby dedicated" for Crosslink Parkway.
2. A Plat of Vacation for the portions of Morriem Drive and Crosslink Parkway being vacated shall be recorded.
3. The building setback lines shall be removed.
4. A note stating that there will be no direct vehicle access to Grant Highway/U.S. Route 20 shall be added to the plat.
5. "Storm sewer easement and non-buildable, non-fillable storm water detention easement" shall be noted in Outlot B.
6. Reference to the existing 40' sanitary sewer and drainage easement document shall be shown on the plat
7. Per Section 151.25.b.10 of the Belvidere Subdivision Code and 765 ILCS 205/1, a subsurface drainage study and a topographic survey and drainage profile shall be completed and submitted for review.
8. Per Section 151.25.b.15.d of the Belvidere Subdivision Code, a property owner endorsement signature block is required.
9. Per Section 151.40.d of the Belvidere Subdivision Code, existing monuments shall be shown or called out on existing boundaries, boundary corners and section corners.
10. Easements shall be shown for the proposed detention ponds that are shown on the engineering plans.
11. Prior to approval of the Final Plat for this subdivision, the developer shall pay all normal, customary and standard permit, inspection, tap-on, connection, recapture, basin and other fees that are required by the City at the time of Final Plat submittal.
12. Ownership and maintenance responsibility of the detention areas must be included in the final plats.
13. The plat shall be in compliance with all applicable codes, ordinances, and agreements

Submitted by:

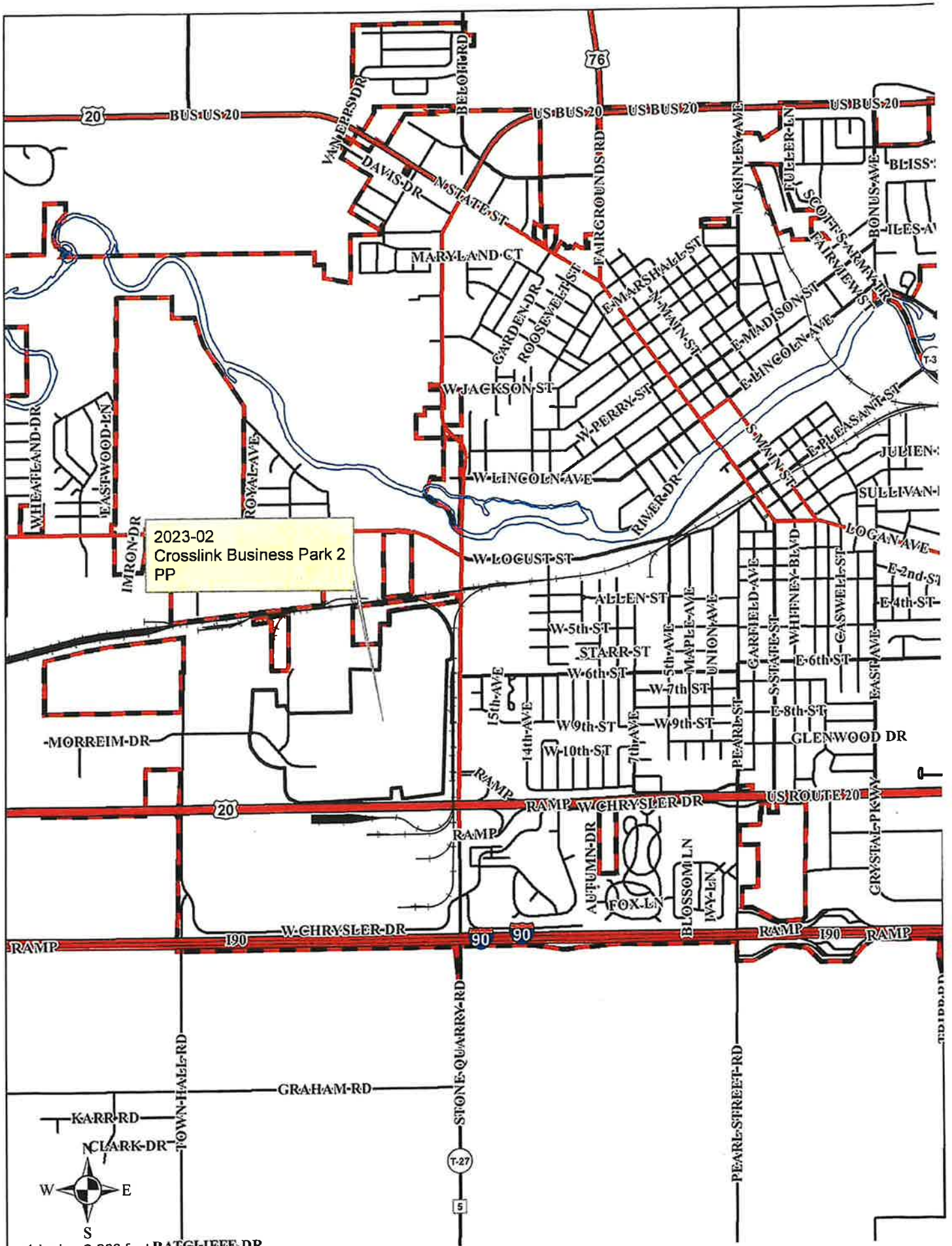


Gina DelRose  
Community Development Planner

**2023-02; Crosslink Business Park No. 2 Subdivision Preliminary Plat**

**ATTACHMENTS**

1. Location Map by Planning Staff.
2. Aerial Photo with Platting by Planning Staff.
3. Narrative submitted by the Applicant.
4. Justifications of Requested Code Variances Submitted by the Applicant.
5. Letter from Hampton, Lenzini and Renwick, Inc., Alex Riegler, December 29, 2022.
6. Preliminary Plat for Crosslink Business Park Plat No. 2 Subdivision by Manhard Consulting, LTD, dated December 12, 2022.



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VAN DER BRUG DR

DAVIS DR

N STATE ST

MARYLAND CT

GARDEN DR

ROOSEVELT ST

W JACKSON ST

W LINCOLN AVE

W LOGUST ST

ALLEN ST

W 5th ST

STARR ST

W 6th ST

W 9th ST

W 10th ST

15th AVE

14th AVE

13th AVE

12th AVE

11th AVE

10th AVE

9th AVE

8th AVE

7th AVE

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5th AVE

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3rd AVE

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W CHRYSLER DR

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BELOHARD

FAIRGROUNDS RD

W MARSHALL ST

W MAIN ST

W MADISON ST

W INGOLN AVE

W PERRY ST

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W LOGUST ST

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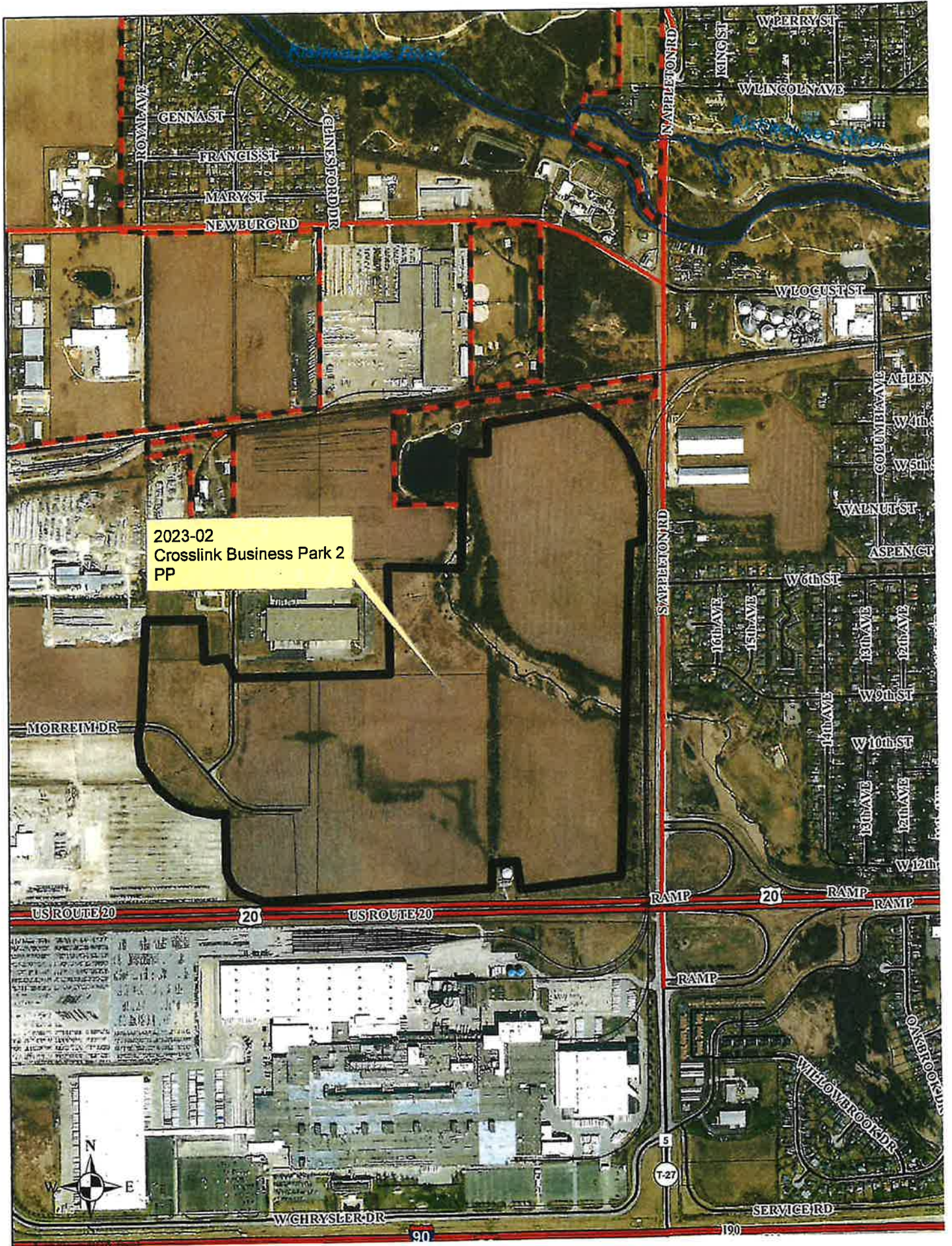
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2023-02  
Crosslink Business Park 2  
PP

ROYAL AVE  
GENNA ST  
FRANCIS ST  
MARY ST  
NEWBURG RD

GENESFORD DR

NARPLETON RD

ISABEL

W PERRY ST  
W LINCOLN AVE

W LOCUST ST

ALLEN  
COLUMBIA AVE  
W 4th  
W 5th

WALNUT ST  
ASPEN CT

W 6th ST

10th AVE

15th AVE

13th AVE

12th AVE

W 9th ST

W 10th ST

12th AVE

12th AVE

W 12th

MORREIM DR

US ROUTE 20

20

US ROUTE 20

RAMP

20

RAMP

RAMP

RAMP



W CHRYSLER DR

90

SERVICE RD

190

T-27

WILLOW BROOK DR

ONEY FORD DR



## **City of Belvidere Subdivision Application Narrative**

### **Project Yukon**

**12/13/22**

The subject property of this Subdivision Application request is for the proposed Crosslink Business Park No. 2 Subdivision located at the northwest corner of US Route 20 and South Appleton Road. The Subdivision consists of a 199.5-acre parcel consisting of Lots 1 and 2, and Outlots 1 and 2. The proposed subdivision also include a 1.4-acre Right-of-Way Dedication of Crosslink Parkway. The parcel is bounded by the Union Pacific Railroad to the north and east, intersected by Tributary A to the Kishwaukee River, and is bound by existing industrial developments. Lot 1 of the subdivision will consist of a 1,243,014 Square-Foot Cold Storage Facility accompanied by two (2) guard houses, maintenance building, fire protection pump house and storage tanks, pallet processing facility, and a truck maintenance garage with fuel island and tanks.

The requested subdivision variances for minimum centerline radius are necessary given the geometric constraints associated with the proposed realignment of Crosslink parkway and will allow for proper connection from the Android Industries property to Morriem Drive around the western boundary of the site. The requested special uses for a planned development consist of increasing the maximum building height, driveway width, maximum luminaire height and size of directional signage. These requests are necessary due to the scale of the proposed development and proposed use of the facility as a cold storage distribution center.

The requested deviations for a planned development of the subject property would be consistent with the neighboring properties to the south and west (HI District), specifically the Stellantis development located on the south side of US Route 20.

**Justification for Code Variances**  
**Project Yukon**  
**City of Belvidere**

1. Section 98.22. Waiver from providing sidewalks in public right of way for streets abutting property.

*As no public sidewalk presently exists in the public rights of ways in the vicinity of the subject property, a waiver is requested from providing public sidewalk in the abutting rights of ways.*

2. Section 150.105(C)(9)(G)(2)(E) Maximum Building Height.

Request: Increase the maximum allowable height of the main building from 45 feet to 125 feet and increase the maximum allowable height of the auxiliary buildings from 45 feet to 60 feet.

*The proposed cold storage facility requires various tiers of building heights for office space, warehouse space and penthouse roof to house mechanical and refrigeration equipment. The increased building height will allow for proper screening of roof mounted utility equipment.*

3. Section 150.702(J) Width of Driveways.

Request: Increase the allowable width from 35 feet to 87 feet and the maximum flare from 5 feet to 45 feet

*Due to the anticipated tractor trailer turning movements and developer queuing requirements, the increase in allowable driveway width is necessary for trucks to enter and exit the proposed facility from or onto Crosslink Parkway.*

4. Section 150.704(F)(8) Parking Layout Dimensions.

Request: Reduction in the minimum parking stall width from 10 feet to 9 feet.

Request: Reduction in the minimum two-way drive aisle width from 26 feet to 24 feet.

*Due to constraints related to the limited site area for the contemplated development, and limitations on the degree of imperviousness contemplated in the original stormwater design, we are requesting this reduction to provide more pervious vegetative ground cover. The requested reduced dimensions are consistent with other developments in the City.*

5. Section 150.707(E)(1) Maximum Luminaire Height.

Request: Increase the allowable light pole height from 30 feet to 35 feet.

*Due to the size and scale of the proposed development, and in comparison to the neighboring Stellantis development, the additional pole heights with the required fencing and landscape screening would not be noticeable. For security reasons the taller pole heights are necessary for CCTV camera mounting and for photometrics purposes so that light can spread to a wider area and ensure there are no spots of low light emittance or "hot spots".*

6. Section 150.1003. – Directional Sign (on site)

Request: Increase the allowable size of directional signs from 3 square feet to 100 square feet

Request: Increase the size of the logo from 1 square foot to 35 square feet

Request: Increasing the height of the sign from 5 feet to 8.5 feet.

*Due to length and location of the proposed access drives, it is necessary properly direct truck traffic and employee traffic in a manner to ensure there is no intermingling of car and truck traffic and provide clear direction to users of the proposed development*

7. Section 151.41 (B)(8). Reduction in minimum centerline radius of a horizontal curve from 300' to 160'.

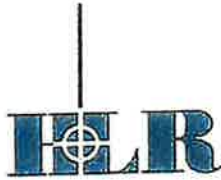
*As a result of geometric constraints associated with the proposed realignment of Crosslink Parkway, a reduction in horizontal curve length is requested in order to allow for the connection of Crosslink, from the south entrance of the Android property to Morreim Drive, around the subject site*

8. Section 151.41 (E).(2). Waiver from providing sidewalk in public right of way.

*A waiver is requested from providing public sidewalk along Crosslink Parkway, as there presently is no sidewalk in the existing Crosslink Parkway or Morreim Drive rights of way north and west of the subject property*

9. 151.65 (1). Waiver from providing sidewalks in public right of way for streets abutting property.

*As no public sidewalk presently exists in the public rights of ways in the vicinity of the subject property, a waiver is requested from providing public sidewalk in the abutting rights of ways.*



## Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists  
www.hlrengineering.com

December 29, 2022

Mr. Brent Anderson  
Director of Public Works  
City of Belvidere  
401 Whitney Boulevard, Suite 200  
Belvidere, Illinois 61008

Re: 2023-02; Crosslink Business Park 2 Subdivision  
Proposed Cold Storage Facility  
City of Belvidere  
Plat of Subdivision and Engineering Plan Review

Dear Mr. Anderson:

We reviewed the following items for the referenced project:

- Proposed Preliminary Engineering Plan for Proposed Cold Storage Facility prepared by Manhard Consulting, Ltd and dated November 14, 2022
- Preliminary Plat of Crosslink Business Park No. 2 Subdivision prepared by Manhard Consulting, Ltd and dated November 14, 2022

The following comments are offered for your consideration:

### **GENERAL COMMENTS**

1. It is understood that the submitted items are preliminary in nature. Additional comments may arise as more information is provided.
2. The final submittal will need to include the following:
  - a. Advanced drainage plan per Section 151.42 of the Belvidere City Ordinance
  - b. Erosion and sediment control plan per Section 151.45 of the Belvidere City Ordinance
  - c. Landscape plan per Section 151.49 of the Belvidere City Ordinance

### **PRELIMINARY ENGINEERING PLAN**

#### **SHEET 1 – TITLE SHEET**

3. The final plans will need the signature and seal of a Professional Engineer licensed in the State of Illinois.

#### **SHEETS 2-5 – OVERALL PLAN, PRELIMINARY SITE DIMENSIONAL AND PAVING PLAN**

4. Provide an existing conditions and demolition plan.
5. Provide proposed pavement sections for all items listed in the Pavement Legend.

---

380 Shepard Drive  
1401 Timber Drive, Unit 1  
Elgin, Illinois 60123-7010  
Tel. 847.697.6700  
Fax 847.697.6753

380 N Terra Cotta Road  
Unit G  
Crystal Lake, Illinois 60014  
Tel. 847.697.6700  
Fax 847.697.6753

3085 Stevenson Drive  
Suite 201  
Springfield, Illinois 62703  
Tel. 217.546.3400  
Fax 217.546.8116

323 West 3rd Street  
P O Box 160  
Mt Carmel, Illinois 62863  
Tel 618.262.8651  
Fax 818.263.3327

Mr. Brent Anderson  
City of Belvidere  
December 29, 2022

6. Provide a profile view of the proposed re-aligned Crosslink Parkway with grades and elevations at 50-foot intervals.
7. Provide cross sections for the proposed re-aligned Crosslink Parkway.
8. Provide all details and notes necessary to construct the proposed improvement.

#### **SHEETS 6-8 – PRELIMINARY GRADING PLAN**

9. It appears that Crosslink Parkway and the west side of the site overflow to Outlot A, the existing detention basin. Clarify how the overflow route is planned to cross Morreim Drive.
10. The HWL of Basins A and B appear to be shown incorrectly.
11. Existing Outlots A and B are shown with over 30 feet between the bottom elevation and high water elevation. Is this correct?
12. Fill in the survey date for Grading Note #9.

#### **SHEETS 9-11 – PRELIMINARY UTILITY PLAN**

13. The smaller font size for existing utility information makes it difficult to read. Please increase the font size.
14. For all proposed utility structures, provide a unique number or letter, the structure diameter, rim and invert elevations, and frame and lid type.
15. For all proposed utility pipes, provide the material, length, and slope.
16. For all locations where existing or proposed utility pipes cross each other, provide top and bottom of pipe elevations and separation distance.
17. Provide structural designs for the proposed box culverts.
18. Provide calculations to show that the proposed culverts can convey the existing waterway without negative downstream impacts.
19. Provide additional design information for the proposed lift station, fire protection tanks, and pump house.
20. Provide all details and notes necessary to construct the proposed utilities.
21. There are storm sewer size labels that aren't connected to any proposed storm sewer in the parking area west of the truck maintenance garage. Revise as necessary.
22. The domestic water main changes in size from 8-inch at the northwest corner of the building to 12-inch at the northeast corner. Clarify where the water main size changes. Also clarify whether the water main interconnects with the fire protection main where they cross near the proposed pump house.
23. Show any proposed drainage easements on the utility plan.

#### **PRELIMINARY PLAT OF SUBDIVISION**

24. Missing Owners Endorsement signature block.
25. No existing monuments shown or called out on existing boundary (sheet 2 of 2) at boundary corners or section corners.
26. Provide Plat of Vacation for Crosslink Parkway and Morreim Drive for review
27. No topographic survey and drainage profile shown per 765 ILCS 205/1.
28. No easements shown for proposed detention ponds shown on engineering plans.

Mr. Brent Anderson  
City of Belvidere  
December 29, 2022

Indicated items should be clarified or corrected and resubmitted with a comment response letter. Additional comments may be provided based on future revisions.

Yours truly,

**HAMPTON, LENZINI AND RENWICK, INC.**

A handwritten signature in black ink, appearing to read "Alex Riegler". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

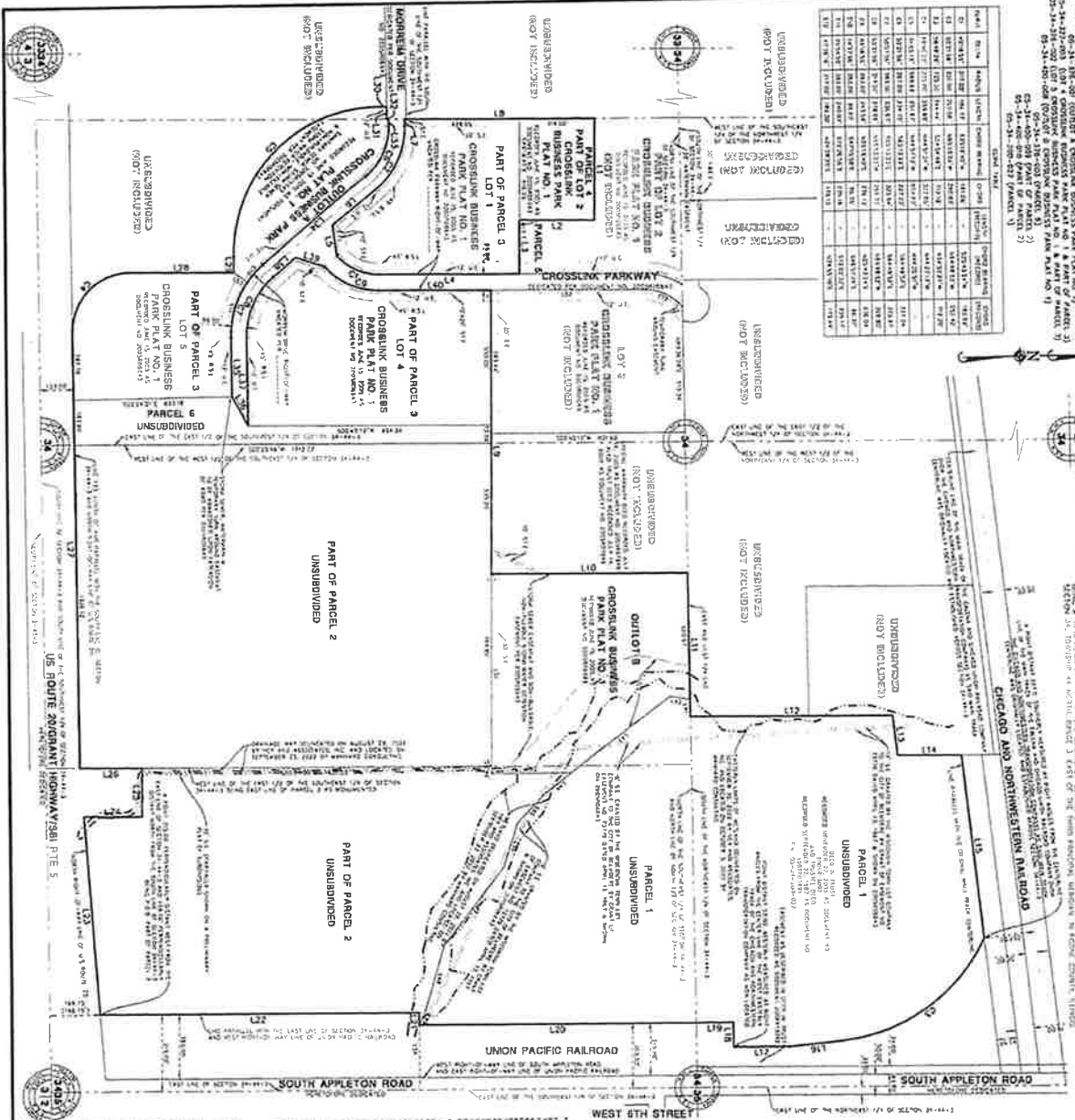
Alex Riegler, PE



# PRELIMINARY PLAT OF CROSSLINK BUSINESS PARK NO. 2 SUBDIVISION

FILED FOR RECORD IN THE RECORDER'S OFFICE, COUNTY OF DEKALB, ILLINOIS, ON APRIL 15, 2015, AT 10:00 AM. BY \_\_\_\_\_, CLERK OF SAID OFFICE.

CROSSLINK BUSINESS PARK NO. 2 SUBDIVISION  
CITY OF BELVIDERE, ILLINOIS  
PRELIMINARY PLAT



Parcel No.	Area (Acres)	Owner	Notes
1	1.00	Unsubdivided	(NOT INCLUDED)
2	1.00	Unsubdivided	(NOT INCLUDED)
3	1.00	Unsubdivided	(NOT INCLUDED)
4	1.00	Unsubdivided	(NOT INCLUDED)
5	1.00	Unsubdivided	(NOT INCLUDED)
6	1.00	Unsubdivided	(NOT INCLUDED)

**ABBREVIATIONS**

1" = 100' (1:100)  
1" = 200' (1:200)  
1" = 400' (1:400)  
1" = 800' (1:800)  
1" = 1600' (1:1600)

**PROPERTY AREA**

TOTAL AREA: 8,870.00 SQ. FT. (198.57 ACRES)

**LEGAL DESCRIPTION**

Parcel No.	Area (Acres)	Owner	Notes
1	1.00	Unsubdivided	(NOT INCLUDED)
2	1.00	Unsubdivided	(NOT INCLUDED)
3	1.00	Unsubdivided	(NOT INCLUDED)
4	1.00	Unsubdivided	(NOT INCLUDED)
5	1.00	Unsubdivided	(NOT INCLUDED)
6	1.00	Unsubdivided	(NOT INCLUDED)

**LEGAL DESCRIPTION**

That certain parcel of land, more particularly described as follows: ...

**RECORDING INFORMATION**

This plat is being recorded for the purpose of ...

**NOTICE TO CONTRACTORS**

Contractors are advised that the plat shows the location of ...





**CITY OF BELVIDERE**

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

January 3, 2023

**ADVISORY REPORT**

**CASE NO:** 2023-03

**APPLICANT:** Manhard Consulting, Ltd.  
Crosslink Business Park No. 2, SU

**REQUEST AND LOCATION:**

The applicant, William Hupperich (Manhard Consulting, LTD), 1 Overlook Point, #290, Lincolnshire, IL 60069 on behalf of property owners, Dieter W. Kempf (Karl Kempf Trust 052206), 8520 N. Springfield Avenue, Skokie, IL 60076 and Sjostrom & Sons, Inc, 1129 Harrison Avenue, Rockford, IL 61104 is requesting a special use to permit a planned development in the HI, Heavy Industrial District (pending rezoning approval) in the Crosslink Business Park Subdivision and southwest of S. Appleton Road and the Railroad, Belvidere, IL 61008. The planned development will allow for the following departures: Section 150.105(C)(9)(G)(2)(E) allowing for the maximum primary building height to be increased from 45 feet to 125 feet; Section 150.105(C)(9)(G)(2)(E) allowing for the maximum auxiliary building height to be increased from 45 feet to 60 feet; Section 150.702(J) allowing for the maximum width of the driveway to be increased from 35 feet to 87 feet; Section 150.702(J) allowing for the maximum flare of the driveway to be increased from 5 feet to 45 feet; Section 150.704(F)(8) allowing for the minimum width of parking stalls to be reduced from 10 feet to nine feet; Section 150.704(F)(8) allowing for the minimum width of a two-way drive aisle to be decreased from 26 feet to 24 feet; Section 150.707(E)(1) allowing the maximum luminaire height to be increased from 30 feet to 35 feet; Section 150.1003 allowing for the maximum size of direction signs to be increased from 3 square feet to 100 square feet; Section 150.1003 allowing for the maximum size of a logo on a directional sign to be increased from 1 square-foot to 35 square feet; Section 150.1003 allowing for the maximum height of a directional sign to be increased from five feet to 8.5 feet; Section 151.41(B)(8) allowing for the reduction of the minimum centerline radius of a horizontal curve from 300 feet to 160 feet Sections 98.22/151.41(E)(2)/151.65(1) allowing for the waiver of installing sidewalks in the public right-of-way and 150.904 Special Use Review and Approval Procedures. The planned development is being requested in order to construct a distribution center in the proposed Crosslink Business Park No. 2 Subdivision. The property is irregular in shape and will encompass 199.5 acres. PINs: 05-34-326-004; 05-34-326-002; 05-34-376-001; 05-34-327-003; 05-34-376-002; 05-34-400-008; 05-34-376-006; 05-34-400-009; 05-34-400-010 and 05-34-200-027.

**EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** Vacant/Row Crop Production, Creek and Woodlands

**Adjacent property:**

**North:** Belstone Club (County), Android Industries, Vacant/Row Crop Production

**2023-03, Manhard Consulting, Ltd, Crosslink Business Park No 2., SU**

**South:** Belvidere Municipal Well #8, Grant Highway  
**West:** Cassen's Transport Company Vacant/Row Crop Production  
**East:** Railroad

**CURRENT ZONING ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** HI, Heavy Industrial District (partially pending rezoning)

**Adjacent property:**

**North:** HI, Heavy Industrial District and A-1, Agricultural Preservation Area District (County)

**South:** HI, Heavy Industrial District

**West:** HI, Heavy Industrial District and GI, General Industrial District

**East:** GI, General Industrial District

**COMPREHENSIVE PLAN ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** General Industrial and Environment Corridor

**Adjacent property:**

**North and West:** General Industrial and Environmental Corridor

**South:** Heavy Industrial

**East:** General Industrial

**BACKGROUND:**

Although portions of property have been annexed into the City since at least 1973, the property (excluding the Kempf parcel) was not preliminary platted until 2004 and only a portion of the property was final platted and only two of those lots have been developed. In 1998 a special use for a quarry on the subject property was submitted but later withdrawn. In 2009, BioVantage Fuels, located on one of the two adjacent developed lots and was granted special use approval to construct silos as tall as 65 feet.

The planned development will occur on Lot 2 of the proposed Crosslink Business Park No. 2 Subdivision. Although the entire subdivision is 199.5 acres (exclusive of public right-of-way), Lot 2 alone is comprised of 178 acres. The primary building in the planned development is a 1.24 million square feet cold storage warehouse in addition to five accessory buildings. There will be 467 passenger vehicle parking spaces, 1,516 semi-truck parking spaces, parking for maintenance for 76 semi-trucks and 178 loading dock stalls.

Although the special use is anticipated to generate a large amount of semi-truck and employee traffic, it is occurring on what was originally intended to be 11 lots plus the Kempf property. Instead of having all those individual businesses generating separate semi-truck and employee traffic with various ingress and egress points, all the traffic will be funneled through one development. In an effort to keep potential traffic congestion to a minimum and not interfere with the businesses already operating near the subject property, Crosslink Parkway and Morriem Drive will be realigned. Morriem Drive will lead into an access drive for passenger vehicles while Crosslink Parkway will be for the semi-trucks. Since trucks will be turning right into the planned development, those turning left out of the lots farther north on Crosslink Parkway should not pose a conflict.

Landscaping in addition to fencing will be installed along the eastern property line to not only secure the truck parking area but to provide a barrier to the lights generated by the semi-truck traffic. A change in elevation between the subject property and the residential areas to the east will also assist in lessening the potential negative impacts of the parking area.

## **2023-03, Manhard Consulting, Ltd, Crosslink Business Park No 2., SU**

The distribution center land use is outright permitted in the Heavy Industrial District. The planned development is for the 12 requested deviations relating to the site design. Two of the deviations are for the total height of the buildings; four of the deviations are in regards to the design of the parking lot and ingress/egress points; one deviation is in regards to exterior lighting; three deviations are in regards to signage and two deviations are in regards to the right-of-way design.

While the applicant is requesting that the primary building be constructed up to 125 feet tall, the actual rooflines of the building will be staggered and only the tallest portion will be up to 125 feet tall. Stellantis' assembly plant to the south is approximately 100 feet tall in areas, not including the ventilation stacks. The height and scale of the building will not be out of character for the area. The accessory buildings are small compared to the size of the primary building but will still be significant. Their height of 60 feet will be comparable to the height of the silos approved for the BioVantage Fuels property.

Two of the four parking lot deviations are due to a change in the zoning ordinance while the site was being designed. Typically, a minor increase to the required dimensions of parking stalls and drive aisles would not create a problem but for a project of this scale, such a change would cause a significant increase to the amount of impervious surface to the area. The design of the ingress/egress along Crosslink Parkway is wider than allowed due to the anticipated amount of semi-truck traffic entering and leaving the development. The layout allows for two entrance lanes and an exit lane with adequate queuing lengths. The additional entrance lane can be used for emergency services to bypass traffic if need be. The increased flare widths are to accommodate semi-truck turning movements.

The additional five feet in height for light fixtures will not be noticeable considering the scale of the project. The extra height will reduce the amount of light fixtures needed while ensuring the traffic circulation and employee parking areas are safely lit.

The three sign deviations are all in regards to directional signage and not wall mounted or freestanding advertising signage. Due to the anticipated amount of the semi-trucks entering and existing the development, the signage is catered more towards a semi-truck's height and line of sight versus a passenger vehicle's needs. The majority of the signage will be internal and not visible from the public right-of-way.

The last two deviations apply to the subdivision and not necessarily the development. The applicant is requesting to realign Crosslink Parkway and Morriem Drive to maximum Lot 2's building envelope and be able to keep passenger vehicle and semi-truck traffic as segregated as possible. Due to the developed lots to the north, the new Crosslink Parkway has to have a shorter curve than normal in order for the realignment to connect with the property to the north. The request to waive sidewalk requirements is a carry over from when Crosslink Business Park was originally developed and had the sidewalk requirements waived at that time as well.

### **TREND OF DEVELOPMENT:**

The property is located north of Stellantis and is bounded by the railroad tracks, Grant Highway and Townhall Road. There has been no new development in the Crosslink Business Park in recent years. However, Project Kelly, located in the Kelly Farms Subdivision which is less than a mile to the east on Grant Highway broke ground on a 1.3 million square-foot distribution center in 2022.

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**FLEXIBLE DEVELOPMENT STANDARDS:**

According to Section 150.907 (B) (1) A. of the City of Belvidere Zoning Ordinance, new and alternative standards may be approved for a development by the city. The applicant is requesting the following standards specific to this project.

**Zoning Ordinance:**

- **Article I, Section 150.105(C)(9) Heavy Industrial (G)(2)(E) Maximum Building Height**

**45 Feet or greater with Special Use permit, except for buildings that house mechanical equipment that requires up to an additional 10 feet for clearance. This additional height cannot occupy more than 50% of the building.**

The applicant is requesting that portions of the primary building be as tall as 125 feet in order to accommodate office space, warehouse space and a penthouse roof space that would contain the mechanicals and refrigeration equipment with proper screening of utilities.

- **Article I, Section 150.105(C)(9) Heavy Industrial (G)(2)(E) Maximum Building Height**

**46 Feet or greater with Special Use permit, except for buildings that house mechanical equipment that requires up to an additional 10 feet for clearance. This additional height cannot occupy more than 50% of the building.**

The applicant is requesting that the accessory buildings be as tall as 60 feet in order to serve the primary building as efficiently as possible.

- **Article I, Section 150.702(J) Width of Driveways**

The applicant is requesting that the allowable width of the driveway be increased from 35 feet to 87 feet in order to accommodate the anticipated levels of semi-truck traffic and their turning movements.

- **Article I, Section 150.702(J) Width of Driveways**

The applicant is requesting that the allowable maximum flare of the driveway be increased from 5 feet to 45 feet. This is being requested due to the anticipated levels of semi-truck traffic and their turning movements.

- **Article I, Section 150.704(F) Off-Street Parking and Traffic Circulation Design Standards (8) Parking Lot Design Standards**

The applicant is requesting that the minimum width of parking stalls be reduced from 10 feet to nine feet. Conceptual site designs for the planned development began prior to the recent change in the parking ordinance that requires a ten-foot wide parking stall. Increasing the width of parking stalls for a development of this size would impact the overall lot coverage ratio and stormwater detention which has been carefully designed so as to not impact the creek that runs through the property.

- **Article I, Section 150.704(F) Off-Street Parking and Traffic Circulation Design Standards (8) Parking Lot Design Standards**

The applicant is requesting that the minimum width of two-way drive aisles be reduced from 26 feet to 24 feet. Conceptual site designs for the planned development began prior to the recent change in the parking ordinance that requires a 26-foot wide drive aisle. Increasing the width of the drive aisles for a development of this size would impact the overall lot coverage ratio and stormwater detention which has been carefully designed so as to not impact the creek that runs through the property.

- **Article I, Section 150.707 Exterior Lighting Standards (E)(1) Maximum Luminaire Height**

The applicant is requesting to increase the maximum height of the freestanding light poles from 30 feet to 35 feet in order to accommodate safety factors such as CCTV cameras and to allow the light fixtures to illuminate a larger area, therefore, reducing the number of fixtures needed while ensuring that the development is adequately illuminated for drivers and employees.

- **Article I, Section 150.1003 Definitions**

**Directional sign (on-site):** Signs of three-square feet or less, that do not exceed five feet in height, and are intended to facilitate the movement of vehicles and pedestrians on private property. A direction sign marking a vehicle entrance or exit may include a commercial message or logo of one square-foot or less pertaining to an establishment located on the site, but is limited in number to one per entrance and one per exit. A "Drive Thru" sign of three-square feet or less placed adjacent to or directly over the drive though lane shall be treated as a directional sign; otherwise, the sign will count as a freestanding or building sign (whichever is applicable).

The applicant is requesting that the maximum size for directional signs be increased from 3 square feet to 100 square feet. This is being requested due to the length of the access drives and need for drivers to enter the correct lanes as soon as possible in order to keep semi-truck and passenger vehicle traffic safely segregated.

- **Article I, Section 150.1003 Definitions**

**Directional sign (on-site):** Signs of three-square feet or less, that do not exceed five feet in height, and are intended to facilitate the movement of vehicles and pedestrians on private property. A direction sign marking a vehicle entrance or exit may include a commercial message or logo of one square-foot or less pertaining to an establishment located on the site, but is limited in number to one per entrance and one per exit. A "Drive Thru" sign of three-square feet or less placed adjacent to or directly over the drive though lane shall be treated as a directional sign; otherwise, the sign will count as a freestanding or building sign (whichever is applicable).

The applicant is requesting that the maximum size for logos on directional signs be increased from one square-foot to 35 square feet. This is being requested so that logos and text will be proportional to the requested increased sign size.

- **Article I, Section 150.1003 Definitions**

**Directional sign (on-site):** Signs of three-square feet or less, that do not exceed five feet in height, and are intended to facilitate the movement of vehicles and pedestrians on private property. A direction sign marking a vehicle entrance or exit may include a commercial message or logo of one square-foot or less pertaining to an establishment located on the site, but is limited in number to one per entrance and one per exit. A "Drive Thru" sign of three-square feet or less placed adjacent to or directly over the drive though lane shall be treated as a directional sign; otherwise, the sign will count as a freestanding or building sign (whichever is applicable).

The applicant is requesting that the maximum height for directional signs be increased from five square feet to 8.5 square feet. This is being requested due to the requested increase in the size of the sign and also so that it is more visible to semi-truck drivers.

**Subdivision Ordinance:**

• **Article I, Section 151.41 Design Requirements (B)(8) Tangents**

**A tangent at least 100 feet long shall be introduced between reverse curves on arterial and collector streets. The minimum centerline radius of a horizontal curve will be 300 feet.**

The applicant is requesting to reduce the required centerline radius of a horizontal curve from 300 feet to 160 feet. The applicant is requesting to vacate portions of Crosslink Parkway and Morriem Drive in order to realign Crosslink Parkway to maximize the building envelop of Lot 2 in the Crosslink Business Park No. 2 Subdivision. Due to the existing two developed lots on Crosslink Parkway, adequate room is not available to realign the street and maintain the existing right-of-way in front of the developed lots. The planned development is laid out in a manner that would not create traffic safety concerns due to this reduced horizontal curve.

• **Article I, Sections 151.41 Design Requirements (E)(2) Surface Improvements and 151.65(1) Issuance of Occupancy Permit and Section 98.22 New Building Sidewalk Requirements.**

The applicant is requesting to waive the sidewalk requirements for the Crosslink Business Park No. 2 Subdivision. Sidewalk requirements were waived in the original Crosslink Business Park Subdivision, therefore, several lots have already developed without them.

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**FINDINGS OF FACT:**

Per Section 150.904 (G) of the City of Belvidere Zoning Ordinance, the criteria for granting a Special Use (Planned Development) Permit are as follows:

**A. Findings: The establishment, maintenance, or operation of the Planned Development will not be unreasonably detrimental to or endanger the public health, safety, morals, comfort or general welfare.**

The distribution center land use is outright permitted, the planned development is only for the building and site designs and right-of-way improvements needed to meet the distribution center's logistical needs. The increased height is to allow for maximized storage space while minimizing impervious surfaces which is warranted given the environmentally sensitive areas on the site and proximity to the City's Well No. 8. The signage, lighting and parking lot designs are catered more towards semi-trucks than passenger vehicles since they will be

the primary user of the property. The right-of-way improvements mirror what has already been improved in the past or are being proposed so that the road alignment suits the distribution center's needs while not impacting other properties to the north.

- B. Findings:** The requested Planned Development, both its general use independent of its location and in its specific location, will be in harmony with the purposes, goals, objectives, policies, and standards of the City of Belvidere Comprehensive Plan, this Chapter, and any other plan, program, or ordinance adopted, or under consideration pursuant to Notice of Public Hearing by the City.

The Comprehensive Plan adopted in 1999 shows the property as primarily "General Industrial" with very limited "Environmental Corridor". The General Industrial map category encourages indoor industrial land uses and controlled outdoor storage areas, with moderate landscape and signage. The Environmental Corridor map category includes floodplains, wetlands, woodland and other sensitive features. The planned development is for a distribution center which occurs indoors. The required landscaping will be pushed more to the perimeter of the property to aid with aesthetics and screening. Most directional signage will be internal and not visible from outside of the development. The development was laid out around the environmentally sensitive areas in order to minimize any potential negative impacts.

- C. Findings:** The Planned Development will not in its proposed location and as depicted on the required site plan result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this Chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted or under consideration pursuant to Notice of Public Hearing by the City or governmental agency having jurisdiction to guide development.

Although the scale of the development is considerable, it is smaller than the Stellantis assembly plant to the south and comparable to the Project Kelly development to the west. The majority of the deviations are relatively minor or needed for safer semi-truck movements. The two deviations that would cause the greatest impact would be the overall height of the buildings and the curve of Crosslink Parkway. The building will have staggered rooflines, making the total height and bulk of the building less imposing and comparable to the assembly plant less than 1,000 feet away. The curve of Crosslink Parkway has been reviewed by engineers and found acceptable.

- D. Findings:** The establishment of the Planned Development will not impede the normal and orderly development and improvement of surrounding property, and maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.

Once the property is developed, there will only be the northern most parcels along Crosslink Parkway left vacant. These parcels encompass approximately 35 acres and were annexed into the City of Belvidere in 2005 but have yet to develop. The planned development does not hinder the property's access to Crosslink Parkway and is not anticipated to hinder its development.

- E. **Findings:** The proposed Planned Development is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvement facilities, utilities or services provided by public agencies servicing the subject property.

As part of the subdivision and development process, utilities and adequate public infrastructure will be constructed.

- F. **Findings:** The potential public benefits of the proposed Planned Development outweighs the potential adverse impacts of the proposed Planned Development after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

Distribution centers are becoming more prevalent due to the national trend of online shopping, heightened by recent global events. The location's proximity to the Irene Road interchange and other large-scale buildings makes it favorable for the planned development.

#### **SUMMARY OF FINDINGS:**

The distribution center land use is outright permitted, the planned development is only for the building and site designs and right-of-way improvements needed to meet the distribution center's logistical needs. The increased height is to allow for maximized storage space while minimizing impervious surfaces which is warranted given the environmentally sensitive areas on the site and proximity to the City's Well No. 8. The signage, lighting and parking lot designs are catered more towards semi-trucks than passenger vehicles since they will be the primary user of the property. The right-of-way improvements mirror what has already been improved in the past or are being proposed so that the road alignment suits the distribution center's needs while not impacting other properties to the north.

Although the scale of the development is considerable, it is smaller than the Stellantis assembly plant to the south and comparable to the Project Kelly development to the west. The majority of the deviations are relatively minor or needed for safer semi-truck movements. The two deviations that would cause the greatest impact would be the overall height of the buildings and the curve of Crosslink Parkway. The building will have staggered rooflines, making the total height and bulk of the building less imposing and comparable to the assembly plant less than 1,000 feet away. The curve of Crosslink Parkway has been reviewed by engineers and found acceptable.

Distribution centers are becoming more prevalent due to the national trend of online shopping, heightened by recent global events. The location's proximity to the Irene Road interchange and other large-scale buildings makes it favorable for the planned development.

#### **RECOMMENDATION:**

Planning staff recommends the **approval** of case number **2023-03** subject to the following conditions:

1. The Planned Development shall be developed in substantial conformance with the site plan dated 11/14/2022 unless otherwise noted.
2. A full final site plan shall be submitted to staff (building, public works, police, fire, planning, etc.) for review and subject to final approval prior to the issuance of building permits.



**2023-03, Manhard Consulting, Ltd, Crosslink Business Park No 2., SU**

Comments made by Hampton, Lenzini and Renwick, Inc. shall be addressed in the revised plans.

3. The planned development is granting only the following flexible standards: Section 150.105(C)(9)(G)(2)(E) allowing for the maximum primary building height to be increased from 45 feet to 125 feet; Section 150.105(C)(9)(G)(2)(E) allowing for the maximum auxiliary building height to be increased from 45 feet to 60 feet; Section 150.702(J) allowing for the maximum width of the driveway to be increased from 35 feet to 87 feet; Section 150.702(J) allowing for the maximum flare of the driveway to be increased from 5 feet to 45 feet; Section 150.704(F)(8) allowing for the minimum width of parking stalls to be reduced from 10 feet to nine feet; Section 150.704(F)(8) allowing for the minimum width of a two-way drive aisle to be decreased from 26 feet to 24 feet; Section 150.707(E)(1) allowing the maximum luminaire height to be increased from 30 feet to 35 feet; Section 150.1003 allowing for the maximum size of direction signs to be increased from 3 square feet to 100 square feet; Section 150.1003 allowing for the maximum size of a logo on a directional sign to be increased from 1 square-foot to 35 square feet; Section 150.1003 allowing for the maximum height of a directional sign to be increased from five feet to 8.5 feet; Section 151.41(B)(8) allowing for the reduction of the minimum centerline radius of a horizontal curve from 300 feet to 160 feet Sections 98.22/151.41(E)(2)/151.65(1) allowing for the waiver of installing sidewalks in the public right-of-way.

**Submitted by:**

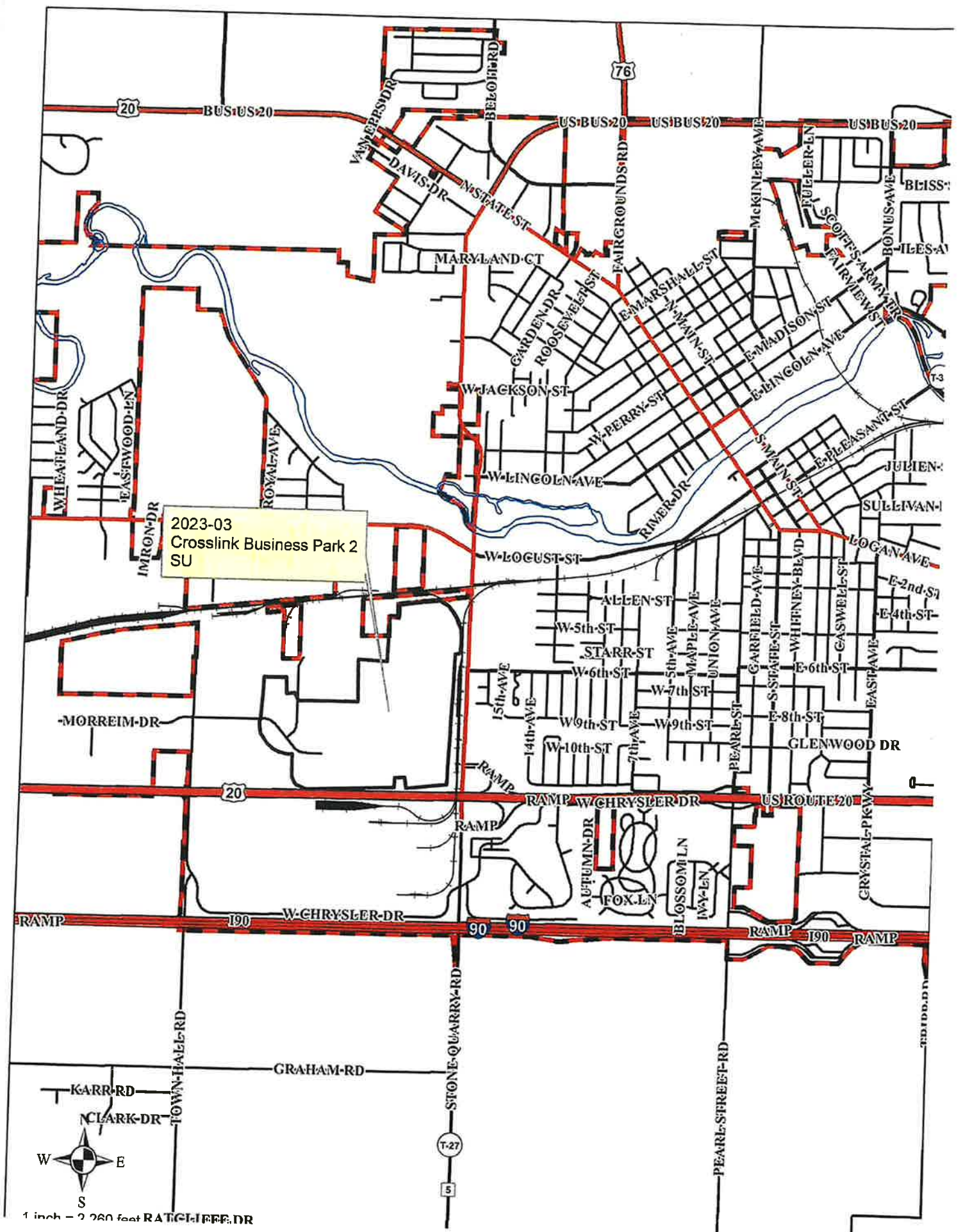
  
Gina DelRose,  
Community Development Planner

**PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION**

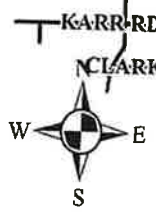
The Planning and Zoning Commission shall make and forward findings of fact as to the compliance of the proposed planned development with the standards and make a recommendation to the City Council. The City Council shall review the findings and recommendation and may accept or reject the findings and recommendation of the Planning and Zoning Commission in whole or in part; or the City Council may refer the matter back to the Planning and Zoning Commission for further consideration. Any approval shall be considered the approval of a unique request and not be construed as precedent for any other proposed planned development.

**ATTACHMENTS:**

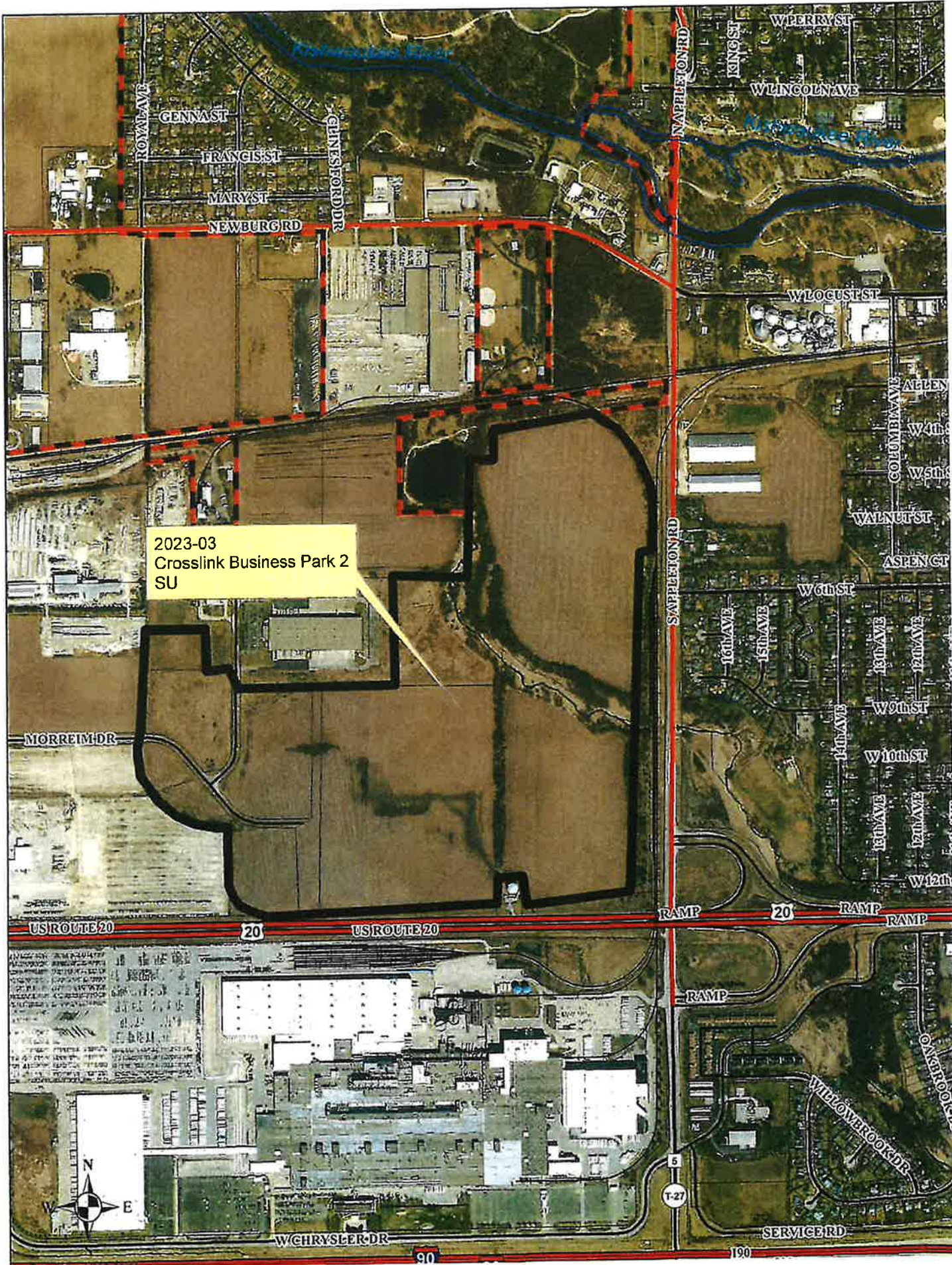
1. Location Map by Planning Staff.
2. Aerial Photo by Planning Staff.
3. Requested Deviations with Justification Submitted by the Applicant.
4. Building Elevations Submitted by the Applicant.
5. Site Plan Submitted by the Applicant.
6. Photometrics Plan submitted by the Applicant.
7. NRI Report 1713 opinion submitted by the Boone County Soil and Water Conservation District, Teagan Duffy.
8. Letter submitted by Hampton, Lenzini and Renwick, Inc., Alex Riegler, December 29, 2022.



2023-03  
 Crosslink Business Park 2  
 SU



1 inch = 2,260 feet  
 RATCLIFFE, DR



2023-03  
Crosslink Business Park 2  
SU

ROYAL AVE  
GENNA ST  
FRANCIS ST  
MARY ST  
NEWBURG RD

CLINES FORD DR

NAPLINGTON RD

WEERRY ST  
W LINCOLN AVE

W LOCUST ST

ALLEN  
W 4th ST  
W 5th ST  
COLUMBIAN AVE

WALNUT ST  
ASPEN CT

SAPPLETON RD

W 6th ST

16th AVE  
15th AVE

16th AVE  
15th AVE

W 6th ST

16th AVE  
15th AVE

W 9th ST

16th AVE  
15th AVE

W 10th ST

16th AVE  
15th AVE

W 12th ST

16th AVE  
15th AVE

MORREIM DR

US ROUTE 20

20

US ROUTE 20

RAMP

20

RAMP

RAMP

RAMP

5  
T-27

W CHRYSLER DR

90

SERVICE RD

190



**List of Requested Code Variances**  
**Project Yukon**  
**City of Belvidere**

1. Section 98.22. Waiver from providing sidewalks in public right of way for streets abutting property.
2. Section 150.105(C)(9)(G)(2)(E) Maximum Building Height. Increase the maximum allowable height of the main building from 45 feet to 125 feet and increase the maximum allowable height of the auxiliary buildings from 45 feet to 60 feet.
3. Section 150.702(I) Width of Driveways. Increase the allowable width from 35 feet to 87 feet and the maximum flare from 5 feet to 45 feet.
4. Section 150.704(F)(8) Parking Layout Dimensions. Reduction in the minimum parking stall width from 10 feet to 9 feet. Reduction in the minimum two-way drive aisle width from 26 feet to 24 feet.
5. Section 150.707(E)(1) Maximum Luminaire Height. Increase the allowable light pole height from 30 feet to 35 feet.
6. Section 150.1003. Increase the allowable size of directional signs from 3 square feet to 100 square feet, increasing the size of the logo from 1 square foot to 35 square feet, and increasing the height of the sign from 5 feet to 8.5 feet.
7. Section 151.41 (B)(8). Reduction in minimum centerline radius of a horizontal curve from 300' to 160'.
8. Section 151.41 (E.)(2). Waiver from providing sidewalk in public right of way.
9. Section 151.65 (1). Waiver from providing sidewalks in public right of way for streets abutting property.

**Justification for Code Variances**  
**Project Yukon**  
**City of Belvidere**

1. Section 98.22. Waiver from providing sidewalks in public right of way for streets abutting property.

*As no public sidewalk presently exists in the public rights of ways in the vicinity of the subject property, a waiver is requested from providing public sidewalk in the abutting rights of ways.*

2. Section 150.105(C)(9)(G)(2)(E) Maximum Building Height.

Request: Increase the maximum allowable height of the main building from 45 feet to 125 feet and increase the maximum allowable height of the auxiliary buildings from 45 feet to 60 feet.

*The proposed cold storage facility requires various tiers of building heights for office space, warehouse space and penthouse roof to house mechanical and refrigeration equipment. The increased building height will allow for proper screening of roof mounted utility equipment.*

3. Section 150.702(J) Width of Driveways.

Request: Increase the allowable width from 35 feet to 87 feet and the maximum flare from 5 feet to 45 feet

*Due to the anticipated tractor trailer turning movements and developer queuing requirements, the increase in allowable driveway width is necessary for trucks to enter and exit the proposed facility from or onto Crosslink Parkway.*

4. Section 150.704(F)(8) Parking Layout Dimensions.

Request: Reduction in the minimum parking stall width from 10 feet to 9 feet.

Request: Reduction in the minimum two-way drive aisle width from 26 feet to 24 feet.

*Due to constraints related to the limited site area for the contemplated development, and limitations on the degree of imperviousness contemplated in the original stormwater design, we are requesting this reduction to provide more pervious vegetative ground cover. The requested reduced dimensions are consistent with other developments in the City.*

5. Section 150.707(E)(1) Maximum Luminaire Height.

Request: Increase the allowable light pole height from 30 feet to 35 feet.

*Due to the size and scale of the proposed development, and in comparison to the neighboring Stellantis development, the additional pole heights with the required fencing and landscape screening would not be noticeable. For security reasons the taller pole heights are necessary for CCTV camera mounting and for photometrics purposes so that light can spread to a wider area and ensure there are no spots of low light emittance or "hot spots".*

6. Section 150.1003. – Directional Sign (on site)

Request: Increase the allowable size of directional signs from 3 square feet to 100 square feet

Request: increase the size of the logo from 1 square foot to 35 square feet

Request: Increasing the height of the sign from 5 feet to 8.5 feet.

*Due to length and location of the proposed access drives, it is necessary properly direct truck traffic and employee traffic in a manner to ensure there is no intermingling of car and truck traffic and provide clear direction to users of the proposed development*

7. Section 151.41 (B)(8). Reduction in minimum centerline radius of a horizontal curve from 300' to 160'.

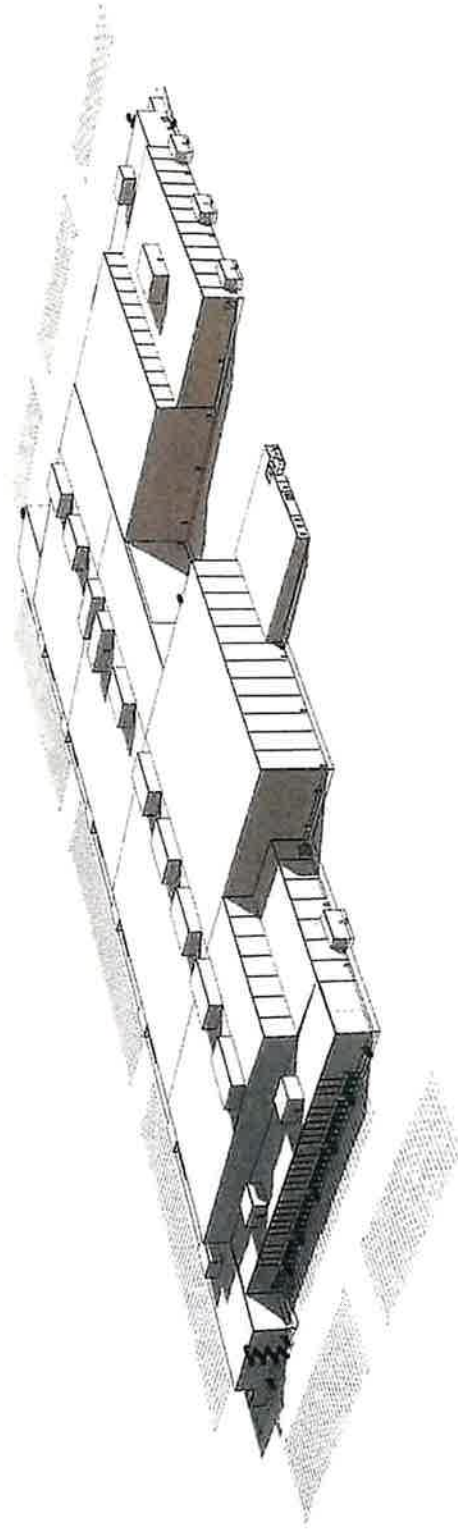
*As a result of geometric constraints associated with the proposed realignment of Crosslink Parkway, a reduction in horizontal curve length is requested in order to allow for the connection of Crosslink, from the south entrance of the Android property to Morreim Drive, around the subject site*

8. Section 151.41 (E.)(2). Waiver from providing sidewalk in public right of way.

*A waiver is requested from providing public sidewalk along Crosslink Parkway, as there presently is no sidewalk in the existing Crosslink Parkway or Morreim Drive rights of way north and west of the subject property*

9. 151.65 (1). Waiver from providing sidewalks in public right of way for streets abutting property.

*As no public sidewalk presently exists in the public rights of ways in the vicinity of the subject property, a waiver is requested from providing public sidewalk in the abutting rights of ways.*



**LEO A DALY**

730 Second Avenue South, Suite 1300  
Minneapolis, MN 55402-2455  
Tel: 612.338.8741 Fax: 612.338.4640

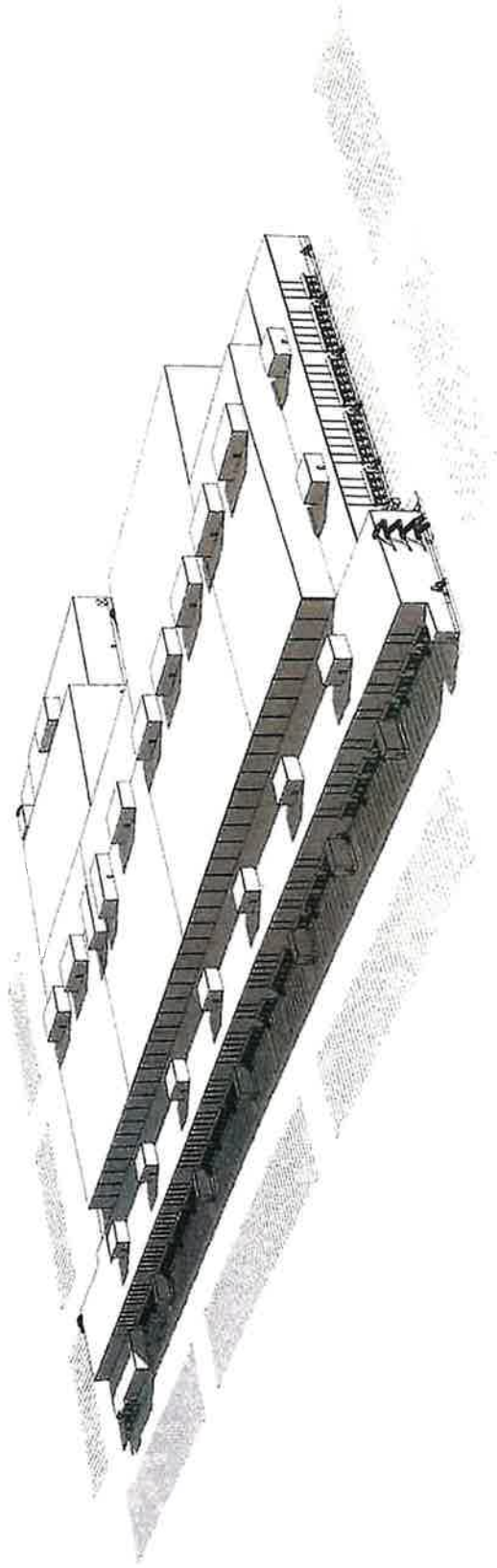
PERISHABLE DISTRIBUTION CENTER 01-HCPDC

BELVIDERE, IL

AERIAL VIEW

DATE: 12/07/02





724 Second Avenue South, Suite 1300  
Minneapolis, MN 55402-2485  
Tel: 612.338.6741 Fax: 612.338.4840

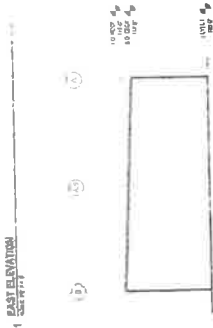
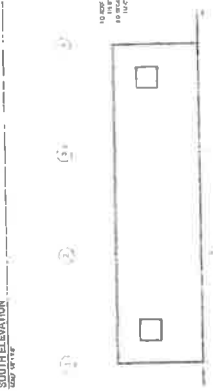
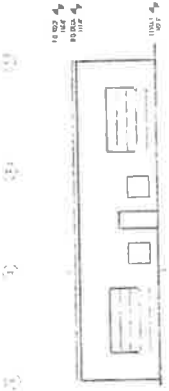
PERISHABLE DISTRIBUTION CENTER 01-HCPDC AERIAL VIEW  
BELVIDERE, IL DATE: 12/07/22

MAINTENANCE GARAGE  
 BUILDING - 06-MGB  
 174000 ST AND 375000 ROAD  
 EASTERN, TEXAS

REVISED LAYOUT



1000 Lubbock Drive  
 Lubbock, TX 79401  
 (806) 791-1111 FAX (806) 791-1004



SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

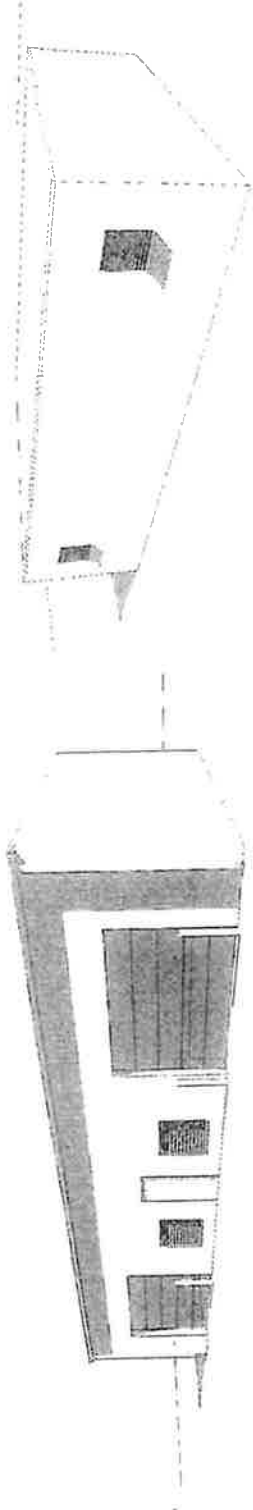
WEST ELEVATION



SCHEMATIC DESIGN

Page 1 of 1  
 06-0001-01  
 06/28/2006

06-AE900

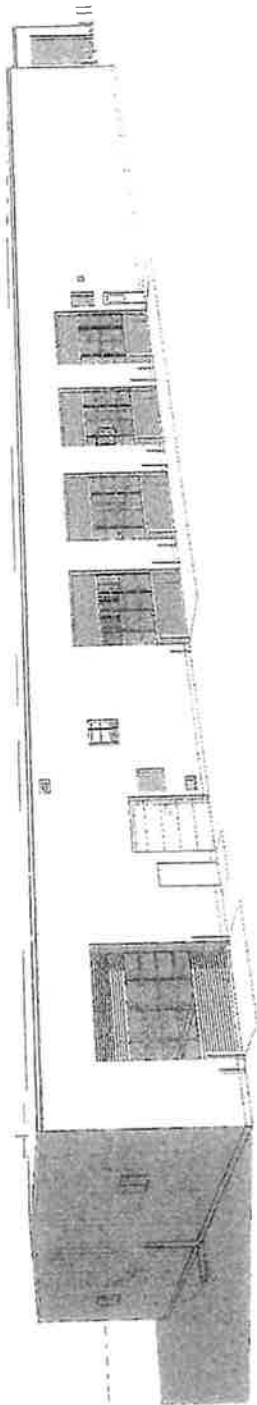


TRUCK MAINTENANCE  
GARAGE  
TRUCKS  
STORAGE  
STORAGE ALWAYS

BRUNNEN & SONS

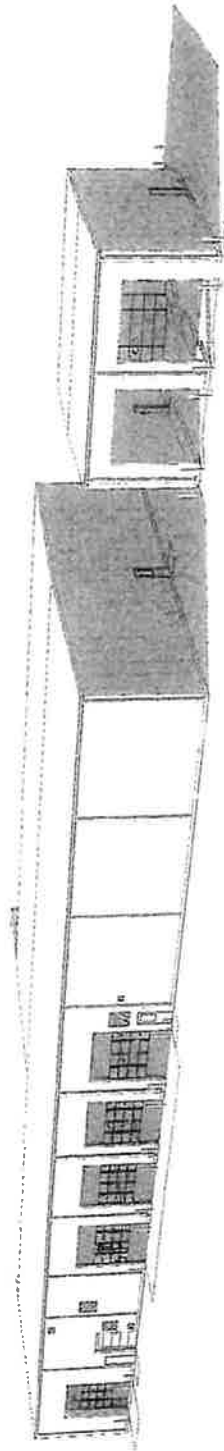


1000 N. 101st St.  
Cedar Rapids, IA 52403  
563.321.1111 | Fax: 563.321.1944



NO.	DESCRIPTION	DATE
1	SCHEMATIC DESIGN	10/22/20
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SCHEMATIC DESIGN



BRUNNEN & SONS  
1000 N. 101st St.  
Cedar Rapids, IA 52403  
563.321.1111 | Fax: 563.321.1944

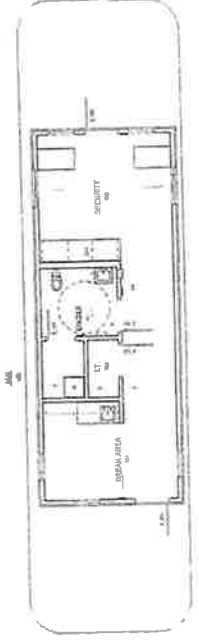
02-AE900B

GUARDHOUSE DESIGNS  
 1000 W. 10th Street, Suite 100  
 Anchorage, Alaska 99501  
 Phone: (907) 562-1111 Fax: (907) 562-1112

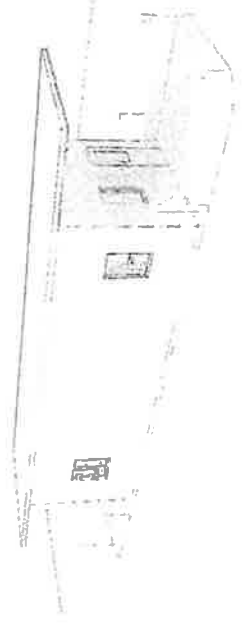
PROJECT NO. 03-AE900



2003-2004  
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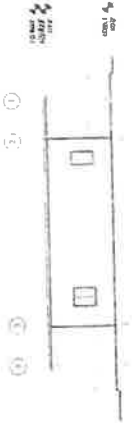


E5 FLOOR PLAN LEVEL 1

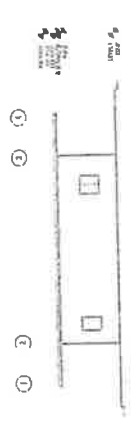


REVISION	DATE	BY	DESCRIPTION
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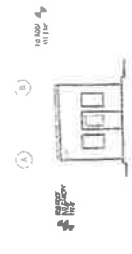
SCHEMATIC DESIGN



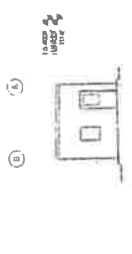
F2 WEST ELEVATION



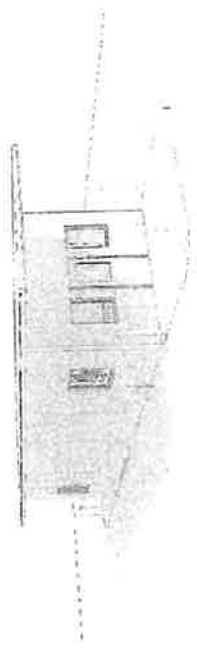
E2 EAST ELEVATION



F1 NORTH ELEVATION



E1 SOUTH ELEVATION



Project No. 03-AE900  
 October 11, 2003  
 BUILDING ELEVATIONS AND FLOOR PLANS

03-AE900

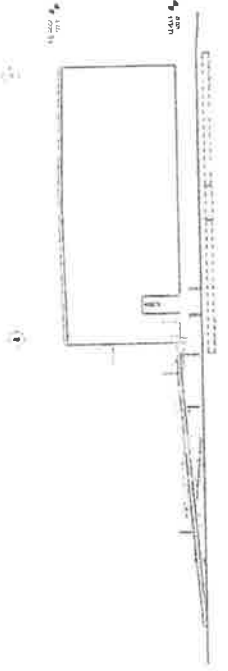


PALET PROCESSING  
BUILDING 05-PPB  
30000 W. 100th ST  
MURKIN, MN 55374

PROJECT NUMBER



PROXIMITY  
ARCHITECTURE & INTERIOR DESIGN  
10000 W. 100th ST  
MURKIN, MN 55374



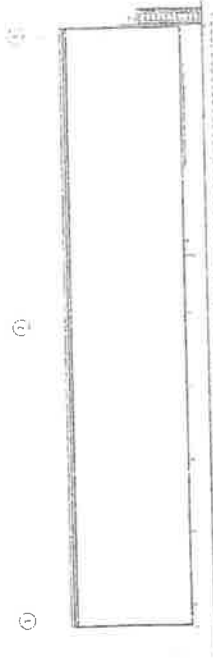
F5 EAST ELEVATION  
DATE: 10/17/17



D5 WEST ELEVATION  
DATE: 10/17/17



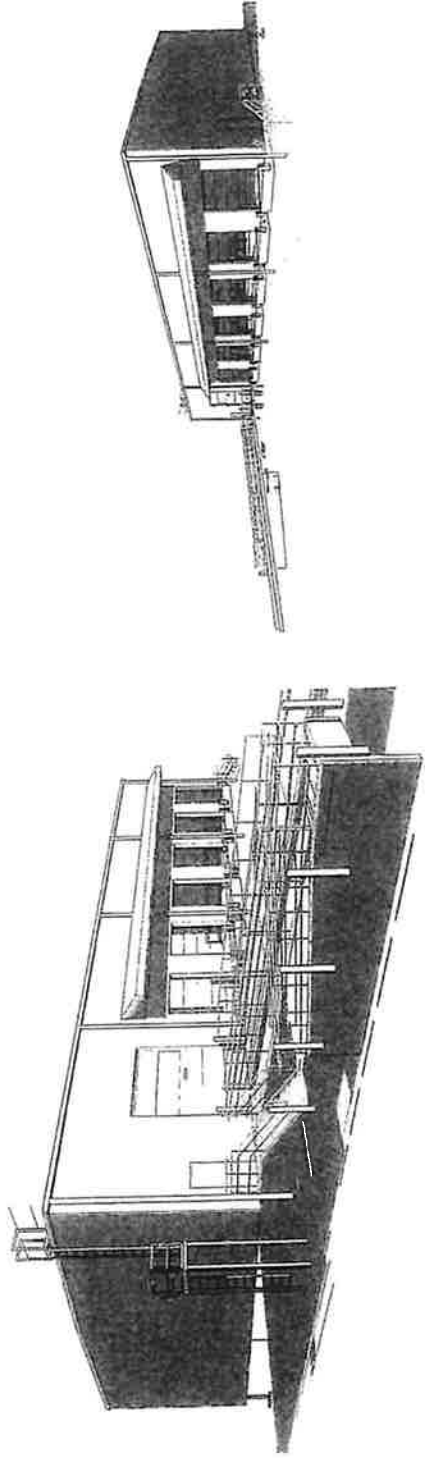
F4 SOUTH ELEVATION  
DATE: 10/17/17



D1 NORTH ELEVATION  
DATE: 10/17/17

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/17/17
2	ISSUED FOR CONSTRUCTION	10/17/17
3	ISSUED FOR AS-BUILT	10/17/17

SCHEMATIC DESIGN



PROJECT: 05-PPB  
DATE: 10/17/17  
PROJECT NUMBER: 05-PPB

05-AE900

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**SITE DATA**

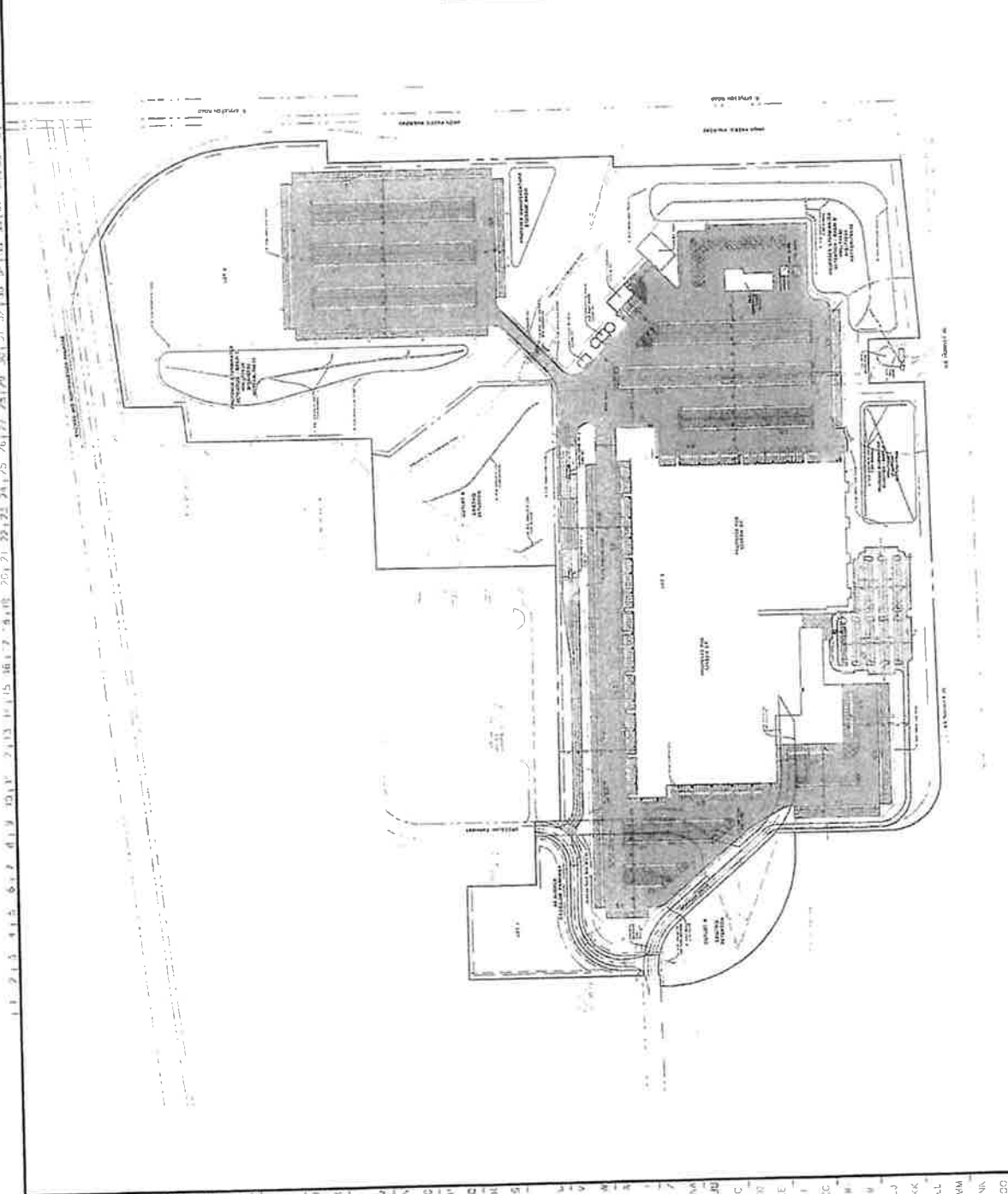
DATE	08/09
PROJECT	PROPOSED COLD STORAGE FACILITY
CLIENT	CITY OF BELVIDERE
DESIGNER	MANHARD CONSULTING ENGINEERS & ARCHITECTS
SCALE	AS SHOWN
DATE	08/09

**GENERAL NOTES:**

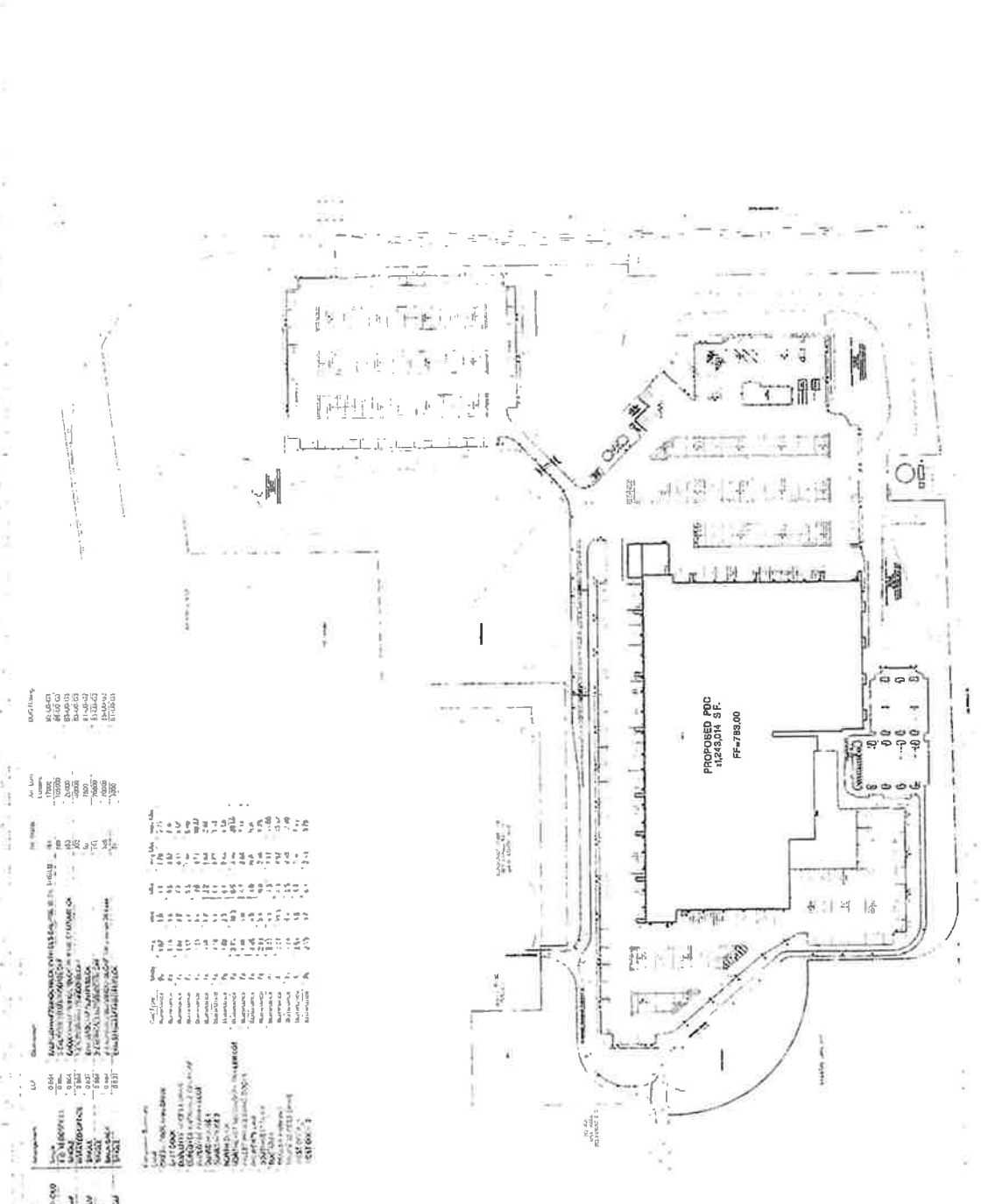
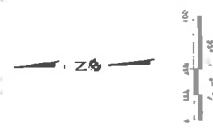
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**PARKING LEGEND**

[Symbol]	COMMERCE/INDUSTRIAL
[Symbol]	VEHICLE STORAGE
[Symbol]	VEHICLE STORAGE - REMEDIATION/PARKING
[Symbol]	VEHICLE STORAGE



CC  
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 II  
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 LL  
 MM  
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 OO



Lot No.	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
10-01-01	10,000	10,000	10,000	10,000
10-01-02	10,000	10,000	10,000	10,000
10-01-03	10,000	10,000	10,000	10,000
10-01-04	10,000	10,000	10,000	10,000
10-01-05	10,000	10,000	10,000	10,000
10-01-06	10,000	10,000	10,000	10,000
10-01-07	10,000	10,000	10,000	10,000
10-01-08	10,000	10,000	10,000	10,000
10-01-09	10,000	10,000	10,000	10,000
10-01-10	10,000	10,000	10,000	10,000

Lot No.	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)	Area (sq. ft.)
10-01-11	10,000	10,000	10,000	10,000
10-01-12	10,000	10,000	10,000	10,000
10-01-13	10,000	10,000	10,000	10,000
10-01-14	10,000	10,000	10,000	10,000
10-01-15	10,000	10,000	10,000	10,000
10-01-16	10,000	10,000	10,000	10,000
10-01-17	10,000	10,000	10,000	10,000
10-01-18	10,000	10,000	10,000	10,000
10-01-19	10,000	10,000	10,000	10,000
10-01-20	10,000	10,000	10,000	10,000

Notes: 1. All lighting fixtures shall be of the enclosed type. 2. All lighting fixtures shall be of the enclosed type. 3. All lighting fixtures shall be of the enclosed type. 4. All lighting fixtures shall be of the enclosed type. 5. All lighting fixtures shall be of the enclosed type. 6. All lighting fixtures shall be of the enclosed type. 7. All lighting fixtures shall be of the enclosed type. 8. All lighting fixtures shall be of the enclosed type. 9. All lighting fixtures shall be of the enclosed type. 10. All lighting fixtures shall be of the enclosed type.



## Opinion of the Boone County SWCD Board

Manhard Consulting has submitted a request for a Natural Resource Information Report as part of an application for a zoning change from General Industrial to Heavy Industrial. This parcel involves approximately 200 acres, located in section 34 of township 44N in range 3E. The parcel identification numbers are 05-34-326-004, 05-34-326-002, 05-34-327-003, 05-34-376-001, 05-34-376-002, 05-34-376-003, 05-34-400-009, 05-34-400-008, 05-34-400-010, 05-34-200-027.

The Boone County Soil & Water Conservation District Board has a

- Favorable  
 Unfavorable  
 Other: Please see board concerns

opinion of the proposed land use change. The Board concerns are stated below. More detailed information is presented throughout the various sections of this document.

Signature of Board Chairman:

Bio [Signature] on 11-30-2022

### Board Concerns:

The board has a favorable opinion for the implementation of the proposed zoning change with a few notable concerns. This parcel involves a wetland area inside of a floodplain. The board recommends that special care be taken to preserve this area and prevent contamination of surrounding natural areas. See 'Wetland and Floodplain Regulations' for more information. This parcel also involves areas of prime farmland that may be displaced if developed. The board recommends that prime farmland be preserved whenever possible and practical.

## **Boone County SWCD Comments NRI REPORT #1713**

### **Erosion Concerns**

The proposed land use of this site is heavy industrial. It is currently agricultural land with a stream corridor. Soil disturbance will occur as a result of developing the site, which is moderately sloping and susceptible to erosion. If the area of disturbance will be greater than one acre, an IEPA NPDES permit will be required; as well as any City/County Permit requirements.

Soil disturbance can create soil erosion which must be properly managed to prevent adverse environmental impacts. Erosion from construction sites is a leading cause of water quality problems in Illinois. Problems caused by this sediment include:

- Increased flooding – Sediment build-up lowers the flow capacity of channels causing more frequent flooding in areas that rarely or never flooded before
- Financial burden to taxpayers - Sediment that finds its way into streets, storm sewers, and ditches result in additional maintenance costs for local, state and federal governments
- Water quality impairment - Sediment laden runoff transfers nutrients and other pollutants to downstream lakes and rivers degrading aquatic habitats and increasing costs for water treatment.

Simple but effective controls include preserving existing trees and grass where possible, using silt fence to trap sediment on the down slope sides of the area of disturbance, using a gravel drive used by all vehicles to limit tracking of mud onto streets, cleaning up sediment carried off-site by vehicles or storms, installing curb inlet controls, using downspout extenders to prevent roof runoff from eroding exposed soil, locating soil piles away from any roads or waterways, and reseeding or sodding the site as soon as possible. The materials (silt fence, stakes, gravel entrance, inlet controls, and grass seed) are easy to find and relatively inexpensive.

The Illinois Urban Manual is a resource of practices used throughout the State and can be accessed at <http://www.aiswcd.org/iium/>. The concept of these practices can be carried over to good housekeeping measures after development occurs and buildings are occupied to prevent stormwater runoff from becoming contaminated.

### **Soil Compaction**

Soil compaction occurs when soil particles are pressed together, reducing the pore space between them. This increases the weight of solids per unit volume of soil (bulk density). Soil compaction occurs in response to pressure (weight per unit area) exerted by field machinery or animals. Other factors affecting compaction include the composition (texture, organic matter, plus clay content and type), soil water content and the number of passes by equipment. The risk for compaction is greatest when soils are wet. A dry soil is much more resistant to compaction than a moist or wet soil.

Compaction restricts rooting depth, which reduces the uptake of water and nutrients by plants. It decreases pore size, increases the proportion of water-filled pore space at field moisture, and decreases soil temperature. This affects the activity of soil organisms by decreasing the rate of decomposition of soil organic matter and subsequent release of nutrients. Compaction decreases infiltration and thus increases runoff and the hazard of water erosion.

Sandy loam, loam, and sandy clay loam soils compact more easily than silt, silt loam, silty clay loam, silty clay, or clay soils. Compaction may extend to 20 inches. Deep compaction affects smaller areas than shallow compaction, but it persists because shrinking and swelling and freezing and thawing affect it less.

The persistence of soil compaction is determined by the depth at which it occurs, the shrink-swell potential of the soil, and the climate. As the depth increases, the more persistent the condition. The type and percentage of clay determine the shrink-swell potential. The greater the shrink-swell potential and number of wet/dry cycles, the lower is the duration of compaction at a particular depth. Freeze/thaw cycles also help decrease near surface compaction.

Soil organic matter promotes aggregation of soil particles. This increases porosity and reduces bulk density (i.e., compaction). It also increases permeability and may increase plant available water. Addition of manure, compost, or other organic materials including newspaper, and woodchips, can improve soil structure, helping to resist compaction. Compaction can be reduced by reducing the number of trips across an area, working with or on the soils when dry, reducing pressure of equipment, and maintaining organic matter in the soil.

### **Rusty Patch Bumble Bee**

The PIQ has been identified to be in a Rusty Patch Bumble Bee high potential zone. The U.S. Fish and Wildlife Service listed the rusty patched bumble bee as endangered under the Endangered Species Act. Endangered species are animals and plants that are in danger of becoming extinct. The rusty patch bumble bee is a pollinator that lives in prairies and grasslands which are one of the last species to go into hibernation. They need areas that provide nectar and pollen from flowers, nesting sites (underground), and overwintering sites for hibernating queens (undisturbed soil).

Many factors have led to the rust patch bumble bee becoming an endangered species. Most of prairies and grasslands of the Upper Midwest and Northeast have been converted to monoculture farms or developed areas, such as cities and roads. Grasslands that remain tend to be small and isolated. Increases in farm size and technology advances improved the operating efficiency of farms but have led to practices that harm bumble bees, including increased use of pesticides, loss of crop diversity which results in flowering crops being available for only a short time, loss of hedgerows and the flowers that grew there, and loss of legume pastures.

There are numerous programs, research, and groups working towards helping the rusty patch bumble bee. Some things you can do to help include having flowering plants, providing natural areas with native plants, and minimize the use of pesticides and chemical fertilizer.

### **Stream Corridor**

A stream corridor refers to rivers, creeks, streams and the adjacent areas that water influences. Streams are among the most important natural resources, their complex ecosystem provides habitat for a diversity of species. Stream corridors have great social, cultural, and environmental value. Healthy streams create critical habitat for fish and wildlife, water for recreational activities

and help filter out pollutants. Streams surrounded by a healthy mix of vegetation including grasses, shrubs and trees buffer the effects of surrounding land.

Streams and their surrounding areas can be damaged very quickly, but it often takes much time and effort to repair the damage. Whether it is a natural event or a human induced activity, disturbances bring changes to stream corridors. Disturbances place stress on the stream and have the potential to alter its structure and impair its ability to perform key ecological functions.

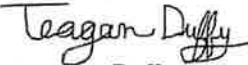
Urban development is one of the leading causes of stream degradation. Development increases the amount of stormwater runoff because of impervious surfaces such as parking lots like in the northern half of the site. Increased amounts of impervious surfaces reduce the amount of water that is able to infiltrate into our ground which runs off urban impervious surfaces instead, while washing pollutants away with it.

Contaminated stormwater runoff can reach local water resources if not properly managed. Removing plant buffers along streams prevents vegetation from filtering out pollutants and holding the soil in place. Maintain the vegetation within the stream corridor for protection against degradation.

**\*\*Any acreage discrepancies are due to the acres included with Right of Ways\*\***

Thank you for taking the SWCD's concerns under consideration. If you have any questions or comments about this report or its findings, please contact the Boone County Soil and Water Conservation District at (815) 544-3465 ext. 3

Sincerely,



Teagan Duffy

*Resource Conservationist*



**Hampton, Lenzini and Renwick, Inc.**

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists  
www.hlrengineering.com

December 29, 2022

Mr. Brent Anderson  
Director of Public Works  
City of Belvidere  
401 Whitney Boulevard, Suite 200  
Belvidere, Illinois 61008

Re: 2023-02; Crosslink Business Park 2 Subdivision  
Proposed Cold Storage Facility  
City of Belvidere  
Plat of Subdivision and Engineering Plan Review

Dear Mr. Anderson:

We reviewed the following items for the referenced project:

- Proposed Preliminary Engineering Plan for Proposed Cold Storage Facility prepared by Manhard Consulting, Ltd and dated November 14, 2022
- Preliminary Plat of Crosslink Business Park No. 2 Subdivision prepared by Manhard Consulting, Ltd and dated November 14, 2022

The following comments are offered for your consideration:

**GENERAL COMMENTS**

1. It is understood that the submitted items are preliminary in nature. Additional comments may arise as more information is provided.
2. The final submittal will need to include the following:
  - a. Advanced drainage plan per Section 151.42 of the Belvidere City Ordinance
  - b. Erosion and sediment control plan per Section 151.45 of the Belvidere City Ordinance
  - c. Landscape plan per Section 151.49 of the Belvidere City Ordinance

**PRELIMINARY ENGINEERING PLAN**

**SHEET 1 – TITLE SHEET**

3. The final plans will need the signature and seal of a Professional Engineer licensed in the State of Illinois.

**SHEETS 2-5 – OVERALL PLAN, PRELIMINARY SITE DIMENSIONAL AND PAVING PLAN**

4. Provide an existing conditions and demolition plan.
5. Provide proposed pavement sections for all items listed in the Pavement Legend.

---

380 Shepard Drive  
1401 Timber Drive, Unit 1  
Elgin, Illinois 60123-7010  
Tel. 847 697 6700  
Fax 847 697 6753

380 N. Terra Cotta Road  
Unit G  
Crystal Lake, Illinois 60014  
Tel. 847 697.6700  
Fax 847 697 6753

3085 Stevenson Drive  
Suite 201  
Springfield, Illinois 62703  
Tel. 217.546 3400  
Fax 217.546 8116

323 West 3rd Street  
P O. Box 160  
Mt Carmel, Illinois 62863  
Tel. 618.262 8651  
Fax 618 263 3327

6. Provide a profile view of the proposed re-aligned Crosslink Parkway with grades and elevations at 50-foot intervals.
7. Provide cross sections for the proposed re-aligned Crosslink Parkway.
8. Provide all details and notes necessary to construct the proposed improvement.

#### **SHEETS 6-8 – PRELIMINARY GRADING PLAN**

9. It appears that Crosslink Parkway and the west side of the site overflow to Outlot A, the existing detention basin. Clarify how the overflow route is planned to cross Morreim Drive.
10. The HWL of Basins A and B appear to be shown incorrectly.
11. Existing Outlots A and B are shown with over 30 feet between the bottom elevation and high water elevation. Is this correct?
12. Fill in the survey date for Grading Note #9.

#### **SHEETS 9-11 – PRELIMINARY UTILITY PLAN**

13. The smaller font size for existing utility information makes it difficult to read. Please increase the font size.
14. For all proposed utility structures, provide a unique number or letter, the structure diameter, rim and invert elevations, and frame and lid type.
15. For all proposed utility pipes, provide the material, length, and slope.
16. For all locations where existing or proposed utility pipes cross each other, provide top and bottom of pipe elevations and separation distance.
17. Provide structural designs for the proposed box culverts.
18. Provide calculations to show that the proposed culverts can convey the existing waterway without negative downstream impacts.
19. Provide additional design information for the proposed lift station, fire protection tanks, and pump house.
20. Provide all details and notes necessary to construct the proposed utilities.
21. There are storm sewer size labels that aren't connected to any proposed storm sewer in the parking area west of the truck maintenance garage. Revise as necessary.
22. The domestic water main changes in size from 8-inch at the northwest corner of the building to 12-inch at the northeast corner. Clarify where the water main size changes. Also clarify whether the water main interconnects with the fire protection main where they cross near the proposed pump house.
23. Show any proposed drainage easements on the utility plan.

#### **PRELIMINARY PLAT OF SUBDIVISION**

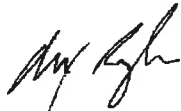
24. Missing Owners Endorsement signature block.
25. No existing monuments shown or called out on existing boundary (sheet 2 of 2) at boundary corners or section corners.
26. Provide Plat of Vacation for Crosslink Parkway and Morreim Drive for review
27. No topographic survey and drainage profile shown per 765 ILCS 205/1.
28. No easements shown for proposed detention ponds shown on engineering plans.

Mr. Brent Anderson  
City of Belvidere  
December 29, 2022

Indicated items should be clarified or corrected and resubmitted with a comment response letter. Additional comments may be provided based on future revisions.

Yours truly,

**HAMPTON, LENZINI AND RENWICK, INC.**

A handwritten signature in black ink, appearing to read "Alex Riegler". The signature is written in a cursive, flowing style.

Alex Riegler, PE

CITY OF BELVIDERE  
*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

January 3, 2023

## ADVISORY REPORT

**CASE NO:** 2023-04      **APPLICANT:** Orland Kids Academy, LLC, 2170 Pearl Street

### REQUEST AND LOCATION:

The applicant, Orland Kids Academy, LLC, 555 W. Kinzie Street #4002, Chicago, IL 60654 on behalf of the property owner, The Board of Trustees of the University of Illinois, PO Box 4595, Oakbrook, IL 60522 is requesting a special use to permit a daycare center at 2170 Pearl Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105(C)(2)(B)(2) Daycare Center (3+ children) and 150.904 Special Use Review and Approval Procedures) in the PO, Planned Office District on approximately 2.0 acres. The subject property is rectangular in shape, approximately 2 acres (PIN: 07-01-102-004) and developed with a vacant medical building and large parking area.

### EXISTING LAND USE:

**Subject property:** Vacant medical building

#### Adjacent Property

**North:** Belvidere Family Pet Hospital

**South:** Symphony Northwoods nursing home

**East:** Vacant/ Row Crop Production (County)

**West:** Four Seasons Mobile Home Park

### CURRENT ZONING:

**Subject property:** PO, Planned Office District

#### Adjacent Property

**North:** PO, Planned Office District

**South:** I, Institutional District

**East:** B-2, General Business District (County)

**West:** MR-8L, Multi-Family Residential-8 Large District

### COMPREHENSIVE PLAN:

**Subject property:** Planned Industrial

#### Adjacent Property

**North and East:** Planned Industrial

**South:** Institutional

**West:** Two Family



**BACKGROUND:**

The property is developed with an 11,560 square-foot single-story medical office. A walkway connects the building to the adjacent nursing home.

The applicant intends to renovate the building into a daycare center for children ages 6 weeks old to 6 years old. The eastern parking lot and grassy area will become the outdoor play area. The area will be fenced in order to keep vehicles from the northern parking lot separated. The play areas will be facing the agricultural fields to the east, away from the road and residences.

Sager Avenue is intended to continue westward and connect to Pearl Street south of the nursing home. This would allow the subject property to have a more direct access to the nearby industrial park, making it more favorable for those parents working in one of the many businesses nearby in the future.

**TREND OF DEVELOPMENT:**

The subject property is located along Pearl Street, south of Grant Highway. While the intersection is an established commercial area, south is a mix of high density residential, medical and agricultural that has not experienced any new development in recent years.

**FINDINGS OF FACT:**

Per Section 150.904 (G) of the City of Belvidere Zoning Ordinance, the criteria for granting a Special Use Permit are as follows:

- A. **Findings: The establishment, maintenance, or operation of the special use will not be unreasonably detrimental to or endanger the public health, safety, morals, comfort or general welfare.**

Daycare centers are often located near commercial areas and along major thoroughfares. These locations allow for easy access for those dropping off and picking up children while commuting for work or running errands. Daycare centers typically do not participate in high risk activities or generate consistent traffic for long periods of time.

- B. **Findings: The proposed special use, both its general use independent of its location and in its specific location, will not be in harmony with the purposes, goals, objectives, policies, and standards of the City of Belvidere Comprehensive Plan, this Chapter, and any other plan, program, or ordinance adopted, or under consideration pursuant to Notice of Public Hearing by the City.**

The Comprehensive Plan designates the subject property as Planned Industrial Use; this use encourages high-quality indoor manufacturing, assembly and storage uses with generous landscaping and limited signage. Daycare centers are permitted in the planned industrial district by special use. Having childcare options available near areas of employment is appealing to the workforce.

- C. **Findings: The special use will not in its proposed location and as depicted on the required site plan, result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this Chapter, the Comprehensive Plan, or any other plan, program,**

**map, or ordinance adopted or under consideration pursuant to Notice of Public Hearing by the City or governmental agency having jurisdiction to guide development.**

Although Pearl Street becomes more rural as it extends further south of Belvidere's corporate limits, the subject property is approximately 1,000 feet from the intersection of Grant Highway and is directly across the street from the entrance to Four Seasons Mobile Home Park. The proximity to a mix of residential and non-residential uses and a major thoroughfare makes the subject property a suitable location for drop-off and pick-up businesses such as a daycare center. There is enough open space and parking area to allow for adequate outdoor play areas for the children and parking for staff and clients.

- D. **Findings: The establishment of the special use will not impede the normal and orderly development and improvement of surrounding property, and does maintain the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property.**

A daycare center at this location is readily accessible to those living and working in Belvidere and Boone County or commuting to neighboring municipalities. While daycare centers are a special use to ensure each site is safely accessible and has adequate amenities such as outdoor play areas, they are a special use in almost every zoning district in the City of Belvidere because they are intended to spread out all over the city with little negative impact to future development patterns and the surrounding neighborhood.

- E. **Findings: The proposed special use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvement facilities, utilities or services provided by public agencies servicing the subject property.**

The subject property is already developed with a commercial building that is served with municipal utilities.

- F. **Findings: The potential public benefits of the proposed special use does outweigh any and all potential adverse impacts of the proposed special use after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.**

Daycare centers not only provide a service to those living and working within the City, but also to those commuting to other municipalities. The location of the daycare center provides easy access to those traveling along Grant Highway, whether they are leaving or coming to Belvidere.

#### **SUMMARY OF FINDINGS:**

Although Pearl Street becomes more rural as it extends further south of Belvidere's corporate limits, the subject property is approximately 1,000 feet from the intersection of Grant Highway and is directly across the street from the entrance to Four Seasons Mobile Home Park. The proximity to a mix of residential and non-residential uses and a major thoroughfare makes the subject property a suitable location for drop-off and pick-up businesses such as a daycare center. There is enough open space and parking area to allow for adequate outdoor play areas for the children and parking for staff and clients.

**2023-04; Orland Kids Academy, LLC, 2170 Pearl Street**

While daycare centers are a special use to ensure each site is safely accessible and has adequate amenities such as outdoor play areas, they are a special use in almost every zoning district in the City of Belvidere because they are intended to spread out all over the city with little negative impact to future development patterns and the surrounding neighborhood. Daycare centers typically do not participate in high risk activities or generate consistent traffic for long periods of time.

The Comprehensive Plan designates the subject property as Planned Industrial Use; this use encourages high-quality indoor manufacturing, assembly and storage uses with generous landscaping and limited signage. Daycare centers are permitted in the planned industrial district by special use. Having childcare options available near areas of employment is appealing to the workforce.

**RECOMMENDATION:**

The planning staff recommends the **approval** of case number **2023-04** for a special use for daycare center (3+ children) at 2170 Pearl Street subject to the following conditions.

1. Substantial compliance with the site plan submitted.
2. The outdoor play area shall be separated from all vehicle traffic circulation areas by fence.
3. A fire alarm that includes an emergency voice/alarm communication system shall be installed.

**Submitted by:**

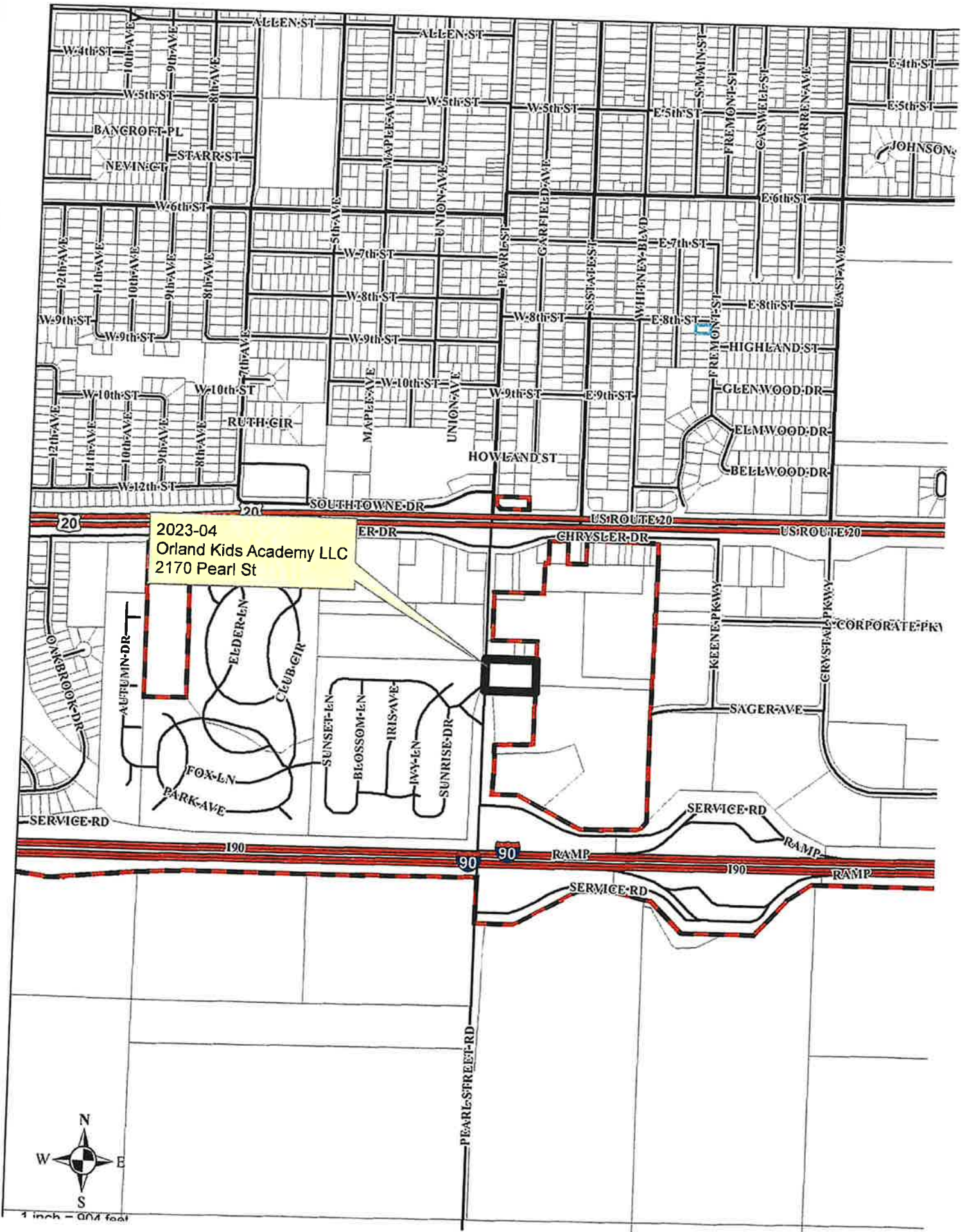
  
Gina DelRose  
Community Development Planner

**Review and Recommendation by the Planning and Zoning Commission.** The Planning and Zoning Commission shall review the application, adopt findings of fact, and make a recommendation to the City Council.

**Review and Action by the City Council.** The City Council shall consider the Planning and Zoning Commission's recommendation regarding the proposed special use. The City Council may approve or deny the special use as originally proposed, may approve the proposed special use with modifications or may remand the matter back to the Planning and Zoning Commission for further discussion or hearing. The City Council's approval of the requested special use shall be considered the approval of a unique request, and shall not be construed as precedent for any other proposed special use.

**ATTACHMENTS**

1. Location Map by Planning Staff.
2. Aerial Photo with by Planning Staff.
3. Narrative submitted by Applicant.
4. Site plans submitted by Applicant.
5. Letter submitted by the Boone County Soil and Water Conservation District, Teagan Duffy, December 14, 2022.
6. Letter submitted by the Boone County Health Department, Amanda Mehl, December 21, 2022.
7. E-mail submitted by the Belvidere Fire Department, Mark Beck, December 30, 2022.



2023-04  
Orlando Kids Academy LLC  
2170 Pearl St



1 inch = 0.04 feet



2023-04  
Orland Kids Academy LLC  
2170 Pearl St

2170 Pearl St. Belvidere.

My name is Adel Ghaffari. In the past 10 years I have owned a k-12 school overseas. Using my expertise, I would like to open a Daycare center in Belvidere, IL. The reason I chose Belvidere is because my friend has already have a daycare center in Belvidere and has expressed and emphasized the need for more centers for the residents of Belvidere . We have discussed the lengthy waitlist and ongoing calls they receive each day for enrollments that are not able to fit in theirs .

I plan to provide a safe and healthy learning environment for young children of Belvidere. We will also be providing an ongoing service to the community by providing more than 20 jobs. The daycare will consist of 6 large classrooms with an indoor play area.

We request to apply for 110 kids capacity during the hours of 5:30 am - 6:00pm.

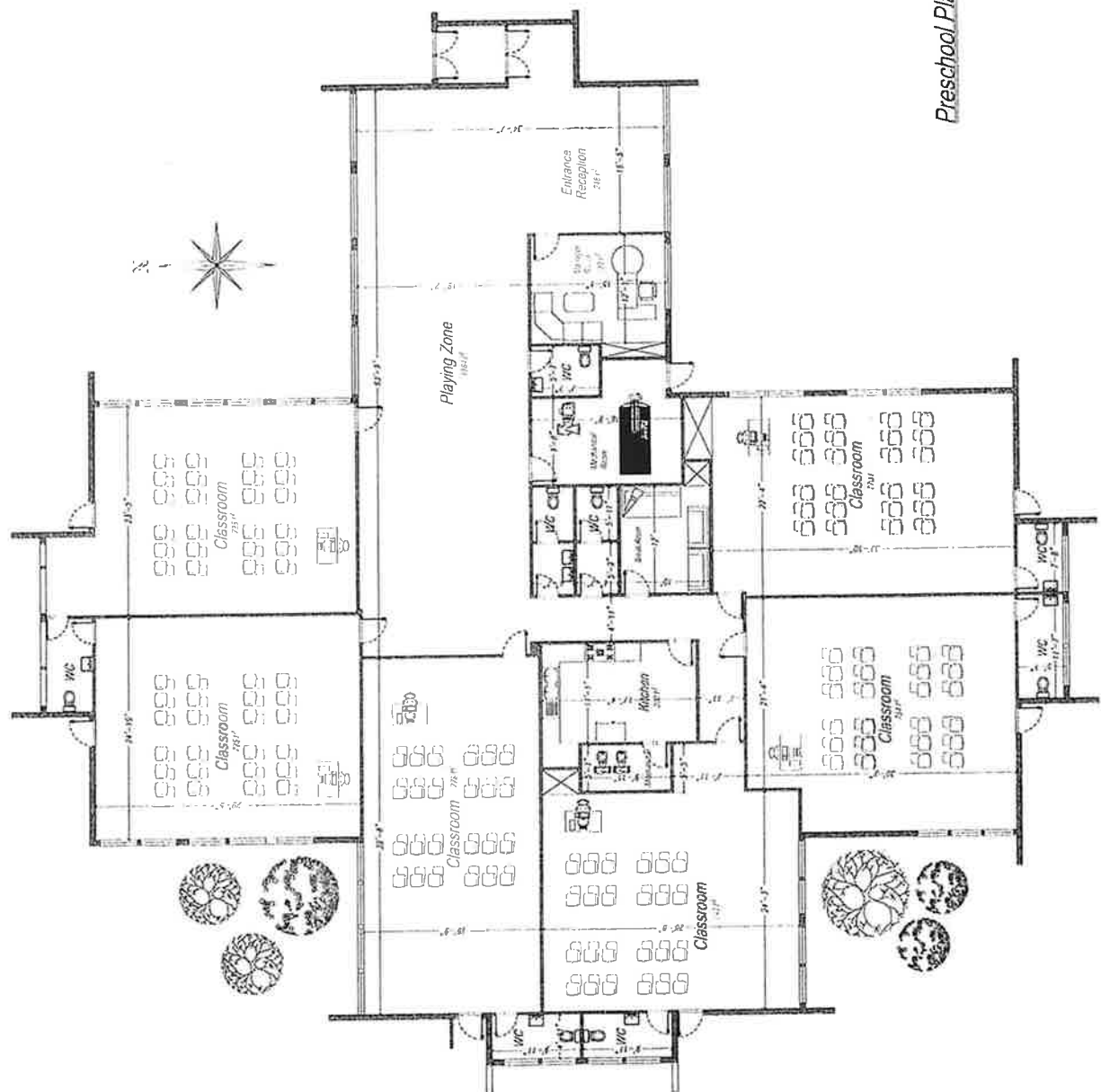
Outside the building, there will be vast biking area for children ages 3 and up along with an outdoor playground that will be separated from the parking with fences. The center will be accepting kids from 6 weeks to 6 year old

We appreciate your support and cooperation with this.

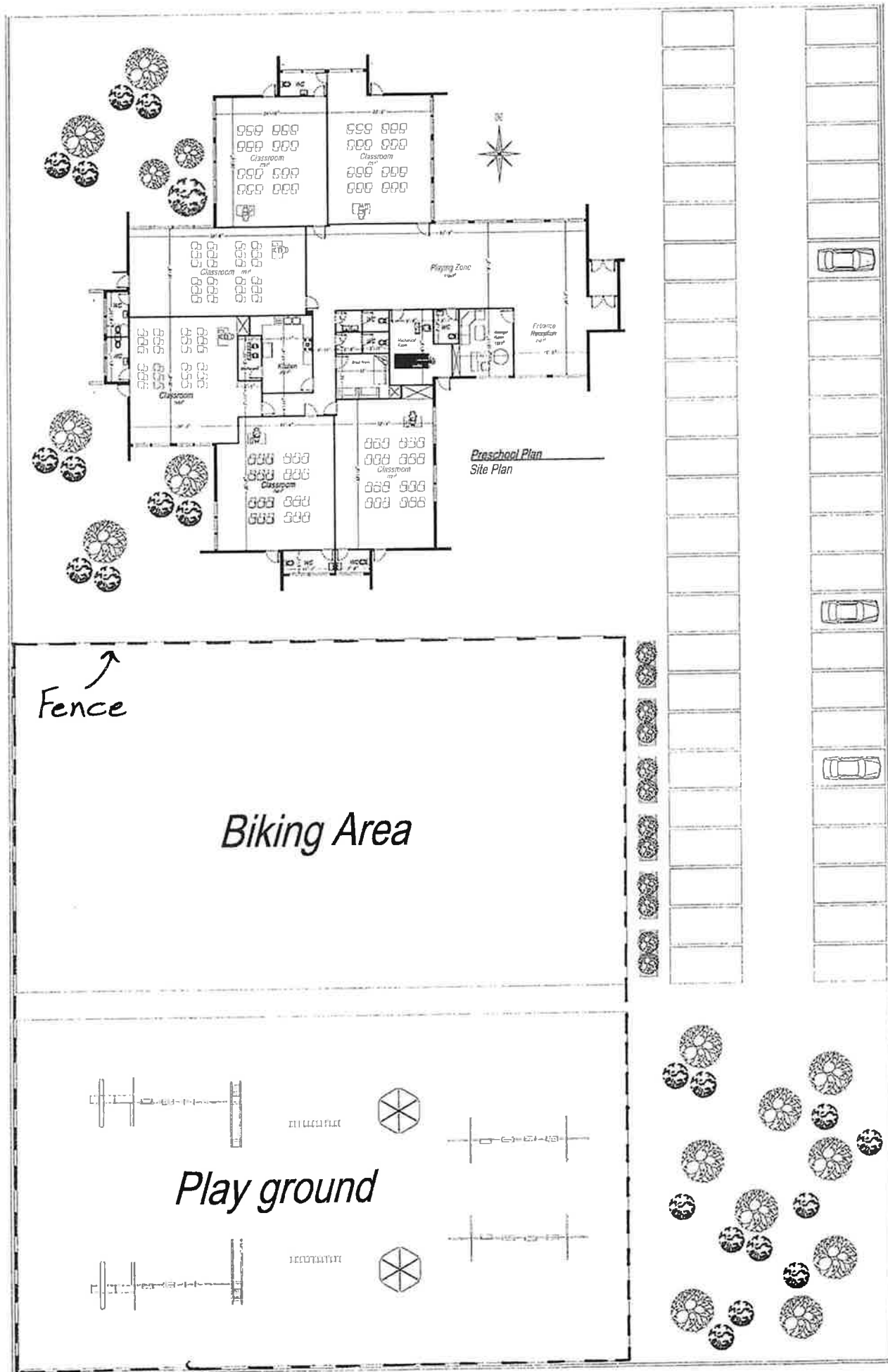
Adel Ghaffari 

12, 13, 22

Preschool Plan









2170 Pearl St. Belvidere



**Boone County  
Soil & Water  
Conservation District**

211. N. Appleton Road  
Belvidere, IL 61008  
815-544-3465 x3

14 December 2022

**SWCD NRI #: 1719**

Belvidere Planning Department  
401 Whitney Blvd., Suite 300  
Belvidere, IL 61008

Dear Sir/Madam,

A request for a Natural Resource Information Report was submitted. We will supply a written reply to your office as indicated below:

Our review does not apply in this instance.  
 Other (see attached)

**Location of Site:** 2170 Pearl Street, Belvidere, IL 61008  
**PIN(S):** 07-01-102-004

Contact	Petitioner	Owner
Adel Ghaffari 555 W. Kinzie St., Apt. 4002 Chicago, Illinois 60654	Same as Contact	The Board of Trustees of the University of Illinois c/o Jeffrey M. Hucek, PO Box 4595 Oak Brook, Illinois 60522
312-900-6875 <a href="mailto:Adelghafari71@yahoo.com">Adelghafari71@yahoo.com</a>		

**Request:** Allow a Daycare center in the PO district

**Notes, if any:** By considering the current zoning, current land use, Geographical Information Systems maps, and requested special use permit, the Boone County Soil and Water Conservation District has determined that the proposed use will have no significant impact on the natural resources on the property or surrounding area.

Sincerely,

Teagan Duffy  
Boone County Soil & Water  
Conservation District



**Public Health**  
Prevent. Promote. Protect.

## Boone County Health Department

1204 Logan Avenue, Belvidere, Illinois 61008  
Main Office 815.544.2951 Clinic 815.544.9730 Fax 815.544.2050  
[www.boonehealth.org](http://www.boonehealth.org)

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*The mission of the Boone County Health Department is to serve our community by preventing the spread of disease, promoting optimal wellness & protecting the public's health.*

December 21, 2022

City of Belvidere  
Community Development  
Gina DelRose  
401 Whitney Blvd Suite 300  
Belvidere, IL 61008

Email: [gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)

Re: Case: 2023-04; Orland Kids Academy. LLC. 2170 Pearl Street

Dear City of Belvidere,

We are in receipt of a copy of a special use to permit a daycare center at 2170 Pearl Street, Belvidere, IL 61008 (Belvidere Zoning Ordinance Sections 150.105(C)(2)(B)(2) Daycare Center (3+ children) and 150.904 Special Use Review and Approval Procedures) in the PO, Planned Office District on approximately 2.0 acres. PIN: 07-01-102-004.

If prepared or temperature controlled foods are served, prior to operation of the establishment a to-scale plan and a food application must be submitted to the Boone County Health Department for review. The plan review fee would be determined when menu information is submitted. Below is the county code explaining this further.

Sec. 30-35. Submission and review of plans; permits.

- (a) *Generally*, whenever a food service establishment or retail food store is constructed or extensively remodeled and whenever an existing structure is converted to use as a food service establishment, properly prepared plans and specifications for such construction, remodeling, or conversion shall be submitted to the regulatory authority for review and approval before construction, remodeling, or conversion is begun. The plans and specifications shall indicate the proposed layout, arrangement, mechanical plans, construction materials of work areas, and the type and model of proposed fixed equipment and facilities.
- (b) *Permit required*. Any business or organization desiring to operate as a food service establishment or retail food establishment must have a current food service permit.
- (c) *Plans, inspection and approval*. Before issuing a food service permit to a new establishment, plans must be submitted to and approved by the health authority. Plans submitted for review must be accompanied by the appropriate plan review fee as listed in section 38-31.

RE: Case: 2023-04; Orland Kids Academy. LLC. 2170 Pearl Street

Date: December 21, 2022

Page: 2 of 3

*Food establishment classifications.* All food service establishments or retail food establishments shall be categorized according to their type of operation, size of operation, and risk category of the food prepared and/or served and shall obtain a permit for the class of operation as hereinafter defined. The listing of various types of operation is not intended to be all inclusive, but typical and not limited to those mentioned. If a food establishment is not specifically listed, it shall be classified according to the class to which it most closely resembles.

- (1) *Category I High Risk Facility:* is a food establishment that presents a high relative risk of causing foodborne illness based on the large number of food handling operations typically implicated in foodborne outbreaks and/or type of population served by the facility. The following criteria shall be used to classify facilities as Category I High Risk facilities:
  - a. whenever cooling of potentially hazardous foods occurs as part of the food handling operations at the facility;
  - b. when potentially hazardous foods are prepared hot or cold and held hot or cold for more than 12 hours before serving;
  - c. if potentially hazardous foods which have been previously cooked and cooled must be reheated;
  - d. when potentially hazardous foods are prepared for off-premises service for which time-temperature requirements during transportation, holding and service are relevant;
  - e. whenever complex preparation of foods, or extensive handling of raw ingredients with hand contact for ready to eat foods, occurs as a part of the food handling operations at the facility;
  - f. if vacuum packaging and/or other forms of reduced oxygen packaging are performed at the retail level; or
  - g. whenever serving immunocompromised individuals, where these individuals compromise the majority of the consuming population.
- (2) *Category I High Risk Multi-Department Facility:* is a food establishment that presents a high relative risk of causing foodborne illness based on the large number of food handling operations typically implicated in foodborne outbreaks. These facilities have the same criteria as Category I High Risk facilities, and have 3 or more departments within their facilities which need inspection including but not limited to main grocery, bakery, deli, meat and seafood departments.
- (3) *Category II Medium Risk Facility:* is a food establishment that presents a medium risk of causing foodborne illness based upon a few food handling operations typically implicated in foodborne illness outbreaks. The following criteria shall be used to classify facilities as Category II Medium Risk facilities:

RE: Case: 2023-04; Orland Kids Academy. LLC. 2170 Pearl Street

Date: December 21, 2022

Page: 3 of 3

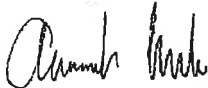
- a. if hot or cold foods are not maintained at that temperature for more than 12 hours and are restricted to same day service;
- b. if preparing foods for service from raw ingredients uses only minimal assembly; and
- c. foods served at an establishment that require complex preparation (whether canned, frozen, or fresh prepared) are obtained from an approved food processing plants, (high risk) food service establishments or retail food stores.

(4) *Category III Low Risk Facility*: is a food establishment that presents a low relative risk of causing foodborne illness based on few or no food handling operations typically implicated in foodborne illness outbreaks. The following criteria shall be used to classify facilities as Category III Low Risk facilities:

- a. only prepackaged foods are available or served in the facility, and any potentially hazardous foods available are commercially pre-packaged in an approved food processing plant;
- b. only limited preparation of non-potentially hazardous foods and beverages, such as snack foods and carbonated beverages occurs at the facility; or
- c. only beverages (alcoholic and non-alcoholic) are served at the facility.

If you have any questions or concerns, please contact us at (815) 544-2951 ext. 2 or at [info@boonehealth.org](mailto:info@boonehealth.org).

Sincerely,



Amanda Mehl  
Public Health Administrator  
Boone County Health Department

AT

## Gina Delrose

---

**From:** Mark Beck <mbeck@belviderefire.com>  
**Sent:** Friday, December 30, 2022 8:34 PM  
**To:** Gina Delrose  
**Subject:** Re: request for comments 2023-04

This message originated from an **External Source**. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Gina,

Looking in the codes a sprinkler would not be needed for the location since each classroom has direct access outside. A fire alarm would be required for the building that would include an emergency voice/alarm communication system.

Mark

On Fri, Dec 16, 2022 at 3:30 PM Gina Delrose <[gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)> wrote:

Please see attached

*Gina DelRose*

Community Development Planner

City of Belvidere

401 Whitney Boulevard, 61008

(o) 815-547-7177

(f) 815-547-0789

--

**Mark Beck**  
Belvidere Fire Department  
Fire Station 1: (815) 544-2735

**CITY OF BELVIDERE**

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

January 4, 2023

**ADVISORY REPORT**

**CASE NUMBER:** 2023-05      **APPLICANT:** Pinnacle Engineering Group, 1210 Irene Road

**REQUEST AND LOCATION:**

The applicant, Pinnacle Engineering Group, 1051 Main Street, East Dundee, IL 60118 on behalf of the property owner, Scannell Properties #554 LLC, 8801 River Crossing Boulevard #300, Indianapolis, IN 46240 is requesting a variance at 1210 Irene Road within the HI, Heavy Industrial District (Belvidere Zoning Ordinance 150.702(J) Width of Driveways: Maximum Width of Access Drives 35 feet with a Maximum Flare of 5 feet and Section 150.909 Variance Review). The variance will allow for the access drive to be 125 feet wide with flares totaling 227.5 feet for a total width of 352.5 feet where it connects to Irene Road. The property is irregular in shape and currently has a 1.3 million square-foot building and parking area being constructed on it. PIN: 05-33-300-006.

**EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** Future General Mills Warehouse

**Adjacent property:**

**North:** Railroad and mixed Industrial Uses

**South and West:** Vacant/Row Crop Production

**East:** Vacant/Row Crop Production and Multi-Tenant Industrial Building

**CURRENT ZONING ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** HI, Heavy Industrial District

**Adjacent property:**

**North:** PI, Planned Industrial District

**South:** HI, Heavy Industrial District

**East:** HI, Heavy Industrial District and I-I, Light Industrial District (County)

**West:** GB, General Business District and I-1, Light Industrial District (County)

**COMPREHENSIVE PLAN:**

**Subject properties:** Planned Industrial

**Adjacent property:**

**North and West:** Planned Industrial

**South:** Planned Industrial and Planned Mixed Use IV

**East:** General Industrial



**BACKGROUND:**

Kelly Farms Subdivision was annexed into the City, rezoned and platted in May of 2022. The 3-lot subdivision consists of 2 industrial lots and 1 commercial. Irene Road is being realigned due to the subdivision in order to make semi-truck and passenger vehicle traffic safer. The subject property is 111 acres in size and has approximately 1,550 feet of road frontage. This far exceeds the minimum zoning code requirements of 20,000 square feet and 40 feet of road frontage.

A site plan for a 1.3 million square-foot warehouse with a potential 400,000 square-foot expansion has been approved and the building's foundation is under construction. The variance for a 352.5 wide driveway (including flares) is due to the amount of traffic the warehouse is anticipated to generate and not due to the configuration of the lot.

Utilizing information from the traffic impact analysis and using truck-turning movement software, the applicant has determined that the safest width for the anticipated six lanes of traffic is 125 feet with an additional 227.5 feet of flare space. The proposed entrance allows for two lanes of passenger vehicle traffic (which will also be used by emergency management vehicles), two lanes of semi-truck traffic entering the property (which widens into three lanes) and two lanes of semi-truck traffic exiting the property. The semi-truck traffic lanes will be monitored by a guard shack.

Typical drive aisles for parking lots do not contain 6 lanes of traffic, 4 being designated for semi-truck traffic only. Due to this, the entrance acts more like a road than a driveway. Roads do not have maximum widths but instead are designed to accommodate the anticipated vehicle traffic levels and types of vehicle traffic.

**TREND OF DEVELOPMENT:**

The subject property is located in the Kelly Farms Subdivision. A warehouse is under construction and the commercial lot is being marketed. A 1.24 million square-foot distribution center less than a mile to the west is currently under zoning review.

**COMPREHENSIVE PLAN:**

The subject property is designated as "Planned Industrial" on the City of Belvidere Comprehensive Plan, adopted July 19, 1999. The planned industrial category encourages high-quality indoor manufacturing, assembly and storage uses with generous landscaping and signage

**FINDINGS OF FACT:**

Per Section 150.909 (E) of the City of Belvidere Zoning Ordinance, the criteria for granting a Variance are as follows:

- A. Findings: The requested variance is needed due to special conditions and circumstances existing that are peculiar to the land, structure or building involved and is not applicable to other lands, structures or buildings in the same district.**

The additional width and flare space for the drive aisle is needed due to the type of land use developing on the property. Warehouses generate a much higher level of semi-truck traffic than other land uses and the zoning ordinance requirements are designed for buildings and land uses that typically have a smaller foot print.

- B. Findings:** The requested variance is not needed due to a particular hardship or difficulty arisen because of the unusual shape of the original acreage parcel; unusual topography or elevation; or because the lot was platted/created before the passage of the current, applicable zoning regulations and is not economically suitable for a permitted use or will not accommodate a structure of reasonable design for a permitted use if all area, yard, green space, and setback requirements are observed.

The minimum lot width required for the Heavy Industrial District is 90 feet and the minimum lot size is 20,000 square feet. The subject property exceeds both of these requirements. The difficulty the applicant is facing is not related to the configuration of the lot but the type of land use and traffic generation.

- C. Findings:** The requested variance is not due to hardships or difficulties created from the actions of the Applicant.

Although the applicant was involved with the subdivision and building site plan, the basis for the variance is due to the type of land use, not necessarily the layout. The zoning ordinance's requirements for drive aisles, curb cuts and flares are catered more towards passenger vehicle traffic and land uses that generate less traffic.

- D. Findings:** The requested variance will not confer on the Applicant a special privilege that is denied by this subsection to the owners of other lands, structures or buildings in the same district.

The warehouse is the second largest building in Belvidere, behind Stellantis. Once it is operational, it will be the largest warehouse in the City, with the proposed Project Yukon being the second largest. The majority of other development within the Heavy Industrial District does not require an intersection like design for their ingress and egress. Typical passenger vehicle and delivery truck traffic flow patterns suffice for their design requirements.

- E. Findings:** The requested variation is not the minimum variation that will make possible the reasonable use of land, structure or building.

The ingress and egress for the property could be separated as well as the passenger vehicle and semi-truck traffic. This would create multiple smaller curb cuts along Irene Road. However, the applicant is requesting to be able to combine all traffic into one curb cut so that it acts more like a roadway than a drive aisle. This will allow properties west of Irene Road to utilize the same concept and create the sense of a full intersection along Irene Road or allow them to place their access points farther south without interfering with the flow of traffic.

- F. Findings:** The subject property may yield a reasonable return if permitted to be used only under the regulations allowed in the applicable zoning district.

The traffic flow on the subject property can be reconfigured to meet the zoning ordinance requirements, however, it may create a more dangerous traffic movement and cause potential damage to the right-of-way along its shoulders. The site is being designed in order to accommodate the needed turning radii of semi-trucks and provide adequate

stacking lengths for the anticipated amount of semi-truck traffic so that there will not be negative impacts to the right-of-way once the distribution center is operational.

- G. **Findings:** The granting of the variation will be in harmony with the general purpose and intent of the Zoning Ordinance, will not be injurious to the neighborhood, will not impair the adequate supply of light and air to adjacent property, will not unreasonably increase the congestion in public streets, will not unreasonably diminish property values within the surrounding area, or otherwise be detrimental to the public interest.

The variance is being requested in order to prevent negative traffic impacts from occurring. The extra-wide driveway will act more like a roadway versus a standard parking lot drive aisle. This will allow for adequate maneuvering and stacking lengths for the amount of traffic anticipated to be generated.

**SUMMARY OF FINDINGS:**

The additional width and flare space for the drive aisle is needed due to the type of land use developing on the property. The zoning ordinance's requirements for drive aisles, curb cuts and flares are catered more towards passenger vehicle traffic and land uses that generate less traffic. The site is being designed in order to accommodate the needed turning radii of semi-trucks and provide adequate stacking lengths for the anticipated amount of semi-truck traffic so that there will not be negative impacts to the right-of-way once the warehouse is operational.


The warehouse is the second largest building in Belvidere, behind Stellantis. Once it is operational, it will be the largest warehouse in the City, with the proposed Project Yukon being the second largest. The majority of other development within the Heavy Industrial District does not require an intersection like design for their ingress and egress. Typical passenger vehicle and delivery truck traffic flow patterns suffice for their design requirements.

The ingress and egress for the property could be separated as well as the passenger vehicle and semi-truck traffic. This would create multiple smaller curb cuts along Irene Road. However, the applicant is requesting to be able to combine all traffic into one curb cut so that it acts more like a roadway than a drive aisle. This will allow properties west of Irene Road to utilize the same concept and create the sense of a full intersection along Irene Road or allow them to place their access points farther south without interfering with the flow of traffic.

**RECOMMENDATION:**

The planning staff recommends the **approval** of case number **2023-05**; Pinnacle Engineering Group, 1210 Irene Road.

**Submitted by:**

  
Gina DelRose,  
Community Development Planner

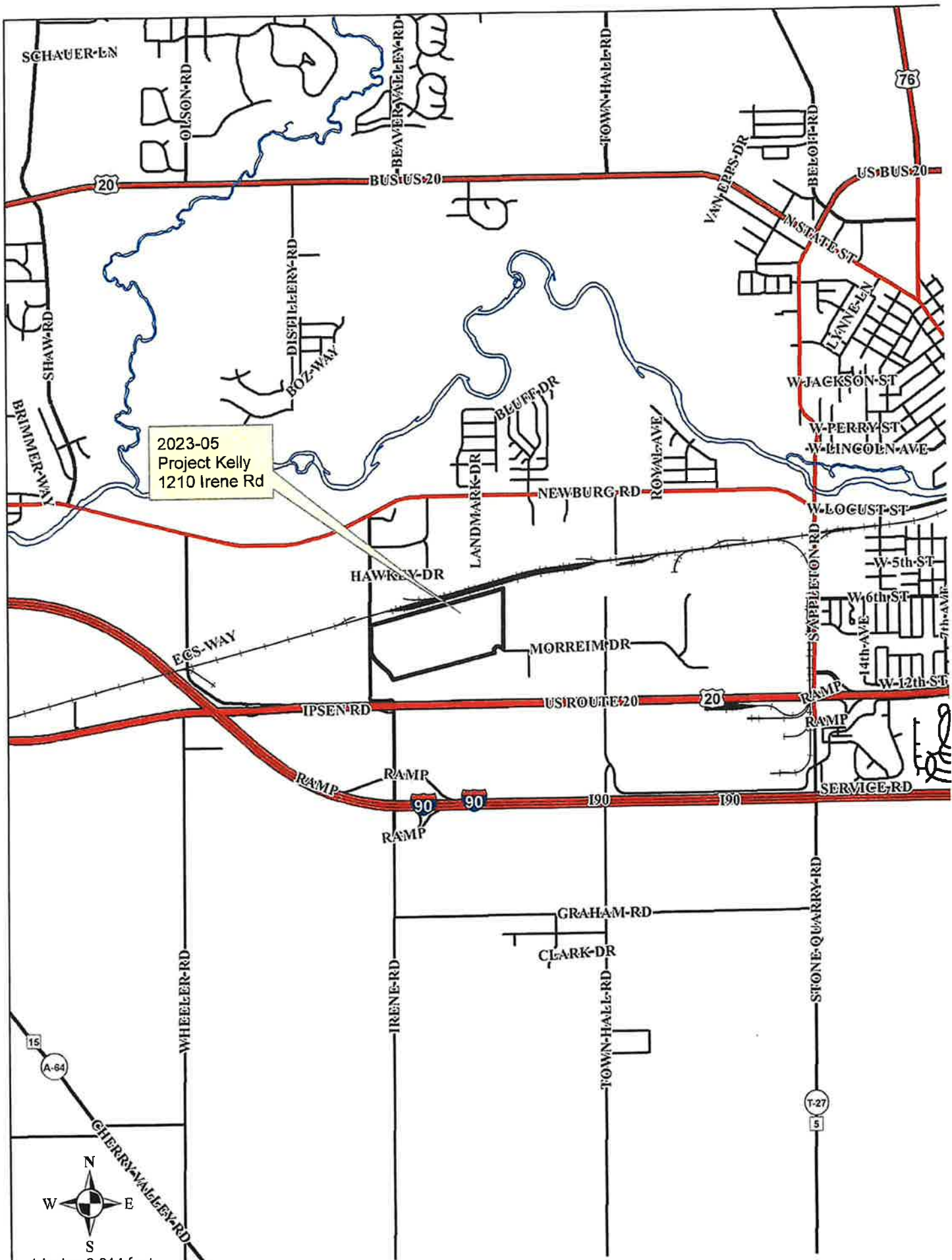
**PLANNING AND ZONING COMMISSION ACTION**

After the holding of the public hearing, the Planning and Zoning Commission shall make and adopt findings of fact and make its determination regarding the application as a whole. The Planning and Zoning Commission may request further information and/or additional reports from

the Zoning Administrator and/or the Applicant. The Planning and Zoning Commission may take final action on the request for approval of the proposed variance at the time of its initial meeting or the proceedings may be continued for further consideration. Granting of a variance shall be considered as unique to the variance granted and shall not be construed as precedent for any other proposed variance.

**ATTACHMENTS**

1. Location Map by the Planning Staff
2. Aerial Photo by the Planning Staff
3. Narrative submitted by the Applicant
4. Turning Movements submitted by the Applicant
5. Site Plans submitted by the Planning Staff
6. Letter from the Boone County Health Department, Amanda Mehl, December 21, 2022



2023-05  
Project Kelly  
1210 Irene Rd

1 inch = 3.014 feet



2023-05  
Project Kelly  
1210 Irene Rd

BELFORD INDUSTRIAL DR

HAWKEYE DR

INDY DR

IRENE RD

IRENE RD

US ROUTE 20

20

IPSEN RD



The proposed development of Lot 1 of the Kelly Farms subdivision will create a very large industrial development centered on modern logistics. The proposal includes the construction of a private driveway/intersection with Irene Road. this intersection had been designed for the immediate operations of the 1.3 million square foot distribution center that General Mills will occupy and a future 400,000 square foot expansion to the building.

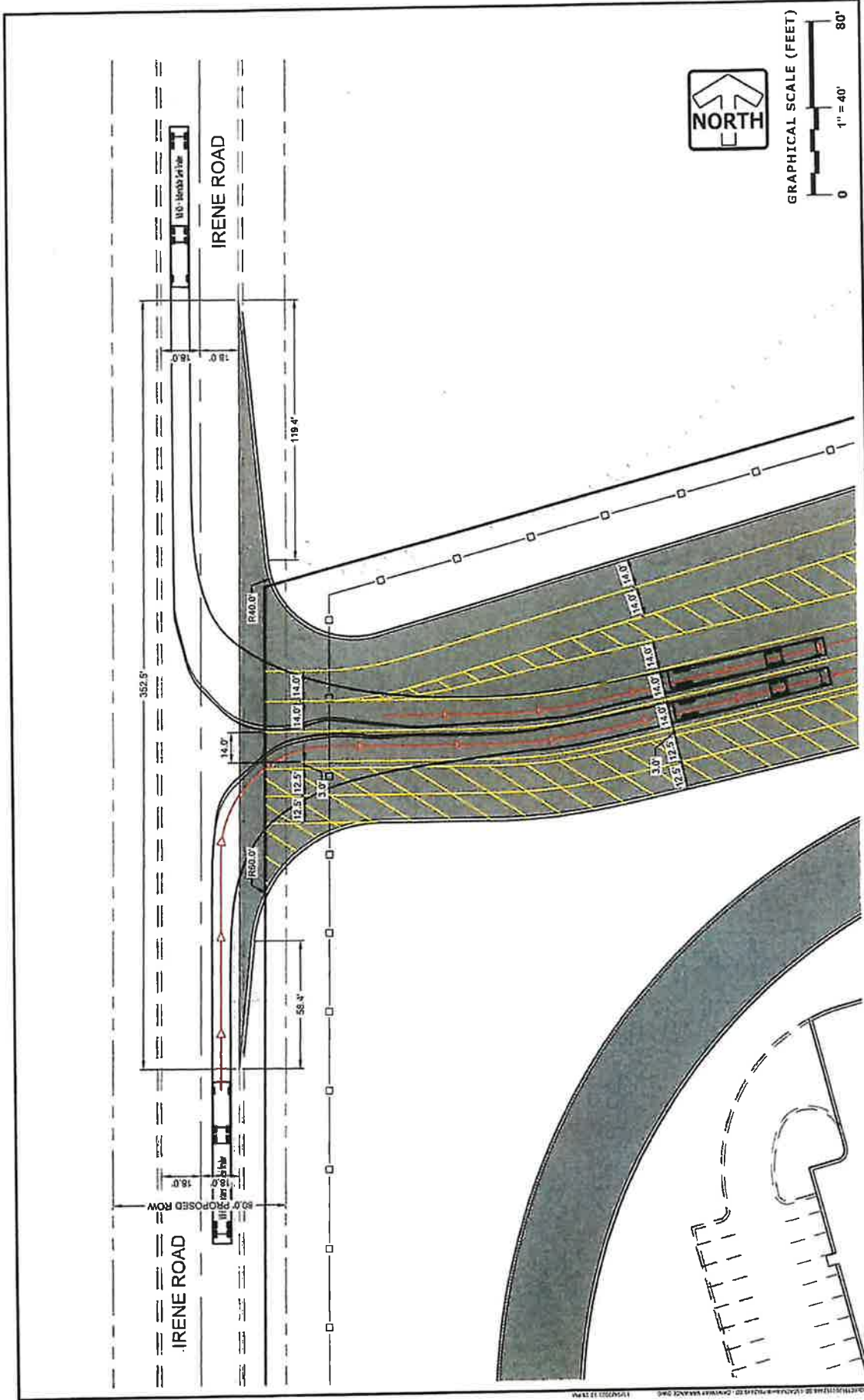
The traffic operations for this facility include a large number of semi-trucks and employees. This has been memorialized in a traffic impact analysis that has been provide to the City. The semi-truck movements through this intersection have been "mapped" using truck-turning moment software to demonstrate the geometric pavement requirements to allow safe/efficient semi-truck movements. We are requesting consideration/approval for the driveway to exceed the code requirement of 35-ft maximum width to that illustrated in the mapping which is 125-ft. We are also requesting that the maximum driveway "taper" of 5-ft wide be relieved to allow radii to match semi-truck swing characteristics.

We are requesting consideration for this driveway to be simply treated as an "intersection" which would be consistent with other locations in the village with such traffic magnitudes. The traffic magnitudes differentiate this project from other properties in similar use within the district. Intersections do NOT have zoning code width or taper restrictions.

We believe that the proposed intersection characteristics being sought will not negatively impact other properties. It is believed that the driveway will positively impact the area as such truck queuing/stacking/interactions will be safer in the proposed conditions. If lands immediately opposite develop, access could mimic the proposed and create a very efficient intersection.







11/14/2022

**PROJECT KELLY (BELVIDERE, IL) - INBOUND TURNING MOVEMENTS**

PLAN | DESIGN | DELIVER PEG JOB# 2446.00

20725 WATERTOWN ROAD | SUITE 100 | BROOKFIELD, WI 53086 | WWW.PINNACLE-ENGR.COM |

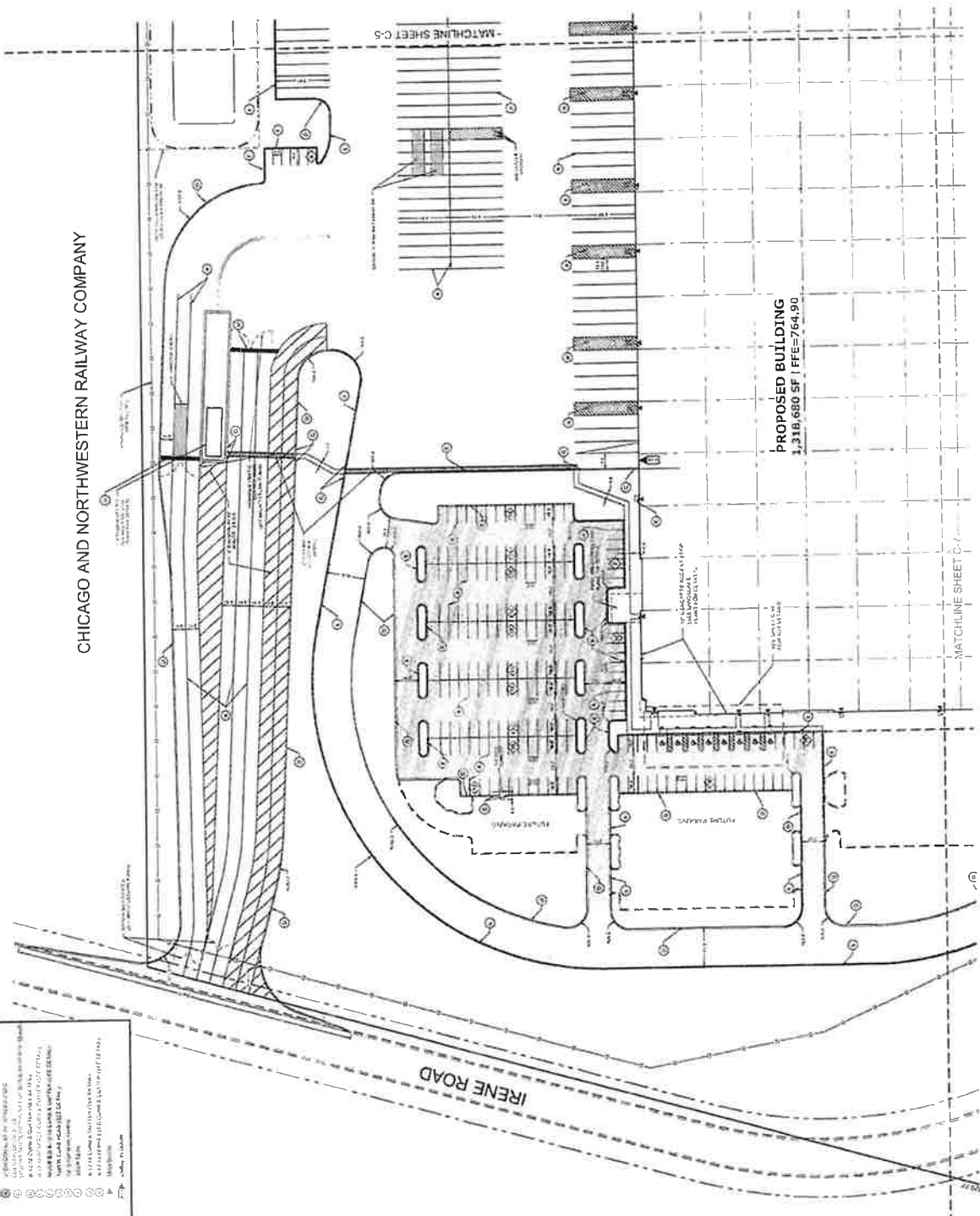
PINNACLE ENGINEERING GROUP





**LEGEND**

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	1\"	1\"
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CHICAGO AND NORTHWESTERN RAILWAY COMPANY

PROPOSED BUILDING  
1,318,680 SF | PFE=764,90

**REVISIONS**

NO.	DESCRIPTION	DATE	BY	CHK
1	ISSUED FOR PERMITTING			
2	ISSUED FOR PERMITTING			
3	ISSUED FOR PERMITTING			
4	ISSUED FOR PERMITTING			
5	ISSUED FOR PERMITTING			

SITE DIMENSIONAL & PAVING PLAN

PROJECT KELLY  
BELVIDERE, IL

**PINNACLE ENGINEERING GROUP**  
INCORPORATED  
1000 WESTERN AVENUE, SUITE 200  
MORTON, ILLINOIS 60131  
TEL: 815.295.1234  
WWW.PINNACLE-ENG.COM

SITE DIMENSIONAL & PAVING PLAN

FOR CONSTRUCTION





**Public Health**  
Prevent. Promote. Protect.

## Boone County Health Department

1204 Logan Avenue, Belvidere, Illinois 61008  
Main Office 815.544.2951 Clinic 815.544.9730 Fax 815.544.2050  
[www.boonehealth.org](http://www.boonehealth.org)

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*The mission of the Boone County Health Department is to serve our community by preventing the spread of disease, promoting optimal wellness & protecting the public's health.*

December 21, 2022

City of Belvidere  
Community Development  
Gina DelRose  
401 Whitney Blvd Suite 300  
Belvidere, IL 61008

Email: [gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)

Re: Case: 2023-05; Pinnacle Engineering Group. 1210 Irene Rd

Dear City of Belvidere,

We are in receipt of a variance request at 1210 Irene Rd within the HI, Heavy Industrial District (Belvidere Zoning Ordinance 150.702(J) Width of Driveways: Maximum Width of Access Drives 35 feet with a Maximum Flare of 5 feet and Section 150.909 Variance Review). The variance will allow for the access drive to be 125 feet wide with flares totaling 227.5 feet for a total width of 352.5 feet where it connects to Irene Road. PIN: 05-33-300-006.

At this time, the Boone County Health Department has no comment.

If you have any questions or concerns, please contact us at (815) 544-2951 ext. 2 or at [info@boonehealth.org](mailto:info@boonehealth.org).

Sincerely,

Amanda Mehl  
Public Health Administrator  
Boone County Health Department  
AT

**CITY OF BELVIDERE**

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

January 3, 2023

**ADVISORY REPORT**

**CASE NUMBER:** 2023-06      **APPLICANT:** Final Plat 2 Belvidere Retail Subdivision, Replat

**REQUEST:**

The applicant is requesting replat approval of Lots 3, 4, 5 and Outlot A of Belvidere Retail Subdivision.

**LOCATION AND DESCRIPTION OF SITE:**

The subject property is north of the recently platted Crystal Parkway between Tripp and Genoa Roads. It is approximately 9 acres in size, currently vacant, but has a pending special use for a planned development on Lot 3 (see attached aerial photo). PINs: 08-06-152-004; 08-06-100-010; 07-01-276-008; 08-06-152-003 and 08-06-152-002.

**BACKGROUND:**

On September 6, 2022, the Belvidere City Council approved seven ordinances regarding Belvidere Retail's annexation, platting, rezoning and a special use for planned development. Since the original platting of the 7-lot subdivision, a tenant for Lot 3 has been secured. However, the tenant requires additional square-footage. This created the need to shift the interior lot lines for Lots 3, 4 and 5 plus Outlot A to provide the additional square-footage while not significantly impacting the size of the remaining lots.

The planned development for Lot 3 shows an access drive entering Lot 5 from Genoa Road and extending south through Lot 4. This access drive will function as a frontage road, similar to the access drive in the rear of Lots 3, 4 and 5. Therefore, a cross-access easement will need to be created to ensure all lots can utilize the ingress/egress in the future.

A request for comments was sent to 16 departments, agencies, or other parties. Comments received were either addressed by the applicant or have been incorporated into the recommended conditions of approval.

**SUMMARY OF FINDINGS:**

Provided that the suggested conditions of approval are met, the Replat of Belvidere Retail Subdivision is in conformance with the City of Belvidere's Subdivision Code and Zoning Ordinances.

**2023-06; Final Plat 2 Belvidere Retail Subdivision, Replat**

**RECOMMENDATION:**

Planning staff recommends the **approval** of the replat for Final Plat 2 Belvidere Retail Subdivision (case number **2023-06**) subject to the following conditions:

1. The replat shall be titled "Final Plat 2 of Belvidere Retail Subdivision, a replat of Lots 3, 4, 5 and Outlot A of Belvidere Retail Subdivision". All references to the plat title shall be updated.
2. The dates for the certificate blocks on Page 2 shall be updated to "2023" instead of "2022".
3. A cross-access easement will need to be provided for the right-in right-out access from Genoa Road across the front of Lots 3 and 4 in accordance with the site plan submitted for the development of Lot 3.
4. Frontier shall be listed as a grantee for the easement provisions on sheet 2.
5. "See Detail A" is noted on Lot 2 but there is no Detail A. Either Detail A shall be shown on the plat or the reference shall be removed.
6. When existing easements are referenced, the document number creating said easements shall be noted.
7. The plat shall be in compliance with all applicable codes, ordinances, and agreements

**Submitted by:**

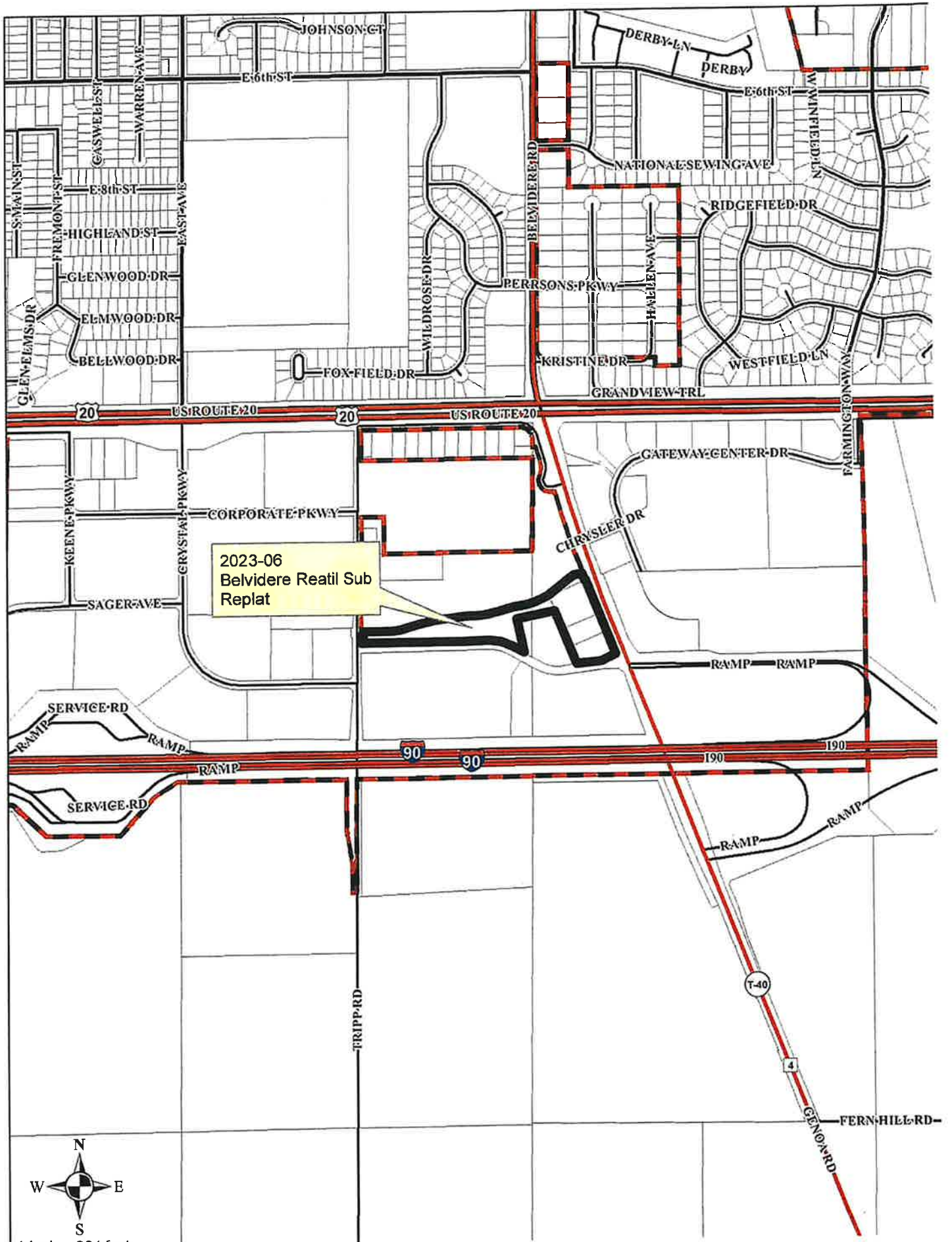
  
Gina DelRose  
Community Development Planner



**2023-06; Final Plat 2 Belvidere Retail Subdivision, Replat**

**ATTACHMENTS**

1. Location Map by Planning Staff.
2. Aerial Photo with Platting by Planning Staff.
3. Memo from Belvidere Public Works Department, Brent Anderson, December 29, 2022.
4. Letter from Hampton, Lenzi and Renwick, Inc., Christopher Olcott, December 29, 2022.
5. Replat for Belvidere Retail Subdivision by Survey-Tech, dated December 13, 2022.



2023-06  
Belvidere Reatil Sub  
Replat





2023-06  
Belvidere Reatil Sub  
Replat

# Memo

**To:** Gina DeRose, Community Development Planner  
**From:** Brent Anderson, Director of Public Works  
**Date:** December 29, 2022  
**Re:** Case #2023-06; Belvidere Retail Subdivision Replat

---

Having reviewed the Replat, I would offer the following comments:

1. A cross-access easement will need to be provided for the right-in right-out access from Genoa Road across the front of Lots #3 and #4 in accordance to the site plan submitted for the development of Lot #3.
2. SEE DETAIL "A" is noted on Lot #2 of the Plat, but no Detail "A" is shown.
3. Frontier should be listed as a grantee for the easement provisions on sheet 2.



**Hampton, Lenzini and Renwick, Inc.**

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists  
www.hlrengineering.com

December 29, 2022

Mr. Brent Anderson  
Director of Public Works  
City of Belvidere  
401 Whitney Boulevard, Suite 200  
Belvidere, Illinois 61008

Re: 2023-06; Belvidere Retail Subdivision Replat  
Belvidere Retail Subdivision Unit 2  
City of Belvidere  
Plat of Subdivision Review

Dear Mr. Anderson:

Hampton, Lenzini and Renwick has reviewed the following item for the referenced project:

- Final Plat of "Belvidere Retail Subdivision Unit 2", prepared by Survey-Tech, dated December 13, 2022.

The following comments are offered for your consideration:

**PLAT OF SUBDIVISION**

1. Need to replace existing with the Document Number that created the easements.
2. No building setback lines are shown. Include setback lines for lots 3, 4 and 5.

Indicated items should be clarified or corrected and resubmitted with a comment response letter. Additional comments may be provided based on future revisions.

Yours truly,

**HAMPTON, LENZINI AND RENWICK, INC.**

Christopher Olcott, PE

380 Shepard Drive  
1401 Timber Drive, Unit 1  
Elgin, Illinois 60123-7010  
Tel. 847.697.6700  
Fax 847.697.6753

380 N Terra Cotta Road  
Unit G  
Crystal Lake, Illinois 60014  
Tel. 847.697.6700  
Fax 847.697.6753

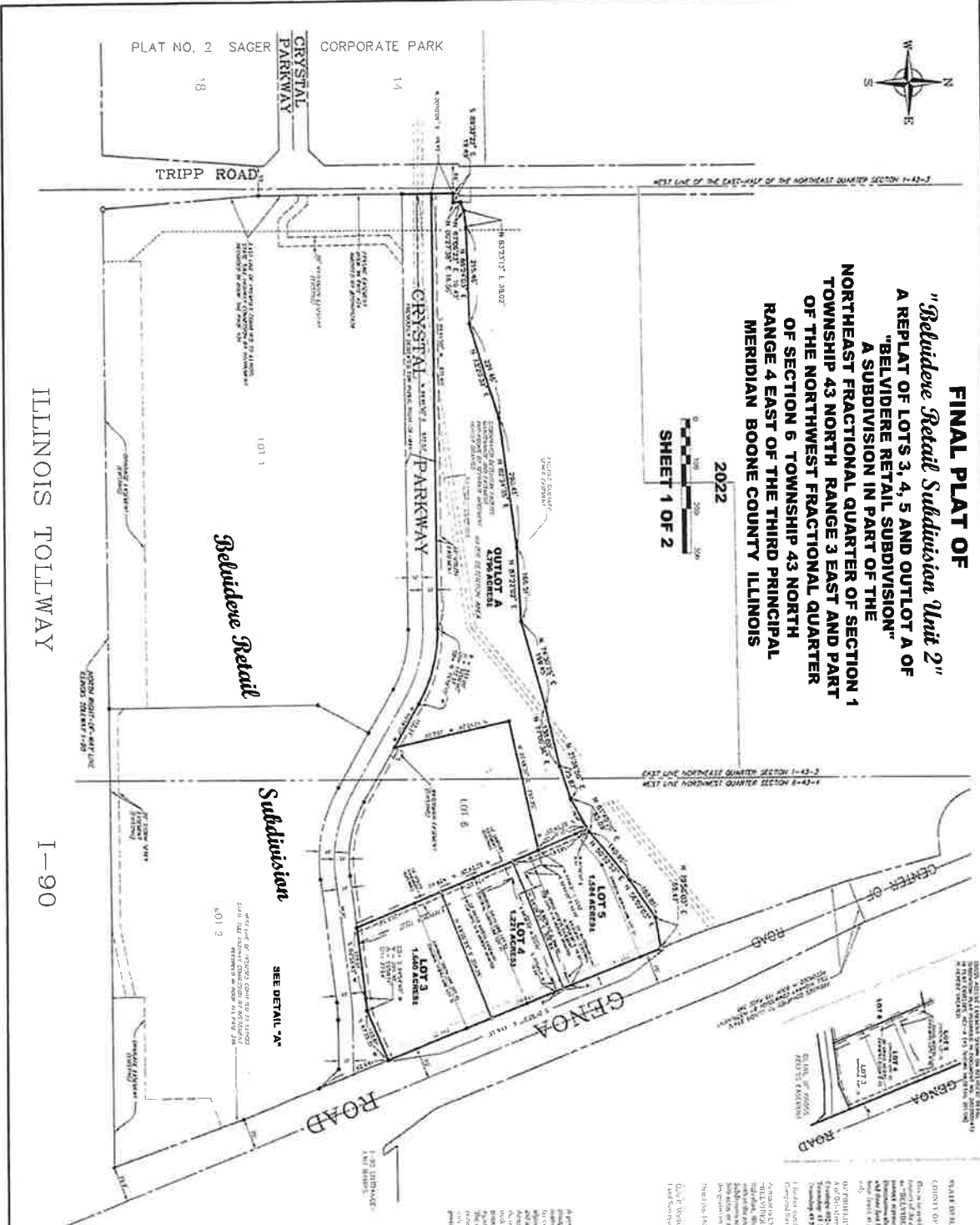
3085 Stevenson Drive  
Suite 201  
Springfield, Illinois 62703  
Tel 217 546 3400  
Fax 217 546.8116

323 West 3rd Street  
P O Box 160  
Mt Carmel, Illinois 62863  
Tel. 618.262.8651  
Fax 618.263.3327



**FINAL PLAT OF**  
**"Belvidere Retail Subdivision Unit 2"**  
 A REPLAT OF LOTS 3, 4, 5 AND OUTLOT A OF  
 "BELVIDERE RETAIL SUBDIVISION"  
 A SUBDIVISION IN PART OF THE  
 NORTHEAST FRACTIONAL QUARTER OF SECTION 1  
 TOWNSHIP 43 NORTH RANGE 3 EAST AND PART  
 OF THE NORTHWEST FRACTIONAL QUARTER  
 OF SECTION 6 TOWNSHIP 43 NORTH  
 RANGE 4 EAST OF THE THIRD PRINCIPAL  
 MERIDIAN BOONE COUNTY ILLINOIS

2022  
 SHEET 1 OF 2



ILLINOIS TOLLWAY

I-90

**SWAINWORTH CERTIFICATE**

BEFORE ME, the undersigned authority, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name is subscribed to the foregoing plat, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

Notary Public in and for the State of Illinois

**LEGEND**

- BOUNDARY OF PROPERTY
- SECONDARY LINE
- ROAD RIGHT-OF-WAY LINE
- DRAINAGE EASEMENT LINE
- UTILITY EASEMENT LINE
- PAVED DRIVEWAY EASEMENT LINE
- WATERBURN EASEMENT LINE
- FOUND STONE
- FOUND ROADROAD SPYKE
- FOUND MONUMENT
- SET BACK
- SET BACK HALTTED DISTANCE
- AS VIEWED
- CONCRETE MONUMENT

**SURVEY-TECH**  
 A DIVISION OF C.E.S. INC.  
 18100 S. WILSON ROAD, SUITE 100  
 OMAHA, NE 68130  
 (402) 426-5555 FAX (402) 426-5555

DATE: 12-11-2022  
 SCALE: 1" = 100'  
 SHEET NO. 2 OF 2

**BELVIDERE RETAIL SUBDIVISION UNIT 2**  
 SHEET 1 OF 2

18-0004-073 BOONE COUNTY FILE NUMBER 2346

STATE OF ILLINOIS  
 COUNTY OF DEKALB

STATE OF ILLINOIS  
 COUNTY OF DEKALB

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STATE OF ILLINOIS  
 COUNTY OF DEKALB

**FINAL PLAT OF**  
**"Belvidere Retail Subdivision Unit 2"**  
**A REPLAT OF LOTS 3, 4, 5 AND OUTLOT A OF**  
**"BELVIDERE RETAIL SUBDIVISION"**  
**A SUBDIVISION IN PART OF SECTION 1**  
**NORTHEAST 43 NORTH RANGE 3 EAST AND PART**  
**OF THE NORTHWEST FRACTIONAL QUARTER**  
**RANGE 4 EAST OF THE THIRD PRINCIPAL**  
**MERIDIAN BOONE COUNTY ILLINOIS**  
**SHEET 2 OF 2**

STATE OF ILLINOIS  
 COUNTY OF DEKALB

STATE OF ILLINOIS  
 COUNTY OF DEKALB

STATE OF ILLINOIS  
 COUNTY OF DEKALB

STATE OF ILLINOIS  
 COUNTY OF DEKALB

STATE OF ILLINOIS  
 COUNTY OF DEKALB

As witness my hand and the seal of the County of DeKalb, Illinois, this 15th day of June, 2022.

Notary Public for the County of DeKalb, Illinois

Notary Public for the County of DeKalb, Illinois

Notary Public for the County of DeKalb, Illinois

Notary Public for the County of DeKalb, Illinois

Notary Public for the County of DeKalb, Illinois

**SURVEY-TECH**  
 A DIVISION OF C.E.C. INC.  
 PROFESSIONAL SURVEYING & ENGINEERING  
 1000 N. WASHINGTON ST., SUITE 100  
 DEKALB, ILLINOIS 62521  
 (618) 552-5271 FAX (618) 552-6055

DATE: 12-15-2022  
 SCALE: 1" = 100'  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]

**BELVIDERE RETAIL SUBDIVISION UNIT 2**  
 BOONE COUNTY FINAL PLAT SHEET 2 OF 2

CITY OF BELVIDERE

*Community Development*



BUILDING DEPARTMENT

PLANNING DEPARTMENT

401 WHITNEY BLVD. SUITE 300 BELVIDERE, IL 61008 \* PH (815)547-7177 FAX (815)547-0789

January 3, 2022

**ADVISORY REPORT**

**CASE NO:** 2023-07

**APPLICANT:** Heartland Leaf, LLC, 1874 Crystal Parkway

**REQUEST AND LOCATION:**

The applicant, Heartland Leaf, LLC, 200 Sheridan Road, Highland Park, IL 60035 on behalf of the property owner, Belvidere Retail, LLC, 5277 Trillium Blvd, Hoffman Estates, IL 60192 is requesting a special use to permit a planned development in the PB, Planned Business District at 1874 Crystal Parkway, Belvidere, IL 61008. The planned development will allow for the following departures: Section 150.105(C)(4)(B)(2) allowing for an Adult-use Cannabis Dispensing Organization; 150.105(C)(4)(G)(2)(C) allowing for the minimum setback for an accessory structure to be reduced from three feet to zero feet; 150.105(C)(4)(G)(2)(C) allowing for the minimum pavement setback to be reduced from five feet to zero feet; 150.702(J) allowing for the maximum width of the driveway to be increased from 35 feet to 42 feet; 150.702(J) allowing for the maximum flare of the driveway to be increased from 5 feet to 21 feet; 150.704(F)(8) allowing for the minimum width of parking stalls to be reduced from 10 feet to nine feet; 150.704(F)(8) allowing for the minimum width of a two-way drive aisle to be decreased from 26 feet to 25 feet; 150.707(E)(3)(A) allowing for lighting levels greater than 0.50 foot-candles at the property line (3.5 foot-candles); Table 150.1007(A)(1) allowing for the maximum square-footage of a freestanding sign to be increased from 150 square feet to 300 square feet; Table 150.1007(B)(1) allowing for the maximum allowed wall signage to be increased from 300 square feet to 600 square feet on the front and rear walls; 150.1010 allowing for off-site signage (on southeast side of property); and 150.904 Special Use Review and Approval Procedures. The property is rectangular in shape and will encompass 1.64 acres. PIN: 08-06-152-004 and Part of PIN: 08-06-152-003

**EXISTING LAND USE ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** Vacant

**Adjacent property:**

**North, South, West:** Vacant

**East:** Stormwater Detention Outlot

**CURRENT ZONING ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** PB, Planned Business District

**All Adjacent property:** PB, Planned Business District



**COMPREHENSIVE PLAN ON SUBJECT PROPERTY AND ADJACENT PROPERTY:**

**Subject property:** PB, Planned Business

**All Adjacent property:** PB, Planned Business

**BACKGROUND:**

The property owner petitioned for annexation into the City of Belvidere in addition to two map amendments, a special use for a planned development on Lot 2 and the preliminary and final plats for the 7 lot, approximately 43-acre Belvidere Retail Subdivision. All seven requests were approved by the Belvidere City Council in September of 2022.

The applicant is requesting a special use for a planned development on Lot 3 of the Belvidere Retail Subdivision which is also undergoing a subdivision replat to make Lot 3 larger to better accommodate the planned development. The planned development is being requested in order to allow a cannabis dispensary to locate on the property. A total of 11 deviations are being requested. One for the dispensary land use itself and the remaining 10 are in regards to the lot development. The cannabis dispensary will be for retail purposes only, on-site consumption will not be permitted.

The deviation for the accessory structure setback is to allow the garbage enclosure to be constructed with a zero-foot setback. Since the enclosure is constructed at an angle, only a portion of it will be encroaching into the required three-foot setback. The deviation for lighting levels is due to having a lighting plan for the whole development. Although lighting levels along the exterior lot lines are much lower, levels along the interior lot lines will up to 3.5 foot-candles instead of the required 0.50 foot-candles.

Five of the deviations are in regards to the layout of the parking lot. One is to allow for the required five-foot pavement setback to be reduced to zero feet in order to allow drive aisles to connect Lots 3, 4 and 5 through a cross-access easement. Since the rear drive aisle will be acting in a similar fashion to a frontage road, the applicant is requesting that the allowable curb cut width be increased from 35 feet to 42 feet with flares increased from 5 feet up to 21 feet to accommodate the estimated traffic levels and turning movements. The applicant is also requesting that the minimum allowable parking stall size be reduced from 180 square feet to 162 square feet which will be achieved by reducing the required width of parking stalls from 10 feet to 9 feet. It is also being requested to reduce the width of some of the two-way drive aisles from 26 feet to 25 feet.

The final three deviations are in regards to signage. The applicant is requesting to have a multi-tenant off-site advertising sign so that other businesses within the subdivision may utilize it. The overall size of the sign will be increased from the allowable 150 square feet to 300 square feet. The applicant is also requesting to increase the allowable size of wall signs from 300 square feet per wall to 600 square feet per wall.

The annexation agreement for the development allows for the reduced pavement setbacks, reduced parking stall sizes and additional signage.

**TREND OF DEVELOPMENT:**

The property is located at the southern edge of the City, between Sager Corporate Park and Gateway Center Subdivision in the newly platted Belvidere Retail Subdivision. There is a large passenger vehicle and semi-truck fueling station being constructed to the south and several pending developments in Gateway Center Subdivision.

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**FLEXIBLE DEVELOPMENT STANDARDS:**

According to Section 150.907 (B) (1) A. of the City of Belvidere Zoning Ordinance, new and alternative standards may be approved for a development by the city. The applicant is requesting the following standards specific to this project.

**Zoning Ordinance:**

- **Article I, Section 150.105(C)(4) Planned Business (B)(2) Adult-use Cannabis Dispensing Organization**

The applicant would like to operate a cannabis dispensary on the subject property. The dispensary will sell cannabis products, within the guidelines of Illinois law. There will be no on-site consumption allowed.

- **Article I, Section 150.105(C)(4) Planned Business (G)(2)(C) Minimum Setbacks**

**Side lot line to Accessory Structure: 3 feet from property line, 5 feet from alley.**

The applicant would like to have a portion of the garbage enclosure constructed at a zero-foot setback along the northern property line. By angling the enclosure, it will provide easier access for the garbage truck.

- **Article I, Section 150.105(C)(4) Planned Business (G)(2)(C) Minimum Setbacks**

**Minimum Paved Surface Setback: 5 feet from side or rear; 10 feet from street; (driveways established prior to adoption date of this ordinance are exempt)**

The applicant is requesting that the pavement setback be reduced to zero feet to accommodate the cross-access points along the northern property line. By developing Lots 3, 4 and 5 with shared cross-access easements, the amount of needed curb cuts for the development have been reduced.

- **Article I, Section 150.702(J) Width of Driveways**

Due to the cross-access easements, the rear drive aisle acts more like a frontage road instead of a parking lot entrance. The applicant is requesting that the allowable width of the driveway be increased from 35 feet to 42 feet in order to accommodate the anticipated levels of traffic and turning movements.

- **Article I, Section 150.702(J) Width of Driveways**

The applicant is requesting that the allowable maximum flare of the driveway be increased from 5 feet to 21 feet. This is being requested due to the cross-access easements causing the rear drive aisle to act more like a frontage road instead of a parking lot entrance.

- **Article I, Section 150.704 Off-Street Parking and Traffic Circulation Standards (F)(8) Parking Lot Design Standards**

**The minimum width of a parking stall shall be 10 feet.**

The applicant is requesting that the dimensions of a parking space be reduced from 10'x18' to 9'x18' for a total size of 162 square feet.

- **Article I, Section 150.704 Off-Street Parking and Traffic Circulation Standards (F)(8) Parking Lot Design Standards**

**The minimum drive aisle width for two-way traffic shall be 26 feet.**

The applicant is requesting that the northern and internal drive aisles be narrowed to 25 feet. The front and rear drive aisles under cross-access easements will meet or exceed minimum width requirements.

- **Article I, Section 150.707 Exterior Lighting Standards (E)(3)(A) Intensity of Illumination**

**In no instance shall the amount of illumination attributable to exterior lighting, as measured at the property line, exceed 0.50 footcandles above ambient lighting conditions on a cloudless night.**

The applicant is requesting to have lighting levels as bright as 3.5 foot-candles. The majority of the increased lighting levels will occur along the northern lot line (internal lot line in the subdivision) due to a comprehensive lighting plan for the subdivision.

- **Article I, Table 150.1007(A)(1) Freestanding Signs**

The applicant is requesting to allow for a sign on the east side of the property that is 300 square feet instead of the permitted 150 square feet. The reason for the request is so that multiple tenants within the Belvidere Retail Subdivision can advertise on the sign.

- **Article I, Table 150.1007(B)(1) Building Signs**

The applicant is requesting to allow for the total square-footage of wall signs to be increased from 300 square feet to 600 square feet. The total number of allowable signs will not increase.

- **Article I, Table 150.1010 Off-site advertising signs**

The applicant is requesting to allow a 300 square-foot freestanding sign to be constructed along Genoa Road that will advertise other tenants within the Belvidere Retail Subdivision.

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**FINDINGS OF FACT:**

Per Section 150.904 (G) of the City of Belvidere Zoning Ordinance, the criteria for granting a Special Use (Planned Development) Permit are as follows:

- Findings: The establishment, maintenance, or operation of the Planned Development will not be completely unreasonably detrimental to or endanger the public health, safety, morals, comfort or general welfare.**

**2023-07, Heartland Leaf, LLC, 1874 Crystal Parkway**

The proposed cannabis dispensary will be the first one in Belvidere and Boone County. Due to the location's proximity to I-90, it will allow non-Belvidere residents patronizing the store more direct access, versus driving throughout the City. The parking lot contains more than four times the required parking spaces in order to accommodate the anticipated traffic the business will generate.

Other than the cannabis dispensary, the other deviations that would have the biggest impact on the community would be the increased square-footage of signage, increased lighting levels, reduced pavement setbacks and reduced square-footage of parking spaces; all of which were approved in the annexation agreement that was approved in September 2022. The freestanding sign deviations are due to the sign acting more like a subdivision tenant sign and the increased lighting levels, especially along the northern lot line is due to the subdivision having one comprehensive lighting plan. The parking spaces although narrower than what the zoning ordinance permits, meet the industry standards for more urbanized areas that tend to have more compact vehicles. The reduced pavement setbacks is so that the front and rear drive aisles can provide cross-access to adjoining lots.

The deviations for the curb cut and flares is due to the access drive being designed to function more like a frontage road than a drive aisle. However, due to this design, the southern entrance point to the parking lot is conditioned to be removed in order to not negatively impact vehicle circulation.

The deviation for the accessory building is only for a portion of the garbage enclosure since it will be constructed at an angle, allowing for easier access for the garbage trucks.

- B. Findings: The requested Planned Development, both its general use independent of its location and in its specific location, will be in harmony with the purposes, goals, objectives, policies, and standards of the City of Belvidere Comprehensive Plan, this Chapter, and any other plan, program, or ordinance adopted, or under consideration pursuant to Notice of Public Hearing by the City.**

The Comprehensive Plan adopted in 1999 shows the property as planned business. The planned development is in compliance with the Comprehensive Plan in terms of providing an indoor commercial land use with moderate landscaping, however the signage will not be moderate. Due to the location of the property and its proximity to the tollway, increased signage was an anticipated request and noted within the approved annexation agreement.

- C. Findings: The Planned Development will not in its proposed location and as depicted on the required site plan, completely result in a substantial or undue adverse impact on nearby property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions of this Chapter, the Comprehensive Plan, or any other plan, program, map, or ordinance adopted or under consideration pursuant to Notice of Public Hearing by the City or governmental agency having jurisdiction to guide development.**

The planned development is designed to provide Lots 3, 4 and 5 6 access to Crystal Parkway while also accessing Genoa Road through Lots 4 and 5. The use of cross-access easements reduces the number of curb cuts along Crystal Parkway and Genoa Road, creating a more cohesive traffic-flow throughout the subdivision. However due to the rear

**2023-07, Heartland Leaf, LLC, 1874 Crystal Parkway**

drive aisle acting more like a frontage road than a drive aisle, the southerly entrance to the parking lot is conditioned to be removed so as to not negatively impact vehicle circulation.

- D. Findings:** The establishment of the Planned Development will not completely impede the normal and orderly development and improvement of surrounding property, and maintains the desired consistency of land uses, land uses intensities, and land use impacts as related to the environs of the subject property.

The layout of the planned development is designed to compliment the Belvidere Retail Subdivision with shared parking, lighting and signage. The biggest impact to the surrounding property will be the cannabis dispensary. There are numerous dispensaries in surrounding municipalities and other than increased traffic at the beginning of their operations, staff is not aware of any negative impacts the dispensaries have created.

- E. Findings:** The proposed Planned Development is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvement facilities, utilities or services provided by public agencies servicing the subject property.

As part of the subdivision and development process, utilities and adequate public infrastructure will be constructed.

- F. Findings:** The potential public benefits of the proposed Planned Development outweighs the potential adverse impacts of the proposed Planned Development after taking into consideration the Applicant's proposal and any requirements recommended by the Applicant to ameliorate such impacts.

The cannabis dispensary land use is new to Belvidere and is located adjacent to I-90, allowing for more direct access to those patrons from neighboring communities. Staff is not aware of a significant change in crime or other public nuisances once such businesses have become established.

The majority of the other deviations are due to the subject property being developed as part of the subdivision and not an isolated lot. This provides a benefit to the other lots in the Belvidere Retail Subdivision.

**SUMMARY OF FINDINGS:**

The proposed cannabis dispensary will be the first one in Belvidere and Boone County. Due to the location's proximity to I-90, it will allow non-Belvidere residents patronizing the store more direct access, versus driving throughout the City. The parking lot contains more than four times the required parking spaces in order to accommodate the anticipated traffic the business will generate.

Other than the cannabis dispensary, the other deviations that would have the biggest impact on the community would be the increased square-footage of signage, increased lighting levels, reduced pavement setbacks and reduced square-footage of parking spaces; all of which were approved in the annexation agreement that was approved in September 2022.

The planned development is designed to provide Lots 3, 4 and 5 access to Crystal Parkway while also accessing Genoa Road through Lots 4 and 5. The use of cross-access easements reduces the number of curb cuts along Crystal Parkway and Genoa Road, creating a more

**2023-07, Heartland Leaf, LLC, 1874 Crystal Parkway**

cohesive traffic-flow throughout the subdivision. However due to the rear drive aisle acting more like a frontage road than a drive aisle, the southerly entrance to the parking lot is conditioned to be removed so as to not negatively impact vehicle circulation.

The layout of the planned development is designed to compliment the Belvidere Retail Subdivision with shared parking, lighting and signage. The biggest impact to the surrounding property will be the cannabis dispensary. There are numerous dispensaries in surrounding municipalities and other than increased traffic at the beginning of their operations, staff is not aware of any negative impacts the dispensaries have created.

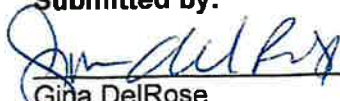
The majority of the other deviations are due to the subject property being developed as part of the subdivision and not an isolated lot. This provides a benefit to the other lots in the Belvidere Retail Subdivision.

**RECOMMENDATION:**

Planning staff recommends the **approval** of case number **2023-07** subject to the following conditions:

1. The Planned Development shall be developed in substantial conformance with the site plan dated November 4, 2022 unless otherwise noted.
2. A full final site plan shall be submitted to staff (building, public works, police, fire, planning, etc.) for review and subject to final approval prior to the issuance of building permits.
3. In addition to the cross-access easement provided on the final plat for the private driveway on Lots 3, 4 and 5, a cross-access easement will need to be provided for the right-in right-out access from Genoa Road on those same lots.
4. The southerly entrance to Lot 3 shall be removed.
5. The planned development is granting only the following flexible standards: Sections 150.105(C)(4)(B)(2) allowing for an Adult-use Cannabis Dispensing Organization; 150.105(C)(4)(G)(2)(C) allowing for the minimum setback for an accessory structure to be reduced from three feet to zero feet; 150.105(C)(4)(G)(2)(C) allowing for the minimum pavement setback to be reduced from five feet to zero feet; 150.702(J) allowing for the maximum width of the driveway to be increased from 35 feet to 42 feet; 150.702(J) allowing for the maximum flare of the driveway to be increased from 5 feet to 21 feet; 150.704(F)(8) allowing for the minimum width of parking stalls to be reduced from 10 feet to nine feet; 150.704(F)(8) allowing for the minimum width of a two-way drive aisle to be decreased from 26 feet to 25 feet; 150.707(E)(3)(A) allowing for lighting levels greater than 0.50 foot-candles at the property line (3.5 foot-candles); Table 150.1007(A)(1) allowing for the maximum square-footage of a freestanding sign to be increased from 150 square feet to 300 square feet; Table 150.1007(B)(1) allowing for the maximum allowed wall signage to be increased from 300 square feet to 600 square feet on the front and rear walls; 150.1010 allowing for off-site signage (on southeast side of property)

**Submitted by:**

  
Gina DelRose,  
Community Development Planner

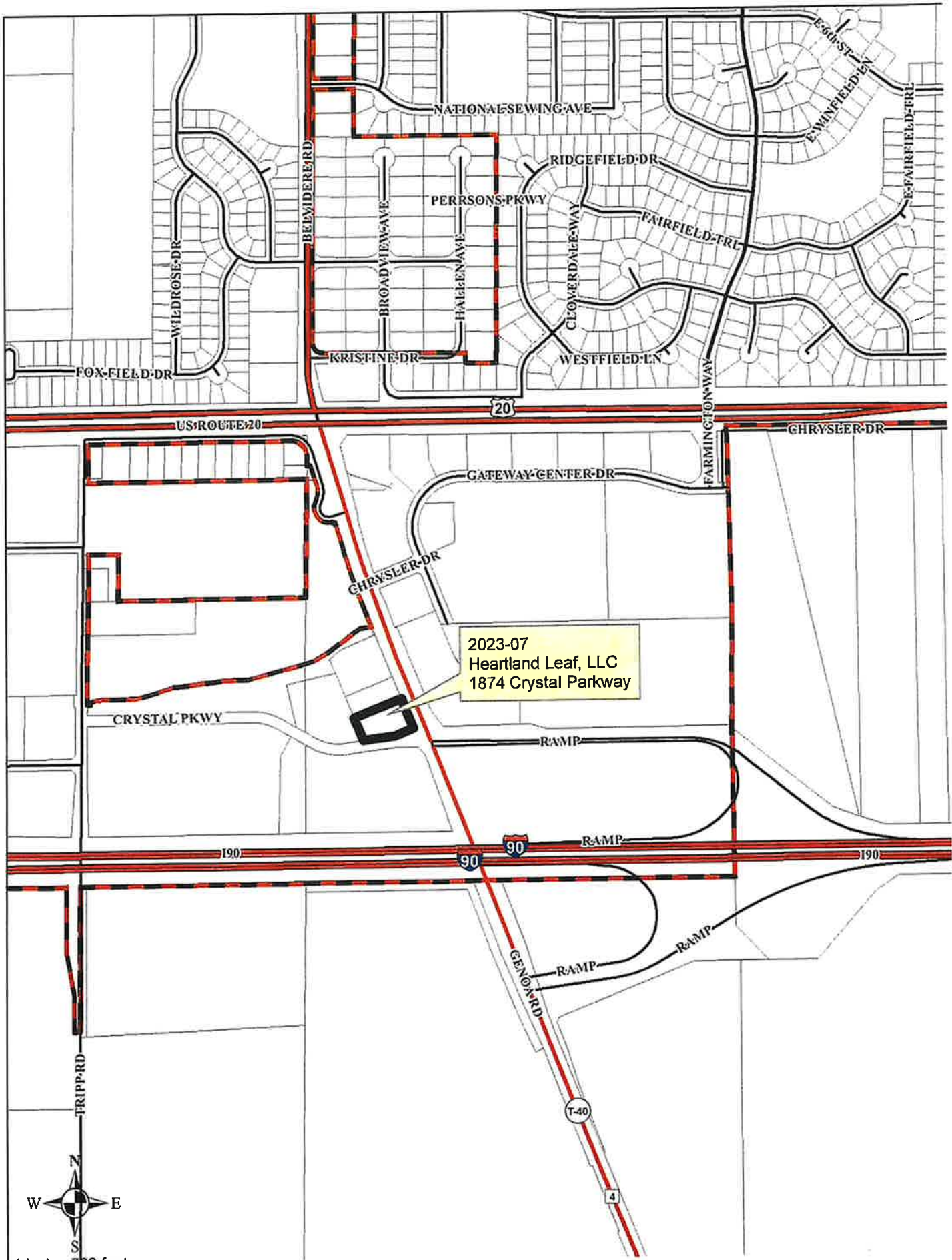
**PLANNING AND ZONING COMMISSION/CITY COUNCIL ACTION**

The Planning and Zoning Commission shall make and forward findings of fact as to the compliance of the proposed planned development with the standards and make a recommendation to the City Council. The City Council shall review the findings and recommendation and may accept or reject the findings and recommendation of the Planning and Zoning Commission in whole or in part; or the City Council may refer the matter back to the Planning and Zoning Commission for further consideration. Any approval shall be considered the approval of a unique request and not be construed as precedent for any other proposed planned development.

**ATTACHMENTS:**

1. Location Map by Planning Staff.
2. Aerial Photo by Planning Staff.
3. Narrative as Submitted by the Applicant.
4. Site Plan Submitted by the Applicant.
5. Letter submitted by the Boone County Health Department, Amanda Mehl, December 21, 2022.
6. Memo submitted by the Belvidere Public Works Department, Brent Anderson, December 27, 2022.
7. E-mail submitted by the Belvidere Fire Department, Mark Beck, December 28, 2022.





2023-07  
Heartland Leaf, LLC  
1874 Crystal Parkway

CRYSTAL PKWY

GENOARD RD

(COUNTY HWY 4)

RAMP

RAMP

GENOARD RD



**DEVELOPMENT NARRATIVE  
LOT 3 OF THE BELVIDERE RETAIL SUBDIVISION**

Belvidere Retail, LLC is proposing an Adult-Use Cannabis Dispensary Organization on the approximately 1.2-acre Lot 3 located in the Belvidere Retail Subdivision.

As part of this application, we are requesting a Special Use for a Planned Development in the PB zoning district, a Replat of the Belvidere Retail Subdivision, and a few deviations from code for the development of Lot 3. The deviation requests are as follows:

- Adult-Use Cannabis Dispensary Organization
- Accessory Structure Setback of 0' to the lot line – This is for the dumpster which was kept out of the front yard to reduce visibility and placed on an angle so trucks can access it easier.
- Pavement Setback of 0' – The 0' setback is for the ring road serving multiple lots which crosses the lot line at the front and rear of the lot.
- Curb Cut Width of 84' at the returns and 42' at the property line – The increased width is due to the curb cut being utilized for the ring road which serves multiple lots.
- Parking Stall Size of 9' wide by 18' deep for a total of 162 SF – The reduced size allows for adequate parking for improved operation of the business.
- Parking Lot Aisle Width of 25' – The reduced width of one drive aisle allows for adequate parking for improved operation of the business along with adequate maneuvering throughout the site.
- Development Sign with Offsite Signage – Multi-tenant sign is proposed to allow adequate visibility of signage from Genoa Road for future tenants within the subdivision.
- Development Sign Area of 300 SF – The increased size is due to multiple tenants on the proposed sign.
- Front and Rear Wall Signage up to 300 SF each – Wall signage is designed to provide adequate visibility for Genoa Road and Crystal Parkway traffic.
- Foot-Candles at Property Line up to 3.5 foot-candles at the interior lot line – The previous overall lighting plan was prepared for all the lots, so the interior lot lines were not considered initially.

Access for Lot 3 will be a full access from Crystal Parkway and a right-in/right-out access from Genoa Road.





**Public Health**  
Prevent. Promote. Protect.

## Boone County Health Department

1204 Logan Avenue, Belvidere, Illinois 61008  
Main Office 815.544.2951 Clinic 815.544.9730 Fax 815.544.2050  
[www.boonehealth.org](http://www.boonehealth.org)

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*The mission of the Boone County Health Department is to serve our community by preventing the spread of disease, promoting optimal wellness & protecting the public's health.*

December 21, 2022

City of Belvidere  
Community Development  
Gina DelRose  
401 Whitney Blvd Suite 300  
Belvidere, IL 61008

Email: [gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)

Re: Case: 2023-007: Heart Leaf, LLC, 1874 Crystal Parkway

Dear City of Belvidere,

We are in receipt of a special use request to permit a planned development in the PB, Planned Business District at 1874 Crystal Parkway, Belvidere, IL 61008.

At this time, the Boone County Health Department has no comment.

If you have any questions or concerns, please contact us at (815) 544-2951 ext. 2 or at [info@boonehealth.org](mailto:info@boonehealth.org).

Sincerely,

Amanda Mehl  
Public Health Administrator  
Boone County Health Department  
AT

# Memo

**To:** Gina DelRose, Community Development Planner  
**From:** Brent Anderson, Director of Public Works  
**Date:** December 27, 2022  
**Re:** Case #2023-07: Heartland Leaf, 1874 Crystal Parkway

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Having reviewed the Special Use Request, I would offer the following comments:

1. Access to Lot #3 is being provided by a private driveway serving not only Lot #3 but also Lots #4, #5 and #6 and possibly additional properties to the north of this subdivision. Given the amount of potential traffic being generated by these lots, I would recommend that the southerly entrance to Lot #3 be eliminated in order to reduce future conflicts with turning movements at the intersection of the private driveway and Crystal Parkway.
2. In addition to the cross-access easement provided on the final plat for the private driveway on Lots 3, 4 and 5, a cross-access easement will need to be provided for the right-in right-out access from Genoa Road on those same lots.

## Gina Delrose

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**From:** Mark Beck <mbeck@belviderefire.com>  
**Sent:** Wednesday, December 28, 2022 2:59 PM  
**To:** Gina Delrose  
**Subject:** Re: case 2023-07

This message originated from an **External Source**. DO NOT click links or open attachments unless you recognize the sender and know the content is safe.

Gina,

The Fire Department is fine with the variance for the narrower aisles.

Thanks

Mark

On Mon, Dec 19, 2022 at 2:35 PM Gina Delrose <[gdelrose@ci.belvidere.il.us](mailto:gdelrose@ci.belvidere.il.us)> wrote:

Please see attached special use for comments,

Hopefully the subdivision plat will be delivered tomorrow so I can send that out for comments soon.

*Gina DelRose*

Community Development Planner

City of Belvidere

401 Whitney Boulevard, 61008

(o) 815-547-7177

(f) 815-547-0789

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**Mark Beck**

# BELVIDERE

## Community Development Department

### Planning Department

401 Whitney Boulevard, Suite 300, Belvidere, Illinois, 61008 (815) 547-7177 FAX (815) 547-0789

### December 2022 Monthly Report

Number	Project	Description	Processed
<b>Belvidere Projects</b>			
2	Cases: December	1550 Pearl Street, SU	11/8/2022
7	Cases: January	1204-1212 Logan Avenue, VAR	11/8/2022
		SW Appleton/R.R., RZ	12/1/2022
		Crosslink Business Park No. 2, PP	12/1/2022
		Crosslink Business Park No. 2, SU	12/1/2022
		2170 Pearl Street, SU	12/13/2022
		1210 Irene Road, VAR	12/13/2022
		Belvidere Retail Subdivision, RP	12/13/2022
		1874 Crystal Parkway, SU	12/13/2022
0	Annexation	None	
0	Temporary Uses	None	
3	Site Plans (New/Revised)	1610 N. State Street	12/5/2022
		1210 Irene Road	12/6/2022
		2183 Crystal Parkway	12/15/2022
0	Final Inspection	None	
1	Downtown Overlay Review	515 S. State Street	12/5/2022
0	Prepared Zoning Verification Letters	None	
0	Issued Address Letters	None	
	Belvidere Historic Preservation Commission	The meeting was cancelled due to lack of a quorum. Staff has spoke to two potential new members.	
	Heritage Days	Staff met to discuss safety issues and barricades.	
	Hometown Christmas	Staff assisted with Hometown Christmas, handed out hot chocolated at the fire station and assisted with the Historic Preservation Commission table at the Boone County Museum of History	
<b>Scanned Plats: E-mail, Print and/or Burn</b>			
3	Recorder's Office		
0	Other Department		
0	General Public		



## **Planning Monthly Report Cont.**

### **Planning Department Current Duties**

Close out completed planning case files

Respond to all FOIA requests

Work with 911, Fire Department and Post Office to verify all addresses in the City

Assist Growth Dimensions with requested data

Meetings and phone calls with developers regarding potential development

Phone calls/walk-ins for questions regarding zoning, floodplain, development, etc.

Prepare minutes, agendas and packets for various committees, commissions and boards

Prepare deposits and purchase orders for bill payments

\*\*\* Staff continues to process grant reimbursements

\*\*\* Staff provided information for the budget