



Village of Arlington Heights
Conceptual Plan Review Committee
Virtual Meeting
October 14, 2020
6:45 PM

I. CALL TO ORDER

- A. In response to the COVID-19 pandemic, this meeting is closed to in-person, public attendance. The meeting is being held virtually, which permits the public to fully participate via their computers or using their phones.

To participate in the virtual meeting, please follow these instructions: <https://bit.ly/3lvGMjN>

Individuals who wish to comment or ask a question on an item on the Agenda may either participate virtually or send an email to the Village at shubbard@vah.com. Please limit emails to 200 words or less. To be shared at the meeting, the email must be received by 3:00 p.m. on October 14, 2020.

II. ROLL CALL

III. APPROVAL OF MINUTES

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. 703-723 W. Algonquin Rd. - T1712
PUD Amendment

VII. OTHER BUSINESS

VIII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Conceptual Plan Review Committee
10/14/2020

Item: 703-723 W. Algonquin Rd - T1712

Department: Planning and Community Development

Requested Action

1. Amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan.

Variations Required

None identified at this time.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #18-014 and is generally supportive of the project, subject to the following:

1. A detailed traffic and parking study from a Certified Traffic Engineer shall be submitted. This study shall assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study must survey existing truck and automobile traffic generated from the two current tenants, as well as Weber Packaging, to understand baseline volume. The study must also analyze/address the following:

- 24-hour operations
- Truck/van/car traffic, peak hours, and any truck/van staging along the shared access drive and Meijer Drive. The site must be designed to avoid adverse impacts to the Weber site and shared access drive, and the traffic study must address this.
- The increase in employees above the number anticipated during original PUD approval

2. The petitioner shall provide a floor plan for conceptual build-out by the proposed tenant, as well as information on the existing tenant employee counts, vehicle storage, and office component sizes.

3. The site shall be designed to ensure van and truck staging/ingress/egress do not create conflicts along the shared access drive with Weber Packaging Solutions.

4. A code compliant landscape plan shall be required. Enhanced landscape screening of the truck/van storage areas shall be required, as well as the truck maintenance area.

5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.

6. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description

Staff Report

Aerial

Project Narrative

Site Plan

Type

Board or Commission Report

Exhibits

Correspondence

Exhibits



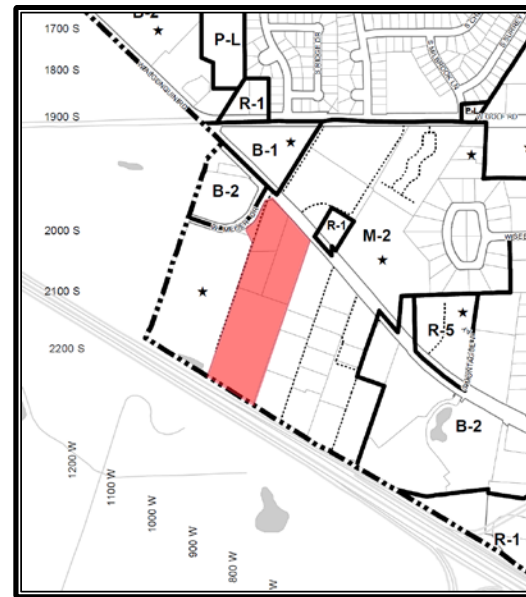
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1712
Project Title: 703-723 W. Algonquin Rd. PUD
 Amendment
Address: 703-723 W. Algonquin Rd.
PIN's: 08-16-102-027, 08-16-102-036

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: October 14, 2020
Date Prepared: October 9, 2020

Petitioner: Mike Wauterlek
 Hamilton Partners
Address: 300 Park Blvd Suite 201
 Itasca, IL 60143-2636

Existing Zoning: M-2: Limited Heavy
 Manufacturing District
Comprehensive Plan: R&D, Mfg., Warehousing



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-2: Limited Heavy Manufacturing District	Multi-tenant office/light industrial building	R&D, Mfg, Warehousing
South	Elk Grove Village – Forest Preserve		
East	M-2: Limited Heavy Manufacturing District	Self-Storage facility, 2 light industrial/office buildings	R&D, Mfg, Warehousing
West	M-2: Limited Heavy Manufacturing District	Light industrial/office building (Weber Packaging Solutions)	R&D, Mfg, Warehousing

Requested Action:

1. Amendment to PUD Ordinance #18-014 to allow modifications to the approved Phase II development plan.

Variations Required:

1. None identified at this time.

Project Background:

The subject property is approximately 15.4 acres in size and was approved for a PUD in early 2018 to allow a two-phased warehousing/distribution facility. Phase I was to entail a 138,500 square foot building on the northern portion of the site, and Phase II was for an addition to the Phase I building that would bring the total size to 331,000 square feet. Phase I was completed in 2019 and currently has two tenants (AVI Systems and Taiki). There is one remaining vacant space within the Phase I building totaling approximately 54,000 square feet.

The petitioner has interest from a potential tenant looking for approximately 108,000 square feet of floor area for a warehousing/distribution use, as well as exterior storage space for parking of up to 74 vans and 98 semi-tractor trucks and trailers. To achieve the 108,000 square feet necessary for this tenant, the business would occupy the existing 54,000 square foot vacant space within the Phase I building, then would need a 54,000 square foot “Phase II” addition to create a total tenant space of 108,000 square feet. If approved, this would represent the final phase of development for the PUD, resulting in an approximately 192,500 square foot building.

The prospective tenant estimates providing 100 full time jobs (50 warehouse/distribution and 50 office related) and would include at least 6,000 square feet of office space. The facility would operate 24-hours a day. Below is a summary of the proposed changes to Phase II of the PUD:

	<u>Development Total</u> Approved Phase II Buildout	<u>Development Total</u> Proposed Phase II Buildout
Total Square Feet	331,000	192,500
Car Parking	305 spaces	190 spaces
Truck/Trailer Parking	0 spaces	98 spaces
Truck Loading	66 berths	27 berths
Van Parking	0 spaces	74 spaces
Van Loading	0 berths	23 berths
Total Employees	130	182

Zoning and Comprehensive Plan

The subject property is currently zoned M-2, Limited Heavy Manufacturing District, which is the appropriate zoning for this type of facility and allows warehousing/distribution uses as “permitted uses”. However, given the differences in expected traffic, the proposed outdoor storage of vehicles, and modification to the approved Phase II building square footage, an amendment to the PUD is required.

The Comprehensive Plan designates this property as suitable for research & development, manufacturing, and warehousing uses. The proposed use is compatible with this designation. The Staff Development Committee is generally supportive of the requested PUD amendment as the proposed use is appropriate for this location. However, the petitioner must provide additional details on expected traffic generation and screening of outdoor truck/van storage areas to ensure that the business operations will not have adverse impacts to surrounding property owners.

Building, Site, Landscaping:

Based on a preliminary analysis, the proposed building addition would conform to all setbacks, bulk, and height regulations. A comprehensive analysis of zoning requirements will be completed during the Plan Commission process once detailed and dimensioned plans are prepared and submitted for review.

Additional details are needed on the screening of the proposed truck and van storage areas. In order to buffer the appearance of the exterior vehicle storage, enhanced landscape screening must be incorporated both within the truck/van storage area where feasible, as well as on the exterior of the truck/van storage area.

The site plan includes an area for “Truck Maintenance”. The petitioner shall provide details on what this entails and what activities would occur within. Per the M-2 District regulations, all “business, production, servicing and processing shall take place within completely enclosed buildings”. Pending further details on the proposed maintenance activities, this area must, at a minimum, be heavily screened with a combination of landscaping and fencing. Per code, this area shall be within an enclosed building.

Access to this site comes from a private access drive that is shared with Weber Packaging Solutions and is located within a dedicated shared access easement. All proposed improvements must be located outside of this easement, and details must be provided to verify that van and truck staging/ingress/egress do not create conflicts along this shared access drive.

The petitioner must provide detailed elevations to determine if the proposed building addition can comply with the approved design as per the Design Commission. Should there be a substantial departure from the previously approved design, a Design Commission application will be required.

Conformance to all MWRD and Village stormwater regulations shall be required. The petitioner must analyze whether the proposed changes require updated stormwater calculations and/or revisions to the existing and approved onsite stormwater management facilities.

Parking and Traffic:

A detailed traffic and parking study from a Certified Traffic Engineer shall be required as part of the formal Plan Commission review process. This study needs to assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study must survey existing truck and automobile traffic generated from the two current tenants, as well as Weber Packaging, to understand baseline volume. The study must also analyze/address the following:

- 24-hour operations.
- Truck/van/car traffic, peak hours, and any truck/van staging along the shared access drive and Meijer Drive. As stated above, the site must be designed to avoid adverse impacts to the Weber site and shared access drive, and the traffic study must address this.
- The increase in employees above the number anticipated during original PUD approval.

In a preliminary analysis, the petitioner has stated that existing truck traffic from current tenants during peak times *plus* the truck traffic during peak times anticipated by the proposed tenant, is less than the total anticipated peak truck traffic from the 2018 KLOA traffic study submitted with the approved Phase II development. If overall and peak traffic (both automobile and truck) is less than what was originally approved during the PUD, then the existing street network should be able to accommodate traffic from the proposed PUD amendment.

In order to quantify code required parking for the site, the petitioner must provide a floor plan for conceptual build-out of the proposed 108,000 square foot tenant space, as well as information on the existing tenant employee counts, vehicle storage, and office component sizes. Staff notes that during the

original PUD approval, the sum of office space within the development was anticipated at approximately 11,000 square feet and the total number of employees working out of the site was anticipated at 130.

Preliminary estimates indicate that the two existing tenants within the building include 24,000 square feet of office space and approximately 80 employees. As the proposed tenant would increase the overall office component within the PUD to approximately 30,000 square feet (compared to the 11,000 square feet anticipated during the original PUD approval), as well as 180 employees (compared to the 130 employees anticipated during original PUD approval), it will be important to verify that the site includes sufficient parking for each tenant and can comply with the parking requirements within the Zoning Code.

Since approval of the original PUD, the Village has established code requirements for the provision of onsite bike parking spaces. Given the proposed modifications, the petitioner must now provide onsite bicycle parking spaces as required by the bike parking regulations. The number of code required bicycle parking spaces shall be determined once detailed plans are submitted.

RECOMMENDATION

The Staff Development Committee reviewed the proposed amendment to PUD Ordinance #18-014 and is generally supportive of the project, subject to the following:

1. A detailed traffic and parking study from a Certified Traffic Engineer shall be submitted. This study shall assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, and parking. The study must survey existing truck and automobile traffic generated from the two current tenants, as well as Weber Packaging, to understand baseline volume. The study must also analyze/address the following:
 - 24-hour operations
 - Truck/van/car traffic, peak hours, and any truck/van staging along the shared access drive and Meijer Drive. The site must be designed to avoid adverse impacts to the Weber site and shared access drive, and the traffic study must address this.
 - The increase in employees above the number anticipated during original PUD approval
2. The petitioner shall provide a floor plan for conceptual build-out by the proposed tenant, as well as information on the existing tenant employee counts, vehicle storage, and office component sizes.
3. The site shall be designed to ensure van and truck staging/ingress/egress do not create conflicts along the shared access drive with Weber Packaging Solutions.
4. A code compliant landscape plan shall be required. Enhanced landscape screening of the truck/van storage areas shall be required, as well as the truck maintenance area.
5. The petitioner shall comply with all Federal, State, and Village Codes, Regulations, and Policies.
6. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

October 9, 2020

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1712



Golf Rd

W Golf Rd

58

W Golf Rd

58

E Go

62

Meijer Dr

W Meijer Dr

W Algonquin Rd

W Seegers Rd

W Seegers Rd

Northwest Hwy

I-90

Interstate Highway 90

Ramp

Interstate Highway 90

90

Ramp

S Arlington Heights Rd

E Algonquin Rd

Private

Ramp

Via e-mail

300 Park Blvd Suite 201
Itasca, IL 60143-2636

Telephone (630) 250-9700

October 7, 2020

RE: 703 W. Algonquin Road

Dear Sam,

On behalf of Hamilton Partners, I want to thank the Village for its attention as we seek to lease the final and remaining portion of 703 W. Algonquin Road.

As a developer, one of the greatest changes we have observed as a result of the ongoing pandemic, has been the extremely rapid adoption of e-commerce and last mile type delivery services. Industrial real estate is the healthiest among all real estate sectors nationwide. E-commerce and last mile distributors have experienced the greatest growth within the real estate class. The shopping habits of consumers has changed almost overnight with no indication of regressing to the old norm, at any time in the foreseeable future. With this change in consumption comes the need for a new type of facility.

We are proud to submit our conceptual plan for what we believe is that exact facility. The fleet of over the road tractors and trailers of the past has in large part been replaced by smaller delivery vans which require more area for vehicle parking, and less area for building coverage. One of the beneficial byproducts of this new industrial use is smaller vehicles, with lighter loads which decreases the impact on Village infrastructure and local traffic. We believe the demand for this type of facility will only grow over time which will strongly position this property for many years to come.

Lastly and of equal importance, the reason we seek this change in use relates to our success in reaching an agreement with a tenant to occupy this facility. The potential Village customer is a fortune 500 company and a well-known consumer brand. With their tenancy, the customer will bring 50 white collar employees and 50 warehouse employees to the Village. At least 20 of the warehouse employees will be new jobs that the company will seek to hire locally. Compared to what was previously approved, this facility will provide significantly greater real estate taxes while also decreasing truck traffic thus alleviating the burden on Village traffic and infrastructure.

We appreciate your consideration. Like us, we hope you'll see this as an exciting opportunity for the Village to lower the impact on the Village infrastructure and to create jobs and increase real estate tax base within the community. We look forward to your feedback.

Mike Wauterlek
Partner
Hamilton Partners

PROJECT DATA:			DEVELOPMENT STANDARDS:		
SITE AREA:			ZONING:	M-2	
GROSS:		15.41 AC	MAX. F.A.R.:	2.50	
		671,453 SF			
DETENTION:	@ 3%	22,964 SF	BUILDING SETBACKS:		
NET:		14.89 AC			
		648,489 SF			
BUILDING AREA:			OFF-STREET PARKING:	15 FT ¹	
EXISTING BUILDING (PH 1)		138,461 SF			
PROPOSED EXPANSION (PH 2)		54,080 SF			
TOTAL FOOTPRINT:		192,541 SF			
TENANT DATA:					
EXISTING VACANT AREA:		54,080 SF	REQ. PARKING RATIO BY USE:		
PROPOSED EXPANSION:		54,002 SF			
TOTAL TENANT AREA:		108,082 SF			
▲	48" HIGH TRUCK DOCK DOORS	11	NOTES:		
■	28" HIGH VAN LOADING DOORS	16			
○	GRADE-LEVEL DOORS	1			
AUTO PARKING		111 STALLS			
		@1.03/1000 SF	1 OR 10%, WHICHEVER IS LESS		
REQ. ACCESSIBLE		5 STALLS			
12'X65' - TRAILER STALLS		98 STALLS			
11'X28' - VAN STALLS		74 STALLS			



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design: AVERAGE REGIONAL REQUIRED PROVIDED

Boundary Source: GIS MAP & AERIAL IMAGE