



Village of Arlington Heights  
Plat and Subdivision Committee  
Community Room, 3rd Floor  
Arlington Heights Village Hall  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005  
March 22, 2017  
7:00 PM

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. APPROVAL OF MINUTES**

**IV. REPORTS**

**V. OLD BUSINESS**

**VI. NEW BUSINESS**

- A. Industrial Development - 702-723 W. Algonquin Rd. - T1581  
Preliminary PUD, Plat of Subdivision to Consolidate Lots

**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.



**Item:** Industrial Development - 702-723 W. Algonquin Rd. - T1581

**Department:** Planning & Community Development

### **REQUESTED ACTION**

1. Preliminary Planned Unit Development.
2. Plat of Subdivision to Consolidate the Lots.

### **VARIATIONS REQUIRED**

1. None identified at this time.

### **RECOMMENDATION**

The Staff Development Committee is generally supportive of the proposed PUD and lot consolidation, however, further details from the petitioner are needed before a formal recommendation can be rendered. The petitioner should address the following items in their formal application to the Plan Commission.

1. Engineering plans and details, including a fire-truck auto turn exhibit, shall be required as part of the formal review process.
2. A market assessment shall be required, which must analyze the need for this type and size development at this location.
3. Design Commission review shall be required prior to a formal hearing of the Plan Commission.
4. Driveway modifications along Algonquin Road shall be subject to IDOT approval.
5. An REA shall be required along the western property line (where appropriate) if sufficient easements do not already exist relative to the neighboring development to the west.
6. Provide a detailed Traffic and Parking Study from a Certified Traffic Engineer. This study will need to assess access, on-site circulation, parking, trip generation, trip distribution, and impacts to local streets.
7. A code compliant Landscape and Tree Preservation Plan shall be required. The applicant shall provide an appropriate landscape screen along the southern (rear)

property boundary and shall evaluate if additional greenspace can be added to the southwest corner of the development.

8. These are preliminary comments only and should not be relied upon as identification of the only major concerns. 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  
Narrative  
Site Plan - Phase I  
Site Plan - Phase II

**Type**

Board or Commission Report  
Exhibits  
Correspondence  
Exhibits  
Exhibits



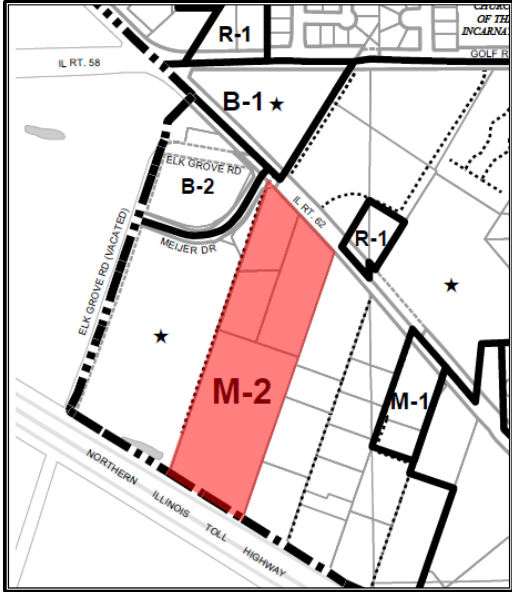
VILLAGE OF ARLINGTON HEIGHTS  
**STAFF DEVELOPMENT**  
**COMMITTEE REPORT**

Temp File Number: T1581  
Project Title: 703-723 W Algonquin Ind. Redev.  
Address: 703-723 W. Algonquin Rd.  
PIN: Multiple PIN's

To: Plat and Subdivision Committee  
Prepared By: Sam Hubbard  
Meeting Date: March 22, 2017  
Date prepared: March 17, 2017

Petitioner: Mike Wauterlek  
Address: Hamilton Partners Real Estate  
 300 Park Blvd. – Suite 201  
 Itasca, IL 60143

Existing Zoning: M-2, Limited Heavy Manufacturing District



**SURROUNDING LAND USES**

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

Requested Action:

1. Preliminary Planned Unit Development.
2. Plat of Subdivision to Consolidate the Lots.

Variations Required:

1. None identified at this time

### **Project Background:**

The subject property is a composed of multiple lots of record comprising a total of 15.4 acres in area. The site is occupied by two light industrial/office building, one on the northern half of the site and one on the southern half of the site. There are two driveway entrances along Meijer Drive and one full access driveway along W. Algonquin Rd. The intersection of Meijer Drive and W. Algonquin Road is a full access lighted intersection. On the southern end, the subject property abuts the I-90 Toll Road.

The applicant has proposed to purchase the site and redevelop the subject property in two phases. Phase I would involve the demolition of the north building and the redevelopment of an approximately 131,750 square foot distribution facility with 28 loading spaces and 187 parking spaces. Phase II would involve the demolition of the southern building and a 167,250 square foot addition to the Phase I building, for a total of 299,000 square feet for distribution/warehousing. The total amount of on-site parking provided would increase to 363 parking spaces.

The subject property would be built on speculation and no anchor tenant has signed on to lease space. The building would be designed to allow the interior to be demised into 40,000 square foot spaces. The petitioner believes that proximity to I-90 and Algonquin Road will make the site attractive to distribution and logistics companies, and are estimating approximately 350 employees to work out of the facility once both phases are complete. The property would operate on a 24-hour around the clock schedule.

### **Zoning and Comprehensive Plan**

Warehousing and distribution facilities are allowed as a permitted uses within the M-2 District and therefore no special use permit is required for the proposed development. However, if tenants other than warehouse/distribution businesses are located for the building, a special use permit may be required in the future depending on the proposed use of the tenant. Additionally, all developments on property over 4 acres in size and within the M-2 District are required to obtain Planned Unit Development (PUD) approval. The petitioner will be required to submit a zoning application, including all required plans and studies, in order to initiate the Plan Commission process.

The Comprehensive Plan designates the subject property as appropriate for "Research & Development, Manufacturing, and Warehousing." The proposed use and PUD is consistent with this designation.

As the phased development approach involves a building that will cross multiple lot lines, a Plat of Subdivision will be required to consolidate the lots. Since the project will proceed with zoning approvals for both Phase I and Phase II at the same time, approval of the lot consolidation will be required as part of the PUD process.

All developments within the M-2 District are required to conform to the Industrial Performance Standards as identified within Section 5.1-18.2 of Chapter 28, which does mostly with odor, noise, vibrations, and other physical impacts that an industrial development can have on neighboring properties. Although a distribution facility will not likely have issues conforming to these standards, the petitioner should be aware of the standards to ensure that the proposed development can conform.

In order to demonstrate the sufficient demand for this particular development, the petitioner shall provide a market study that discusses the market supply and demand for distribution facilities within this submarket.

When more detailed plans are received, additional Variations may be identified.

### **Site & Building**

Preliminary analysis shows that the both phases of development will conform to all setback and bulk standards within the M-2 District, with exception to the rear parking row within Phase II which appears to be setback only 5' from the rear property line where all parking and storage must be setback a minimum of 15' from the rear property line. Although there are no height, building coverage, and impervious surface coverage regulations within the M-2 District, the petitioner should provide data on these aspects of the development to allow staff to understand the overall impact of the building on the site.

The existing site appears to share an access drive along the western property line that provides access to the property to the west. As part of the PUD process, the applicant must identify any Reciprocal Easement Agreements (REA) that provide for this access, and if this access is not formally granted, it shall be required as part of the PUD process. Additionally, truck turning exhibits will be required for both phases of the development, which should exhibits should also show how a Village fire truck will be able to navigate the site.

The applicant should examine the southwestern corner of the site and provide additional green space in this area. Currently, this area is shown as impervious surface and it does not appear that paving will be necessary here to allow for truck movements. Additionally, the proposed development must comply with all Village and MWRD regulations regarding detention, and additional stormwater detention facilities may be needed. Finally, a code compliant photometric plan will be required as part of any formal PUD application, and a Design Commission application will be required for the proposed development.

### **Landscaping**

A code compliant landscape plan shall be required as part of the formal review process. According to code, a nine foot wide landscape island with a four inch caliper shade trees are required at the end of each row of parking and after every 20 parking stalls. In addition, a three foot high continuous row of shrubs is required to screen the parking lot from the public rights of way (Algonquin Road and I-90). Additional landscaping is recommended along the rear of the property to provide a buffer from the highway and to present an attractive development as viewed from this heavily travelled corridor

In conjunction with the landscape plan, a tree preservation plan shall be required. This plan needs to identify all existing trees that have a trunk caliper size of 3-inches or greater. In addition, each tree must be identified by common and botanical name, size, condition (good, fair, poor), disposition (remove, relocate, preserve), and its replacement value. As part of the formal review process, staff will work with the Petitioner to try and save and/or relocate as many of the existing trees as possible.

### **Traffic and Parking**

According to Chapter 28, Section 6.12, Traffic Engineering Approval, any Planned Unit Development larger than 5,000 square feet in size that requires Plan Commission review is required to provide a traffic and parking study from a Certified Traffic Engineer. This study needs to assess access (location, design, and Level of Service), on-site circulation, trip generation and distribution, parking, and impacts to public streets. The traffic study should be sure to evaluate the impact of increased truck traffic and deliveries along Meijer Drive and at the intersection of Meijer Drive and W. Algonquin Road. The petitioner should be aware that Algonquin Road is under IDOT jurisdiction, and any modifications to the driveway along Algonquin Road will require IDOT approval.

Both phases of the development conform to parking requirements, however, the petitioner should note that parking requirements for a warehouse facility are based on the number of employees at peak shift, plus the number of vehicles that will be used in the conduct of the premises (i.e. one space per loading bay). Since the development is being constructed without any known tenants and interior buildout plans, the number of employees is unknown, the total square footage of all office spaces is unknown, and the 74 loading bays are only a conceptual design. Therefore, the total amount of code required parking is unknown. The petitioner should be mindful to design the parking to accommodate one parking space for every two employees, plus one parking space per loading bay, plus one parking space per every 300 square feet of office areas in order to conform to code requirements. Given the estimate of 350 employees, 74 loading spaces, and 26,000 square feet of office space, 336 parking spaces would be required and 363 parking spaces have been proposed. Finally, staff notes that Phase I appears to have a handicap parking stall that shares an access aisle with a neighboring handicap stall, which is not allowed by code and should be revised.

### **RECOMMENDATION**

The Staff Development Committee is generally supportive of the proposed PUD and lot consolidation, however, further details from the petitioner are needed before a formal recommendation can be rendered. The petitioner should address the following items in their formal application to the Plan Commission.

1. Engineering plans and details, including a fire-truck auto turn exhibit, shall be required as part of the formal review process.
2. A market assessment shall be required, which must analyze the need for this type and size development at this location.
3. Design Commission review shall be required prior to a formal hearing of the Plan Commission.
4. Driveway modifications along Algonquin Road shall be subject to IDOT approval.
5. An REA shall be required along the western property line (where appropriate) if sufficient easements do not already exist relative to the neighboring development to the west.
6. Provide a detailed Traffic and Parking Study from a Certified Traffic Engineer. This study will need to assess access, on-site circulation, parking, trip generation, trip distribution, and impacts to local streets.
7. A code compliant Landscape and Tree Preservation Plan shall be required. The applicant shall provide an appropriate landscape screen along the southern (rear) property boundary and shall evaluate if additional greenspace can be added to the southwest corner of the development.

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

March 17, 2017

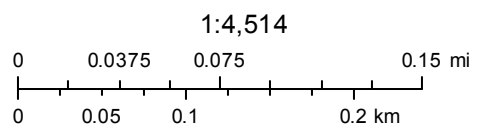
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager  
All Department Heads  
Temp File 1581

# 703-723 W. Algonquin Rd - Aerial



March 17, 2017



# HAMILTON PARTNERS

---

March 9th, 2017

**RE: 15.40 acres located at the northeast corner of Algonquin Road and Meijer Drive Arlington Heights, Illinois**

To Whom It May Concern:

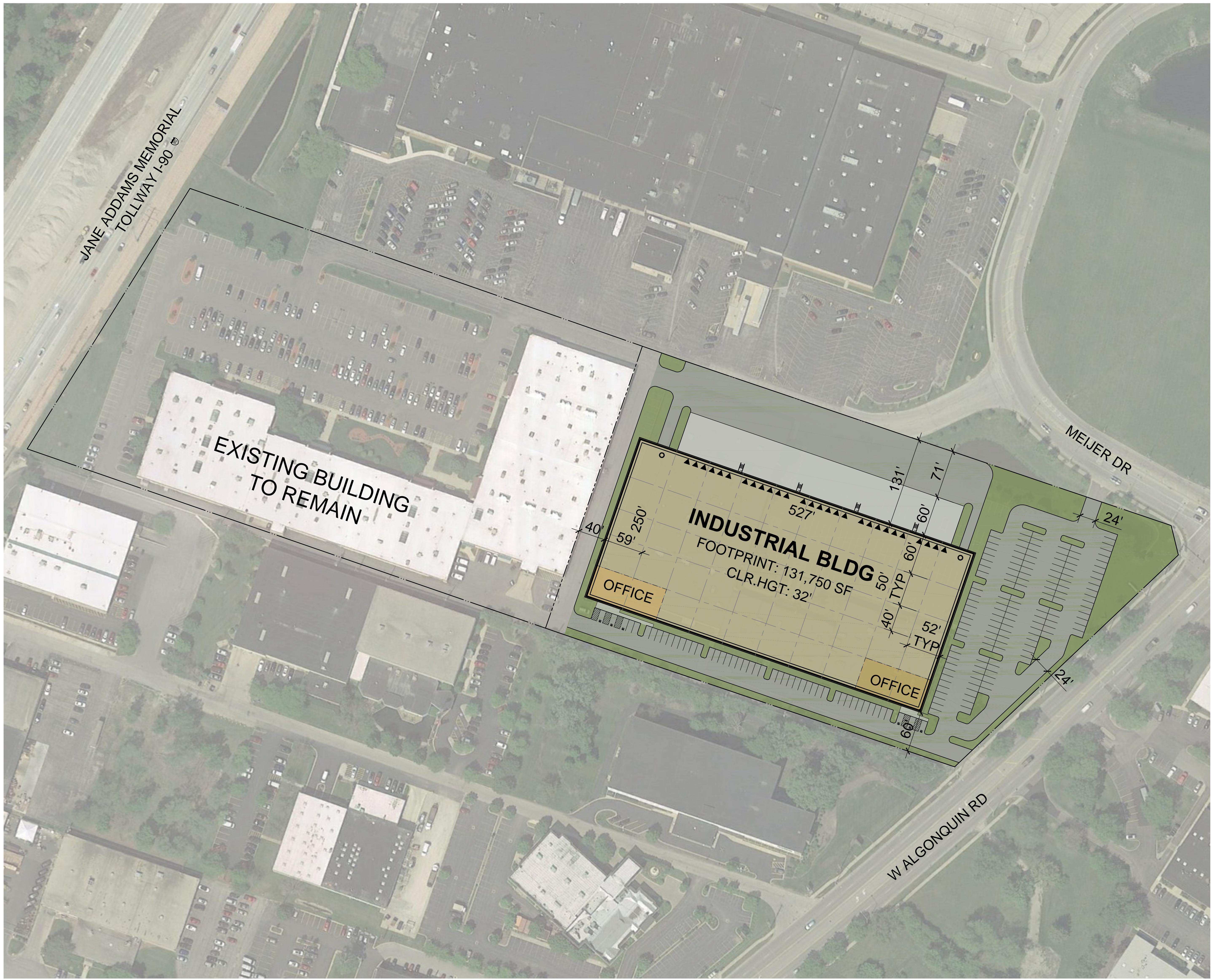
Hamilton Partners was formed in 1987 after a core group of partners separated from Trammell Crow's Midwest operations. Hamilton Partners has since grown to be one of the largest privately held real estate development firms in the central US with a total portfolio of over 25 million square feet and a conservative market value in excess of \$2 billion. Our portfolio consists of office, industrial, apartment and retail with projects in Chicago, Salt Lake City, Denver, Milwaukee and Raleigh Durham.

The property at Algonquin Road and Meijer Drive gives us an opportunity to expand upon an existing local portfolio of distribution buildings totaling in excess of 15,000,000 square feet. The proposed state of the art facility will be the most functional industrial property in the area totaling approximately 299,000 square feet, with the ability to be demised to approximately 40,000 square foot suites. The initial phase of the project will be approximately 131,750 square feet. The construction of the first phase of the facility will begin immediately upon receipt of a building permit. The duration of the construction will last approximately 6 months. The expansion of the building will occur once the existing southern facility becomes vacant. The proposed facility will offer 32' clear heights, high efficiency lighting, a 130' truck court, and the highest car parking ratio in the submarket for similar properties with a total of 363 auto stalls.

Our target customers for the property will be light distribution companies and companies desiring image or a showroom given the exposure off of I-90 and Algonquin Road. We also believe the facility will be attractive to logistics companies given the properties' proximity to access on both I-90 and Highway 53. The property will offer 24 hour access and use to prospective tenants. Based upon similar properties, the property will be occupied by tenants employing approximately 350 employees.

Hamilton Partners' business model has been to construct quality properties with an infinite hold period. We look forward to partnering with the Village of Arlington Heights on this project and others over the years to come.

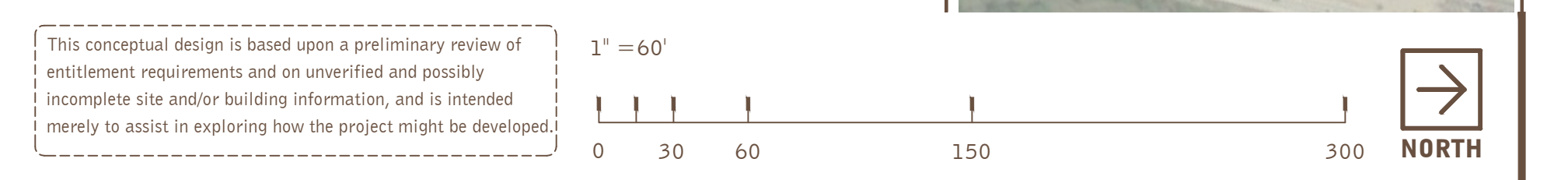
Mike Wauterlek  
Hamilton Partners Real Estate  
300 Park Boulevard, Suite 201  
Itasca, Illinois 60143



PROJECT DATA:		
SITE AREA:		
GROSS:	15.40 AC	670,675 SF
DETENTION:	@ 0%	0 SF
SLOPE:		0 SF
EASEMENTS:		0 SF
OUT-PARCEL:		0 SF
NET:	15.40 AC	670,675 SF
BUILDING FOOTPRINT:		
131,750 SF		
BUILDING USE:		
WAREHOUSE		121,000 SF
OFFICE	@ 8%	10,750 SF
COVERAGE:		
GROSS:		20%
NET:		20%
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	121 STALLS
OFFICE	1/300 SF	36 STALLS
TOTAL		157 STALLS
PARKING PROVIDED:		
AUTO:		187 STALLS
		@1.42/1000 SF
	<i>REQ. ACCESSIBLE</i>	6 STALLS
TRAILER:		0 STALLS
TRUCK DOCKS:		
▲ DOCK-HIGH DOORS		28
● GRADE-LEVEL DOORS		2

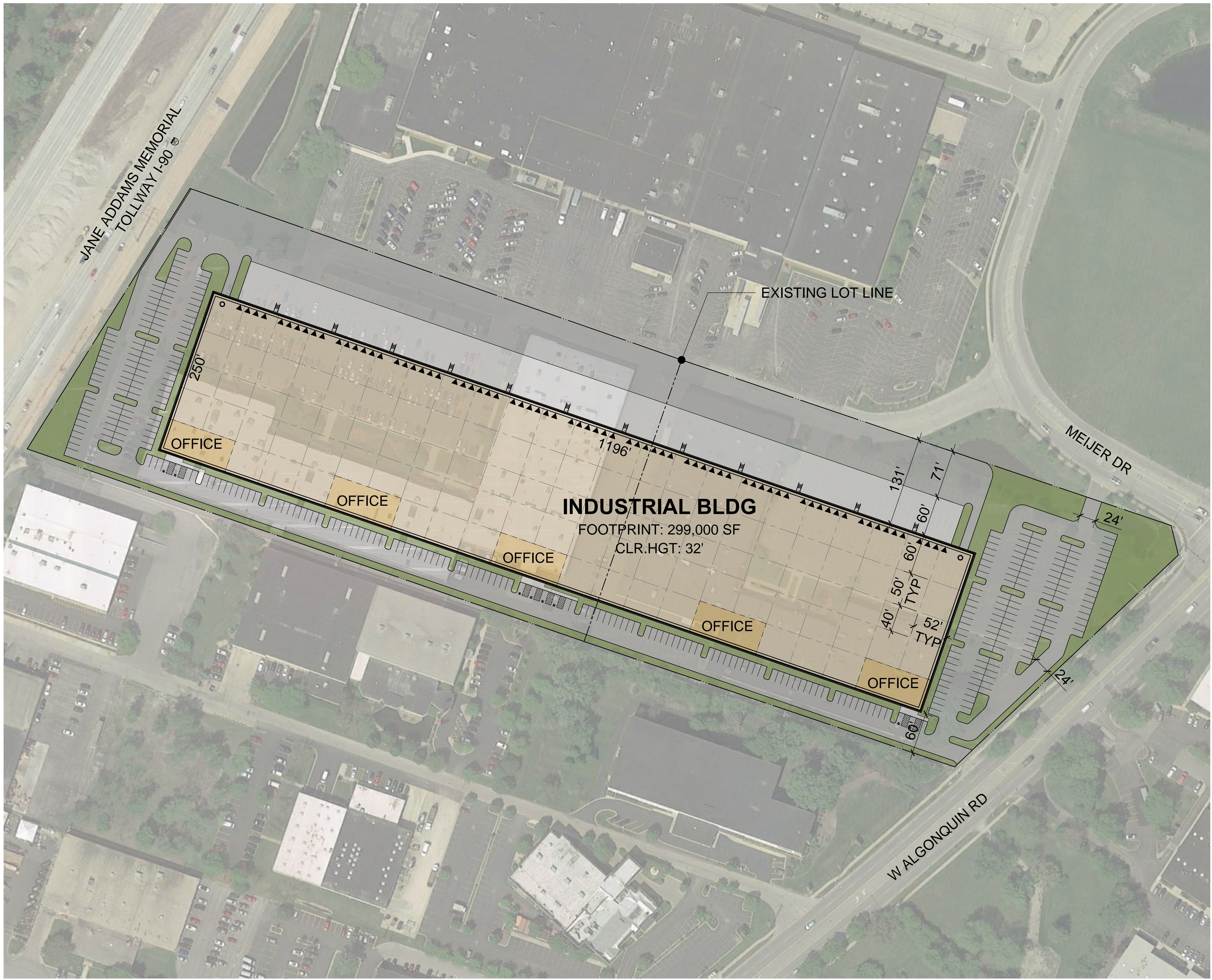
DEVELOPMENT STANDARDS:	
ZONING:	M-2
MAX. F.A.R.:	2.50
BUILDING SETBACKS:	
FRONT:	15 FT
SIDE:	10 FT
REAR:	15 FT
OFF-STREET PARKING:	
WIDTH:	9 FT
LENGTH:	18 FT
VERTICAL:	7 FT
DRIVE AISLE:	24 FT
OVERHANG:	1.5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/2 EMP
OFFICE:	1/300 SF

NOTES:  
1 OR 10%, WHICHEVER IS LESS



scheme: 05

Conceptual Site Plan



PROJECT DATA:		
SITE AREA:		
GROSS:	15.40 AC	
	670,675 SF	
DEVELOPMENT STANDARDS:		
ZONING: M-2		
MAX. F.A.R.: 2.50		
BUILDING SETBACKS:		
FRONT:	15 FT	
SIDE:	10 FT	
REAR:	15 FT	
OFF-STREET PARKING:		
WIDTH:	9 FT	
LENGTH:	18 FT	
VERTICAL:	7 FT	
DRIVE AISLE:	24 FT	
OVERHANG:	1.5 FT	
REQ. PARKING RATIO BY USE:		
WAREHOUSE:	1/2 EMP	
OFFICE:	1/300 SF	
NOTES: 1 OR 10%, WHICHEVER IS LESS		
PROJECT DATA:		
DETECTION: @ 0% 0 SF		
SLOPE: 0 SF		
EASEMENTS: 0 SF		
OUT-PARCEL: 0 SF		
NET: 15.40 AC		
670,675 SF		
BUILDING FOOTPRINT: 299,000 SF		
BUILDING USE:		
WAREHOUSE	273,000 SF	
OFFICE @ 9%	26,000 SF	
COVERAGE:		
GROSS:	45%	
NET:	45%	
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	273 STALLS
OFFICE	1/300 SF	87 STALLS
TOTAL		360 STALLS
PARKING PROVIDED:		
AUTO:	363 STALLS	
	@1.21/1000 SF	
REQ. ACCESSIBLE	8 STALLS	
TRAILER:	0 STALLS	
TRUCK DOCKS:		
▲ DOCK-HIGH DOORS		2
● GRADE-LEVEL DOORS		

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.



scheme: 03

Conceptual Site Plan